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5.1 DEFINITIONS

5.1 DEFINITIONS

“**Bed Truck**” means a truck tractor equipped with a cargo carrying deck and a winch that is used for self loading and that is located behind the cab; (Div. 1.01 CTAR)

“**Bridge Formula**” is $30 \times \text{Wheelbase (cm)} + 18,000 = \text{maximum permissible weight in kilograms}$.

“**CTR**” means the Commercial Transport Regulations, BC Reg 30/78

“**FPB**” means the front projection measured from the front bunk forward to the front of the load.

“**Fixed Equipment**” means equipment bolted or welded to the truck or trailer, which was designed to perform certain engineered function(s), e.g. drilling derrick, vacuum bag house, and coil rig, etc., and may or may not include some incidental reducible load required for the intended function of the vehicle (such as the coil tubing in a coil tubing unit).

“**FPK**” means the front projection measured from over the kingpin forward to the front of the vehicle and/or load.

“**FPT**” means the front projection measured from the turn centre of the steering axle forward to the front of the vehicle and/or load.

“**FPU**” means the front projection measured from the front bumper forward.

“**FTRO**” means the effective rear overhang of a full or pony trailer measured from the turn centre of the last axle group to the end of the vehicle and/or load.

“**GVW**” means gross vehicle weight.

“**KPLA**” means the measurement taken from the king pin to the centre of the last axle of the lowbed semi-trailer.

“**Licensed GVW**” means the gross vehicle weight a vehicle is licensed for. This is usually shown on the vehicle’s licensing and registration documents.

“**Lowbed Semi-trailer**” means a semi-trailer with a depressed deck area. Folding gooseneck lowbed semi-trailers (single drop scissorneck) are considered lowbed semi-trailers for both drop deck and flat deck operations. Single drop and double drop trailers are also considered lowbed semi-trailers. Tilt deck trucks and pony trailers are not considered lowbed semi-trailers.

“**OAH**” means the overall height measured from the ground to the top of the vehicle and/or load.

“**OAL**” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“**OAW**” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

“**Manned Steering Trailer**” is a free-standing dolly, supporting one end of a long load that rests on a turntable attached to the dolly, equipped with a compartment for a driver.

5.1 DEFINITIONS

“Non-TAC Vehicle” means a vehicle that does not comply with vehicles standards set by the Transportation Association of Canada and outlined in the Commercial Transport Regulations.

“Peace River Area” comprises an area from the BC/AB Border on the East to the Pine Pass (Azuzetta Lake) in the West, and from the Monkman Park area in the South to the BC/YT and NWT Borders in the North. The Peace River at Taylor further divides this area into the North and South Peace areas respectively.

“Remotely Steered Trailer” is defined as a steering trailer that can be remotely steered by an independent operator who is not in care and control of any other vehicle, including a pilot car that is required by the permit for the load.

“RPA” means the rear projection measured from the centre of the last axle to the end of the vehicle and/or load.

“RPB” means the rear projection measured beyond bunk to the end of the load.

“RPT” means the rear projection measured beyond the turn centre on the trailer to the end of the vehicle and/or load.

“RPU” means the rear projection measured from the rear bumper to the end of the vehicle and/or load.

“Self-steering Dolly” is defined as a free standing dolly, supporting one end of a long load that rests on a turntable attached to the dolly. The front or rear axle(s) of the dolly can be steered mechanically and/or automatically in proportion to the external articulation between the long load being towed and the chassis of the dolly.

“Self-steering Trailer” is defined as a trailer, semi-trailer or free-standing dolly (but not a pole trailer) that is equipped with axles that can be steered mechanically and/or automatically in proportion to the external articulation between the long load being towed and the chassis.

“STERO” means a semi-trailer’s effective rear overhang.

“STWB” means the wheelbase of a semi-trailer measured from the kingpin to the turn centre of the trailer axle group.

“TTERO” means a truck or truck tractor’s effective rear overhang measured from the turn centre of the drive axle group to the end of the vehicle or load.

“TTWB” means the wheelbase of a truck tractor measured from the centre of the steering axle to the turn centre of the drive axle group.

5.2 GENERAL and 5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.2 GENERAL

Single trip and term oversize and/or overweight permits are available as described in the following sections of this chapter. If the vehicle is oversize and overweight, two (2) permits will be required; one for size and one for weight. Unless otherwise specified, maximum GCVW for term permits in BC is 64,000 kg.

Requests to exceed any of the dimensions listed in this chapter must be forwarded to the Commercial Transport Program. See 6-4 Extraordinary Loads for more information.

Note: dimensions and weights are legal unless otherwise specified.

5.3 OVERSIZE/OVERWEIGHT VEHICLES**5.3.1 Buses****5.3.1.A. Double Decker Buses****Dimensions – Single Trip or Term Oversize Permits**

OAH	Additional Comments	T-Form
4.42 m	<ul style="list-style-type: none"> For buses traveling in the Lower Mainland, the CVSE1010 applies Route will be specified on face of permit 	1000

“OAH” means overall height measured from the ground to the top of the vehicle

5.3.1.B. Intercity Buses pulling Pony Trailers

The following dimensional and weight allowances are only for the following bus models:

- MCI Models 102C3, 102D3, 102DL3, D4000, D4500, D4505, G4500
- Prevost Model H345
- Le Mirage XL buses

Dimensions – Single Trip or Term Oversize Permits

OAH	OAL	OAW	Additional Comments	T-Form
legal *	20 m**	legal	<ul style="list-style-type: none"> Maximum OAH for pony trailer is 2.73 m ** OAL of bus must be no more than 14 m Pony trailer wheelbase must be a minimum of 3.84 m 	1000

“OAH” means overall height measured from the ground to the top of the vehicle.

“OAL” means overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

Weights – Single Trip Overweight Permits Only

Axle Groups	Weight	Additional Comments	T-Form
GVW for pony trailer	4,500 kg	<ul style="list-style-type: none"> Overweight permit is not needed if: <ul style="list-style-type: none"> The licensed GVW of the bus is high enough to include the weight of the trailer, or The pony trailer is correctly licensed with a utility plate (typically ≤ 1400 kg / not used for financial gain) 	1000, 1011

“GVW” means gross vehicle weight.

NOTE: Unless directed to do so by a sign or by a peace officer, BC licensed buses are not required to stop at scales provided they hold all appropriate permits. ‘BC licensed buses’ includes those units with an appropriate IRP licence and those operating in BC with a valid Non Resident Commercial Vehicle Permit issued either for a single trip or quarterly.

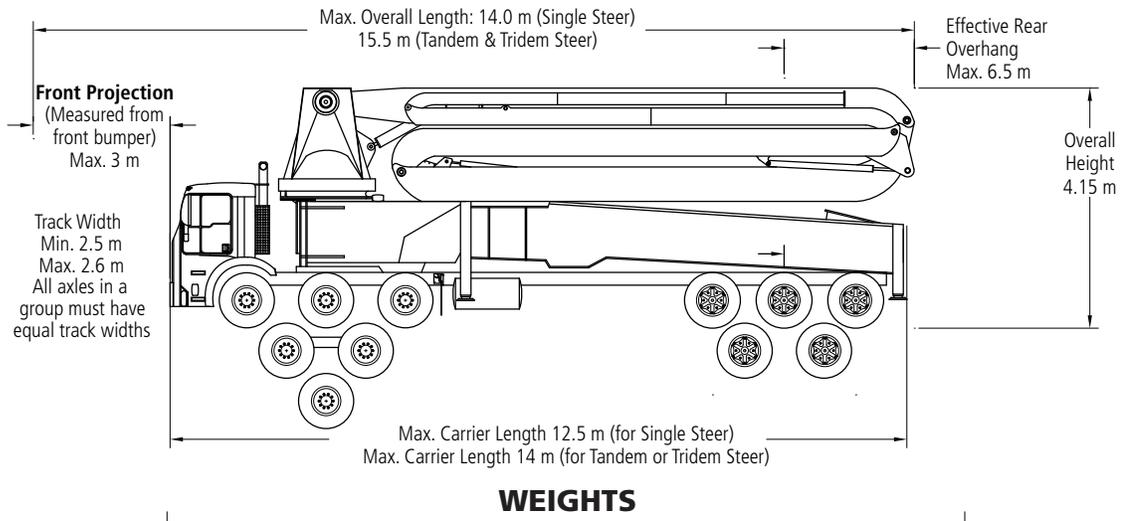
5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.2 Concrete Pumper Trucks, Telescopic Conveyor Trucks and Pump Trailers

5.3.2.A. Concrete Pumper and Telescopic Conveyor Trucks

Single trip and term oversize and/or overweight permits are available provided the concrete pumper or telescopic conveyor complies with this diagram.

Commercial Transport Permit Conditions • Concrete Pumper and Telescopic Conveyor Trucks DIMENSIONS



WEIGHTS

Maximum Gross Vehicle Weight (GVW)

Tandem Steer Max. 39,200 kg (Legal) • Tandem Steer Max. 45,000 kg (Overload)

CONCRETE PUMPER & TELESCOPIC CONVEYOR TRUCKS						
Steering/ Drives	Steer	Axle Spread (between first and last axle centres)	Min. Wheelbase	Drive	Min. Interaxle Spacing	Max. Gross Vehicle Weight (GVW)
						Overweight (OW)
Single/Single	n/a	n/a	n/a	n/a		
Single/Tandem	12,000 kg (OW)	Up to 1.0 m/ 1.0 – 1.85 m	3.0 m	23,000 kg	3 m	35,000 kg
Single/Tridem	12,000 kg (OW)	Up to 1.0 m/ 2.4 – 2.8 m	6.6 m	*28,000 kg	3 m	40,000 kg
Tandem/Tandem	**17,000 kg	1.0 – 2.2 m/ 1.0 – 1.85 m	7 m	**23,000 kg	5 m	40,000 kg
Tandem/Tridem	**17,000 kg	1.0 – 2.2 m/ 2.4 – 2.8 m	7.2 m	28,000 kg	5.5 m	45,000 kg
Tandem/Tridem†	**17,000 kg	1.0 – 2.2 m/ 2.8 m – 3.1 m†	7.9 m	28,000 kg	5.5 m	45,000 kg
Tridem/Tridem	**24,000 kg (no overload allowed)	2.4 – 3.1 m/ 2.4 – 2.8 m	Limited by interaxle spacing of 5 m	28,000 kg	5 m	52,000 kg

* Minimum 27% drive axle weight on steering

** Minimum 40% drive axle weight on steering

† Oilfield Exploration bed trucks only

- The tridem drive axles must be equally spaced on a common suspension that equalizes the weight within 1,000 kgs from adjacent axles.
All 3 axles must drive. No lift, pusher, or tag axles allowed
- Minimum 25.4 cm (10 inches) tire width on drive axles
- Wide Spread tandem steer axle permitted up to 2.2 m

5.3 OVERSIZE/OVERWEIGHT VEHICLES

SPECIFICATION FOR TRIDEM DRIVE TRUCK

1. Tandem drive axles converted to tridem drive must meet track width requirement.
2. Axle locking devices must be capable of being disengaged during turning manoeuvres.
3. The Static Rollover Threshold (SRT), minimum 0.4 g, must be certified by the manufacturer of the truck, or a registered BC Professional Engineer when the tandem steer axle group exceeds 15,200 kg. The SRT limit also applies to tridem steer, tridem drive truck.

NOTES:

- This permit condition is for a truck with “installed equipment and related loads” only, such as crane. No general freight loads or liquid tankers are allowed under this permit.
- Maximum 3,000 kg/tire applicable to all axles except the steering axle(s), and 100 kg/cm of tire width applicable to all tires.
- No trailers may be towed by a tridem steer/tridem drive truck.
- Tridem Steer/tridem drive trucks must meet the Bridge Formula requirements.

5.3.2.B. Ready Mix Concrete Pump Semi-Trailers

These vehicles pump the ready mix concrete through hoses from the Ready Mix Truck at the job site. Only TAC truck tractor and semi-trailer combinations are permitted to be used.

Dimensions – Single Trip or Term Oversize Permits

OAH	OAL	OAW	FPK	RPT	Additional Comments	T-Form
legal	legal	legal	3 m	6.5 m		1000

“OAH” means overall height measured from the ground to the top of the vehicle.

“OAL” means overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

“FPK” means the front projection measured from over the kingpin forward.

“RPT” means the rear projection measured beyond the turn centre on the trailer to the end of the load.

Weights – Single Trip or Term Overweight Permits

Axle Groups	Weight	Additional Comments	T-Form
Single	11,000 kg	• No overload permitted on steering axle	1011
Tandem	23,000 kg		
Tridem (2.4 – 3.0 m axle spacing)	28,000 kg		
(3.01 – 3.7 m axle spacing)	29,000 kg		
GVW	64,000 kg		

“GVW” means gross vehicle weight.

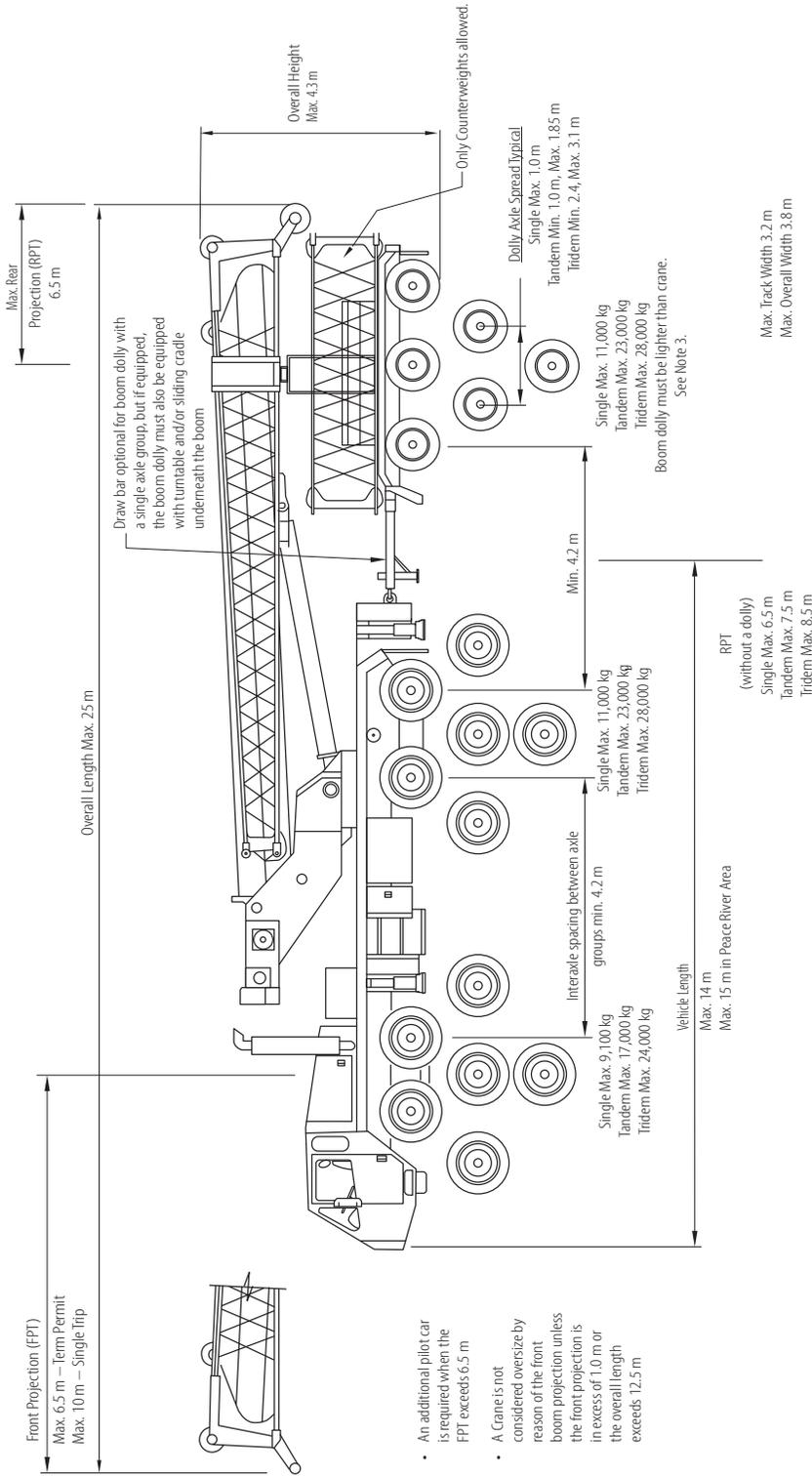
5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.3 Cranes and Rubber-Tired Loaders

5.3.3.A Mobile Cranes

Mobile Crane (A 'Mobile Crane' has interaxle spacing between axle groups equal or greater than 4.2 m)

For tractors with installed cranes and semi trailers, see Section 5.3.9.



- An additional pilot car is required when the FPT exceeds 6.5 m
- A Crane is not considered oversize by reason of the front boom projection unless the front projection is in excess of 1.0 m or the overall length exceeds 12.5 m

Maximum Gross Combination Weight Rating (GCWR) not to exceed 64,000 kg

Note:

1. B.C. Bridge Formula limits are applicable to all axle spreads, and do not stop at 8 m.
2. Legal limits for axle groups: single max. 9,100 kg, tandem max. 17,000 kg and tridem max. 24,000 kg.
3. Boom dolly with two axle groups is allowable. Any tridem axle group on a dolly with two axles groups will be treated as a tandem axle group.
4. For cranes not meeting the interaxle spacing between axle groups requirement, i.e. less than 4.2 m the limits under CTR Section 7.17 (2) table will be applicable.
5. Axle track width for boom dolly must not exceed axle track width on the crane.
6. All weights are subject to original equipment manufacturers gross vehicle weight and axle weight rating limits.
7. The hitch offset limit on the truck is not applicable when the dolly is carrying the crane's boom.
8. Maximum tire loading limit is not more than 100 kg/cm of tire width.
9. The number of drive axle(s) in the crane carrier chassis must be greater than or equal to the number of front steer axle(s).
10. For Tandem/Tridem and Tridem/Tridem truck or truck tractor configuration, the Tridem Drive Axle Spread is min. 2.4 m, max. 3.1 m.
11. Wide spread tandem steer axle permitted with maximum 2.2 m spread.

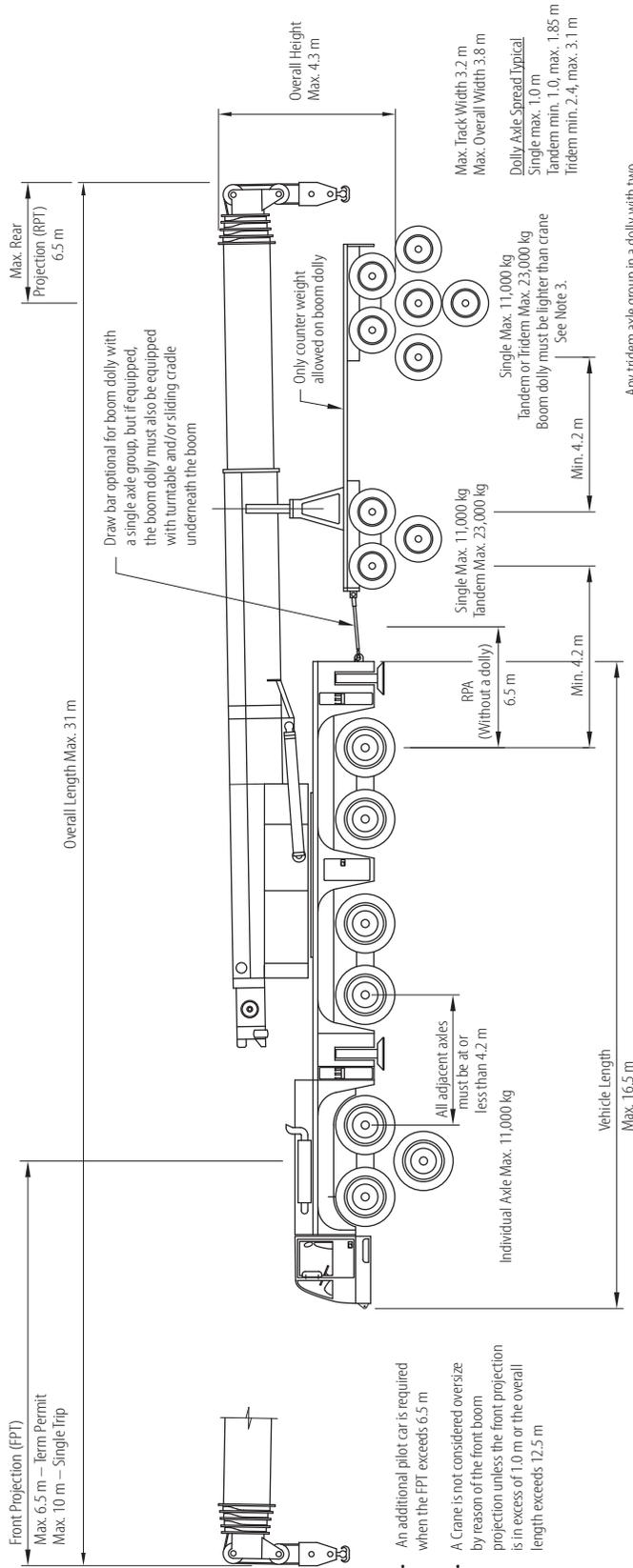
5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.3.B All Terrain Cranes

All Terrain Crane (ATC)

An All Terrain Crane (ATC) has multi-axle steering modes and rear axle steering. ATCs have independent hydro-pneumatic* suspension and axle-leveling systems that assist with distributing weight and enable individual axles to load balance (see Note 9 below for other suspension considerations).

Other boom trucks (e.g. mobile cranes picker trucks) with conventional front steer and rear drive axle and suspension do not qualify as an ATC.



- An additional pilot car is required when the FPT exceeds 6.5 m
- A Crane is not considered oversize by reason of the front boom projection unless the front projection is in excess of 1.0 m or the overall length exceeds 12.5 m

Maximum Gross Combination Weight Rating (GCWR) not to exceed 64,000 kg

- Note:
1. B.C. Bridge Formula limits are applicable to all axle spreads, and do not stop at 8 m.
 2. Legal limits for single axle max. 9,100 kg (applicable to all individual axles in the ATC crane chassis), on boom dolly, single axle max. 9,100 kg,
 3. Boom dolly with a single axle group (single, tridem, tandem) is allowable.
 4. Axle track width for boom dolly must not exceed axle track width on crane.
 5. The hitch offset limit on the truck is not applicable when the dolly is carrying the crane's boom.
 6. Maximum tire loading limit is not more than 100 kg/cm of tire width.
 7. All weights are subject to original equipment manufacturers gross vehicle weight and axle weight rating limits.
 8. 11,000 kg (individual axle) min. 520 mm tire width required.
 9. Air, hydraulic, and hybrid suspension system may be considered if remainder of suspension requirements are satisfied.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.3.C Additional Crane Allowances

- i) A maximum of 13,500 kg is allowed for a single axle on cranes and rubber-tired loaders that were licensed and permitted in BC prior to July 1, 2011, including the now expired 427 Permits. To qualify for this allowance, the applicant must present a copy of a permit issued prior to July 1, 2011 on which this allowance was granted.
- ii) BC's All Terrain Crane Policy is currently under review. Pending the outcome of that review, Letters of Authorization may be available for permits to operate all terrain cranes with boom removed up to 16.5 m overall length and maximum 7 axles.
All terrain cranes with boom removed up to 20 m overall length may be considered for authorization on a case-by-case basis, subject to a 1 pilot car requirement.
For details and to apply for authorization, email Nam.Nguyen@gov.bc.ca

5.3.3.D Additional Pilot Car Requirements

- i) When the vehicle or vehicle combination exceeds a gross vehicle weight of 45,000 kg, one pilot car will be required to the rear for travel over the following sections of highway:
 - a) Highway 1 between Hope and Cache Creek
 - b) Highway 3 between Hope and Princeton
 - c) Highway 99 between Whistler and Pemberton
- ii) One pilot car will be required if the front projection exceeds 6.5 m measured from the turn centre or the rear projection exceeds 6.5 m beyond the last axle. Maximum front projection allowed is 10 m measured from turn centre.

5.3.3.E Additional Speed Requirements

- i) Speed Requirement for Term Permits
The vehicle must be capable of maintaining a minimum speed of 60 km/h on level road.
- ii) Speed Requirement for Single Trip Permits
Cranes and loaders that are not able to comply with the speed requirement for term permits shall be limited as follows:
 - a) A maximum of 80 km from the point of origin;
 - b) No travel on Hwy 1 between Vancouver and Cache Creek;
 - c) No travel on Hwy 97 between Osoyoos and Monte Creek from June 15 to September 15;
 - d) No travel on Hwy 99;
 - e) No travel on Hwy 3 between Hope and Princeton from June 15 to September 15; and
 - f) In areas of high traffic density, these vehicles should only be operated on the highway in early morning hours.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.3.F Boom Dollies and Trailers

- The track width or overall width of the boom dolly or trailer cannot exceed 3.2 m, or the width of the crane if the crane is less than 3.2 m wide.
- Interaxle spacings within the boom dolly that do not comply with Appendix A, Table 2 must comply with 7.17 CTAR.

5.3.4 Fixed Equipment

5.3.4.A. Fixed Equipment on Own Axles Operating as Semi-Trailers

Examples of fixed equipment on own axles operating as semi-trailers are crushers, asphalt plants, storage tanks, conveyors, etc. These units are not used for the transportation of loads but are usually transported to job sites on an infrequent basis.

Dimensions – Single Trip or Term Oversize Permits

OAH	OAW	FPK	STWB	RPT	Additional Comments	T-Form
4.3 m*	3.8 m**	3 m	15.25 m	6.5 m	* 5.33 m in the Peace River Area ** Axle track width (running gear) not to exceed 3.2 m or the semitrailer width, whichever is the least Overall and semi-trailer length may be exceed CTR legal maximums to accommodate the wheelbase, front, and rear projection allowances shown here.	1000

“OAH” means overall height measured from the ground to the top of the vehicle.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load. **

“FPK” means the front projection measured from the kingpin forward.

“STWB” means semi-trailer wheelbase measured from the kingpin to the turn centre of the trailer.

“RPT” means the rear projection measured beyond the turn centre on the trailer to the end of the load.

Note: There are some older semi-trailers (pre 1993) that have been previously permitted prior to the introduction of this policy with wheelbases exceeding 15.25 m, track widths exceeding 3.2 m, etc. These units can still operate under single trip or term permit provided proof is given (old permit number or copy of a permit for FIXED EQUIPMENT) before a new permit will be issued.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

Dimensions – Single Trip Oversize Permits Only

OAH	OAW	FPK	STWB	RPT	Additional Comments	T-Form
4.72 m*	3.8 m**	3 m	15.25 m	6.5 m	* 5.33 m in the Peace River Area ** Axle track width (running gear) not to exceed 3.2 m or the semitrailer width, whichever is the least Overall and semi-trailer length may exceed CTR legal maximums to accommodate the wheelbase, front, and rear projection allowances shown here..	1000

“OAH” means overall height measured from the ground to the top of the vehicle.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load. **

“FPK” means the front projection measured from the kingpin forward.

“STWB” means semi-trailer wheelbase measured from the kingpin to the turn centre of the trailer.

“RPT” means the rear projection measured beyond the turn centre on the trailer to the end of the load.

Weight – Single Trip or Term Overweight Permits

Axle Groups	Weight	Additional Comments	T-Form
Single	11,000 kg	Steering axle may be permitted for overweight, up to a maximum of 9,100 kg	1011
Tandem	23,000 kg	These units are treated as hiboy semi-trailers and no jeeps or boosters are allowed for units manufactured after August 31, 1988 or when in combination with a tridem axle trailer UNLESS it is road ban season. During road ban season, jeeps and boosters are permitted to achieve legal axle group weights	
Tridem 2.4 – 3.0 m axle spread) (3.01 – 3.7 m axle spread)	28,000 kg 29,000 kg	Jeeps are never permitted in combination with tridem drive tractors Maximum GCVW on a term permit is 64,000 kg	

5.3.4.B. Fixed Equipment on Own Axles Operating as Semi-Trailers (16 and 24 Wheelers) PEACE RIVER AREA ONLY

A Memorandum of Understanding was signed which allows 16 wheel tandems and 24 wheel tridem axles on trailers and semi-trailers with fixed mounted equipment to be able to obtain oversize single trip or term permits for running gear widths up to 3.8 m. In order to mitigate off-tracking concerns an extra pilot car will be required when track widths exceed 3.2 m.

Jeeps and/or boosters are allowed with this specialized equipment. Weights are permitted using the table below.

Weight – Single Trip or Term Overweight Permits

Axle Groups	Weight	Additional Comments	T-Form
16 Wheel Tandem	31,000 kg	• Steering axle may be permitted for overweight, up to a maximum of 9,100 kg	1011
24 Wheel Tridem	40,000 kg	• If intermixing wheelers and regular jeeps and booster, please refer to the weight chart listed above in (A) for weight allowances • Weights are subject to road bans • Combinations of axles must not exceed bridge formula • Maximum GCVW on a term permit is 64,000 kg	

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.4.C. Pony Trailers

Pony trailers such as chippers and coil tubing units are also permitted to operate as fixed equipment operating on own axles according to the above conditions. Permanently equipped trucks can also be combined with these trailers.

Dimensions – Single Trip or Term Oversize Permits

OAH	OAW	TWB	RPT	Additional Comments	T-Form
4.3 m	3.2 m	12 m	4 m		1000

“**OAH**” means overall height measured from the ground to the top of the vehicle.

“**OAW**” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

“**TWB**” means the pony trailer wheelbase measured from the end of the hitch to the turn centre of the trailer.

“**RPT**” means the rear projection measured beyond the turn centre on the truck to the end of the vehicle and/or load.

*These limits apply to Pony Trailer with GVW over 10,000 kg.

5.3.4.D. Counter Flow Asphalt Drum Mixers

Semi-trailer wheelbases exceeding 15.25 m are required to accommodate environmental regulations. The maximum distance measured from the hitch to centre of the last axle that can be accommodated is 18.3 m. Overall length may be increased to accommodate the wheelbase and rear projection allowances under permit.

5.3.4.E. Portable Asphalt Baghouse

Semi-trailer/equipment width exceeding 3.8 m are required to accommodate the BC environmental regulations. Single trip and term permits may be issued up to the general dimensions and weights outlined in (A) above.

Single trip oversize permits may be issued as follows:

- OAW: 4.26 m (maximum running gear width is 3.2 m)

Conditions as per: Form CVSE1000

5.3.4.F. Conveyors

These units are governed by the policy outlined in (A) except that for single trip permits only, effective rear overhang is allowed to a maximum of 9.5 m and front projection is allowed up to a maximum of 4 m beyond the hitch, provided pilot car requirements are met.

- Permits may be issued to conveyors which have previously been permitted in BC to exceed track width of 3.2 m. These units can still operate under permit provided proof is given (old permit number or copy of a permit for FIXED EQUIPMENT) before a new permit will be issued.

New units must comply with maximum track width of 3.2 m.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.4.G. Trucks with Fixed Equipment (Tub grinders, oilfield equipment, etc.)

This only applies to fixed equipment that is not readily reducible in width, i.e., if by turning the equipment 90 degrees, the equipment would be legal width. These units are not used for the transportation of loads but are usually transported to job sites on an infrequent basis.

Dimensions – Single Trip or Term Oversize Permits

OAH	OAL	OAW	Additional Comments	T-Form
4.4 m*	12.5 m**	3.5 m***	* 5.33 m in Peace River Area ** Maximum 13.5 m OAL for tandem steer tridem drive truck *** Axle track width (running gear) not to exceed 2.6 m	1000

“OAH” means overall height measured from the ground to the top of the vehicle.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

Weights – Single Trip or Term Overweight Permits

Axle Groups	Weight	Additional Comments	T-Form
Single	11,000 kg	Steering axle may be permitted for overweight, up to a maximum of 9,100 kg	1011
Tandem	23,000 kg		
Tridem	28,000 kg		

5.3.5 Logging Trucks

5.3.5.A. Off-Highway

These units are permitted on an occasional basis from manufacturers to/from customers and to/from the bush for repairs etc.

Dimensions – Single Trip Only

OAW	Additional Comments	T-Form
4.4 m	Running gear width may not exceed 3.2 m	1000, 1000L

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

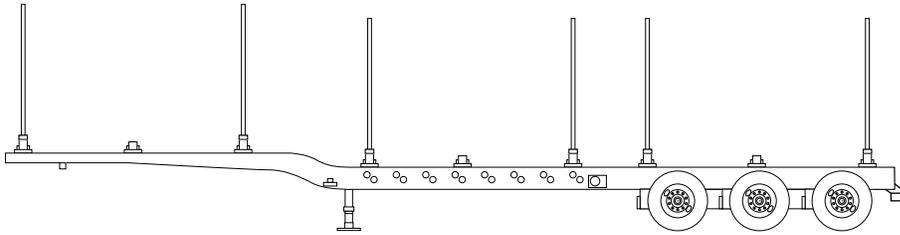
5.3.5.B. Overwidth Bunks

Dimensions – Single Trip or Term Permits

OAW	Additional Comments	T-Form
3.2 m	Issued to empty logging trucks only Load securement devices are permitted an additional 10 cm per side over the 3.2 m This overwidth also applies to off-highway hayrack semi-trailers up to 3.2 m wide when operating empty in combination with the truck tractor to/from the bush where they operate loaded Maximum trailer track width allowed is 3.05 m Adjustable 3.2 m wide empty logging bunks will be allowed to operate on BC highways up to a maximum distance of 150 km. If travel exceeds 150 km, bunks must be reduced to legal (2.6 m)	1000, 1000L

5.3 OVERSIZE/OVERWEIGHT VEHICLES

“**OAW**” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.



NOTE: For information on hauling logs under permit, please refer to Chapter 4

5.3.5.C. Manual Axles on B Trains, Super B Trains and Hayrack Semi-Trailer Configurations

A Letter of Authorization (LOA) is available for B Train, Super B Train, and hayrack semi-trailer logging configurations equipped with manual lift axles. CVSE will allow the use of manual lift axles that are not compliant with section 7.11 of the CTR for B Train, Super B Train, and hayrack semi-trailer logging configurations, provided the axle remains in the down position at all times whether the trailer is empty or loaded when operating on BC highways. This LOA is available only to vehicle configurations that have one or two manual lift axles on the lead trailer (3-axle leads for Super B Trains or 2-axle leads for B Trains.). The LOA will contain specific conditions for operation of the non compliant lift axles.

Automatic lift axles can continue to operate on BC highways without a permit provided they meet the requirements as set out in section 7.11 of the CTR.

5.3.6 Long Combination Vehicles (LCV)

In order to qualify to operate LCV's in BC, a carrier must first provide a letter to the Commercial Transport Manager (CT Manager) in Victoria confirming that they understand the requirements set out below. Their letter should address start and end points of their proposed route(s), driver training, National Safety Code and liability coverage. Once the CT Manager is satisfied, the carrier company will be added to an approved list of prequalified carriers and may begin to obtain their permits from the PPC.

Currently, routes that are approved for LCV's are located in the Kamloops/Lower Mainland corridor and on Vancouver Island (Rocky Mountain Doubles and Turnpike Doubles) and in the Peace River Area (Rocky Mountain Doubles only).

Detailed descriptions of LCV approved routes can be found on [Form CVSE1014](#). Requests to have routes added should be directed to the CVSE Commercial Transport Manager, in Victoria.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.6.A. General Provisions

- i) The Permittee must maintain in full force and effect third party liability insurance insuring against the risks of third party bodily injury and property damage arising out of the operation of each motor vehicle that is the subject of this permit in an amount not less than five million dollars (\$5,000,000.00) per occurrence.
- ii) The Permittee must maintain a National Safety Code rating of “Satisfactory” or “Satisfactory Un-Audited”.
- iii) The Permittee must report all LCV accidents that cause personal injury or property damage over \$1,000.00, or are caused by mechanical failure, within seven (7) days of the accident, to:
Manager, Commercial Transport
Phone: (250) 953-4026 Email: Courtenay.Lowther@gov.bc.ca
- iv) Upon request, the Permittee will supply to MoT any reasonable statistics related to LCV operations.
- v) This permit may not be combined with any other oversize or overload permit. The permit is limited to the overloads described in sections 5.3.6.D. for Rocky Mountain Doubles and 5.3.6.E for Turnpike Doubles, but not exceeding the maximum permitted limit of 63,500 kg.

5.3.6.B Driver and Instructor Qualifications

- i) The Permittee shall ensure that their drivers and driver instructors meet and maintain the requirements outlined in the Canadian Trucking Alliance’s Long Combination Vehicle Driver’s and/or Instructor’s Manual.
- ii) LCV Driving Instructors must be certified in their home jurisdiction and be qualified to instruct the Canadian Trucking Alliance’s Long Combination Vehicle Driver Training Course.
- iii) The Permittee is responsible for issuing an annual LCV Driver’s Certificate to each driver. Certificates that are issued in other Canadian jurisdictions that meet or exceed British Columbia’s requirements are valid.
- iv) The Permittee must ensure a driver meets the following qualifications prior to issuing a LCV Driver’s Certificate:
 - a) Holds a valid BC Class 1 driver’s licence or equivalent;
 - b) Has passed the Canadian Trucking Alliance’s “Long Combination Vehicles Driver Training Course”, or equivalent;
 - c) Has a minimum of 24 months or 150,000 km of experience driving articulated vehicles;
 - d) Has passed a Professional Driver’s Improvement Course within the past 48 months;

5.3 OVERSIZE/OVERWEIGHT VEHICLES

e) The driver's abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must not show:

- any criminal code convictions in the previous 36 months;
- more than 2 moving violations in the previous 12 months; or
- more than 3 moving violations in the previous 36 months.

The date of conviction and the current date will be the dates used to determine time periods.

f) In the past 12 months the driver has been instructed on all current regulations and LCV permit conditions, including routing.

v) Upon request, the Permittee must provide a list of drivers qualified to operate LCVs under this Permit, and provide documentation to support the drivers' qualifications.

vi) A driver-in-training who meets the requirements of iv)a and f above, may operate a LCV, while accompanied by a driver who holds a valid LCV Driver's Certificate.

5.3.6.C. Equipment Requirements

i) Truck Tractor:

- a) Must be manufactured and equipped in compliance with the Canada Motor Vehicle Safety Act standards (CMVSS) at the time of manufacture.
- b) Engine Retarder or Driveline Retarder (hydraulic type) must be equipped and fully functional with minimum rated retardation horsepower capacity equal to or exceeding 75% of rated engine nameplate horsepower.
- c) All truck tractors must feature a maximum gross weight to power ratio of 150 kg per one horsepower.
- d) The power unit must be adequately geared and powered to be able to maintain speeds at posted speed limits on level ground.
- e) Must be equipped with an anti-lock braking (ABS) system.
- f) Must be equipped with:
 - an electronic log book recorder (elog), and
 - an onboard recording device or computer which measures the LCV's speed and time.

ii) Trailers:

- a) Must be manufactured and equipped in compliance with the Canada Motor Vehicle Safety Act standards (CMVSS) at the date of manufacture.
- b) All trailers exceeding 8.6 m in length must be equipped with lateral amber lights visible on each side to cross traffic and those lights must be spaced at intervals of approximately one-third of the total overall length of the trailer combination.

iii) Coupling Devices:

- a) C-Train LCVs must be equipped with a trailer converter dolly manufactured in 1993 or later that meets CMVSS requirements at the time of manufacture.
- b) No-slack pintle hitches are required for connecting the C-Converter Dolly.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

c) The trailers on A or C-train combinations shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.

iv) LCV Combination:

a) LCVs must conform with the weights and dimensions described in Section 5.3.6.D.

b) All equipment used in LCVs must be equipped with brakes that meet CMVSS 121 Standards.

c) The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mud flaps or splashguards that are constructed to ensure that they remain in a rigid downward position at all times.

d) All tires must be radial.

e) Super Single or dual tires are required on all wheel positions, except the steering axle. The use of super single tires are subject to the conditions outlined in section 7.25 of the Commercial Transport Regulations (CTR).

f) Jeep axles are prohibited in all LCV configurations.

g) A trailer converter dolly which is not equipped with an anti-lock braking system (ABS), when being operated on a highway without carrying a trailer, may have its service brake system disabled to prevent wheel lock-up.

5.3.6.D. Weights and Dimensions

For all LCV combinations:

i) The lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

ii) The first trailer may be shorter than the second trailer as long as it is heavier.

iii) Exemptions for length are allowed in accordance with s. 7.08 of the Commercial Transport Regulations.

iv) Maximum second trailer weight will be as per Appendix G of the British Columbia Commercial Transport Regulations (A- and C- train special calculations apply).

5.3 OVERSIZE/OVERWEIGHT VEHICLES

Rocky Mountain Doubles – All Rocky Mountain Double LCVs must conform to the following specifications:

	LIMIT		
	A TRAIN	B TRAIN	C TRAIN
Overall Length:			
Interior/Lower Mainland	Max. 32 m	Max. 32 m	Max. 32 m
Peace River District	Max. 31 m	Max. 31 m	Max. 31 m
Maximum Gross Combination Vehicle			
Weight as per number of axles in the combination			
5 AXLES:	38,000 kg ^a	38,000 kg ^a	38,000 kg ^a
6 AXLES:	49,800 kg	48,600 kg	49,800 kg
7 AXLES:	53,500 kg	56,500 kg	54,600 kg
8 OR MORE AXLES:	53,500 kg	63,500 kg	60,500 kg
Trailer One:			
Box Length	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m
Wheelbase (WB)	Min. 6.25 m Max. 12.5 m	Min. 6.25 m Max. 12.5 m	Min. 6.25 m Max. 12.5 m
Hitch Offset:			
Trailer length 12.2 – 13.7 m	Max. 1.8 m	N/A	Max. 1.8 m
Trailer length > 13.7 m ^b	Max. 2.8 m	N/A	Max. 2.8 m
Effective Rear Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17,000 kg	Max. 24,000 kg ^c	Max. 17,000 kg
Converter Dolly:			
Drawbar Length	Max. 2.0 m	N/A	Max. 2.0 m ^d
Max Number of Axles	2	N/A	1
Tandem Axle Group Weight	9,100 kg	N/A	N/A
Trailer Two:			
Wheelbase	Min. 6.25 m	Min. 6.25 m	Min. 6.25 m
Effective Rear Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17,000 kg ^b	Max. 17,000 kg	Max. 17,000 kg ^b

a Max. GCVW 38,000 kg for truck tractor equipped with single drive axle.

b The tridem axle group, because of hitch offset requirements, can only be present on A and C- trains on lead trailers of lengths greater than 13.7 m.

c The second fifth wheel must be located within the suspension spread of the lead trailer's tridem axle group.

d The 2.0 m maximum drawbar length is applicable to "C" converters manufactured in 1993 or later which meets the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

Turnpike Doubles – Turnpike Double LCVs must conform to the following specifications:

	LIMIT		
	A TRAIN	B TRAIN	C TRAIN
Overall Length:	Max. 41 m	Max. 41 m	Max. 41 m
Maximum Gross Combination Vehicle Weight as per number of axles in the combination			
5 AXLES:	38,000 kg ^a	38,000 kg ^a	38,000 kg ^a
6 AXLES:	49,800 kg	49,800 kg	49,800 kg
7 AXLES:	57,700 kg ^b	57,700 kg	57,700 kg
8 OR MORE AXLES:	63,500 kg ^b	63,500 kg	63,500 kg ^b
Trailer One:			
Box Length	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m
Wheelbase (WB)	Min. 9.5 m Max. 12.5 m	Min. 9.5 m Max. 12.5 m	Min. 9.5 m Max. 12.5 m
Hitch Offset:			
Trailer length 12.2 – 13.7 m	Max. 1.8 m	N/A	Max. 1.8 m
Trailer length > 13.7 m ^c	Max. 2.8 m	N/A	Max. 2.8 m
Effective Rear Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17,000 kg	Max. 24,000 kg ^d	Max. 17,000 kg
Converter Dolly:			
Drawbar Length	Max. 2.0 m: Single Axle Max 3.65 m: Tandem Axle	N/A	Max. 2.0 m ^e
Max Number of Axles	2	N/A	1
Tandem Axle Group Weight	Max. 9,100 kg: Single axle converter dolly Max. 17,000 kg: Tandem axle converter dolly	N/A	N/A
The following maximum weights apply for combinations of axle groups on the lead trailer and dolly as per the following inter-axle spacing.			
Configuration	Inter-axle Spacing*	Maximum Combined Weight	
Tandem to Single	< 3.0 m	23,000 kg	
Tandem to Tandem	< 3.0 m	23,000 kg	
	3.0 m < 5.0 m	30,000 kg	

*Inter-axle spacing is the distance between the closest axles in adjacent axle groups and is measured from the centre of the axles

Note: For a lead trailer with a tandem axle and a dolly with a tandem axle (i.e., tandem to tandem configuration), the maximum combined axle group weight of 30,000 kg can be achieved with an inter-axle spacing of 3.0 m, which is also the maximum allowable combined axle group weight for all inter-axle spacings between 3.0 m and 5.0 m.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- a Max. GCVW 38,000 kg for truck tractor equipped with single drive axle.
- b A term overload permit must be purchased as part of the LCV permit to operate in excess of the weight limit shown on Appendix G, of the Commercial Transport Regulations, but not exceeding the maximum permitted limit of 63,500 kg for A, B and C Train-TPD.
- c The tridem axle group, because of hitch offset requirements, can only be present on A and C- trains on lead trailers of lengths greater than 13.7 m.
- d The second fifth wheel must be located within the suspension spread of the lead trailer’s tridem axle group.
- e The 2.0 m maximum drawbar length is applicable to “C” converters manufactured in 1993 or later which meets the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

Trailer Two:			
Box Length	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m	Min. 12.2 m Max. 16.2 m
Wheelbase	Min. 9.5 m Max. 12.5 m	Min. 8.25 m Max. 12.5 m	Min. 9.5 m Max. 12.5 m
Effective Rear Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17,000 kg ^c	Max. 17,000 kg	Max. 17,000 kg ^c

Note: New Memorandums of Understanding between the Western Canadian provinces are in place. These MoU’s include some potential changes to allowances and operational requirements for Turnpike Doubles and Rocky Mountain Doubles. For more information, or to make arrangements to participate in pilots or test runs of the new allowances, please contact: Courtenay Lowther, Manager, Commercial Transport – Courtenay.Lowther@gov.bc.ca or (250) 953-4026

5.3.7 Non-TAC Vehicles

“**Non-TAC Vehicle**” means a vehicle that does not comply with vehicles standards set by the Transportation Association of Canada and outlined in the Commercial Transport Regulations.

5.3.7.A. Long Wheelbase Truck Tractors Exceeding 6.2 m

On September 26, 2016, the Council of Ministers agreed to adapt the Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on Vehicle Weights and Dimensions. This MOU allows for tandem drive truck tractor and semi-trailer combinations as well as tandem drive truck tractor and two semi-trailer (B-Train) combinations to have tractors with wheelbases exceeding 6.2 m, provided the semi-trailer(s) wheelbase is reduced accordingly. This was adopted to allow space on the truck tractor for emissions control equipment, to improve driver comfort, and to allow for larger sleeper berths. Further information on the background of the MOU can be found in Circular 01-17.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

Restrictions:

Tridem drive long wheelbase truck tractors are not permitted. The maximum wheelbase for tridem drive truck tractors is 6.8 m.

- Non-TAC combinations (e.g. container trailers with added axles such as jeeps and boosters, two vehicle combinations including logging truck/pole trailer or long wheelbase truck tractors) are restricted to 23 m overall length.

i) Tandem Drive Truck Tractor and Semi-Trailer

Permits are not required for long wheelbase tractors exceeding 6.2 m, up to a maximum overall length of 23 m, provided the semi-trailer wheelbase is reduced in accordance with the tables below.

Dimensions – Tandem Drive Truck Tractor and Semi-Trailer Wheelbases

TRACTOR WHEELBASE (m)	MAX TRAILER WHEELBASE (m)
6.2 m	≤ 12.50 m
> 6.2 m to 6.3 m	≤ 12.47 m
> 6.3 m to 6.4 m	≤ 12.40 m
> 6.4 m to 6.5 m	≤ 12.33 m
> 6.5 m to 6.6 m	≤ 12.27 m
> 6.6 m to 6.7 m	≤ 12.20 m
> 6.7 m to 6.8 m	≤ 12.13 m
> 6.8 m to 6.9 m	≤ 12.07 m
> 6.9 m to 7.0 m	≤ 12.00 m
> 7.0 m to 7.1 m	≤ 11.93 m
> 7.1 m to 7.2 m	≤ 11.87 m

Note: Single trip or term permits may be issued to long wheelbase truck tractors that cannot be separated from the semi-trailer up to 23 m in overall length without the requirement for reducing the semi-trailer wheelbase. An example of this necessary coupling would be a generator on the truck tractor that is required for operating the special hydraulic or electrical connections for show tour trailer.

- ii) Permits are no longer required for long wheelbase truck tractors exceeding 6.2 m in combination with two semi-trailers (B-Trains), up to a maximum overall length of 27.5 m, provided the sum of the wheelbases of the semi-trailers is reduced in accordance with the table below.

Dimensions – Tandem Drive Tractor and Semi-Trailer Wheelbases in a B-Train

TRACTOR WHEELBASE (m)	MAX SUM OF SEMI-TRAILER WHEELBASES (m)
>6.2 m to 6.3 m	≤ 16.53 m
>6.3 m to 6.4 m	≤ 16.44 m
>6.4 m to 6.5 m	≤ 16.36 m
>6.5 m to 6.6 m	≤ 16.27 m
>6.6 m to 6.7 m	≤ 16.19 m
>6.7 m to 6.8 m	≤ 16.10 m

5.3 OVERSIZE/OVERWEIGHT VEHICLES

iii) Truck Tractor in an A or C Train Configuration

Single trip or term permits may be issued to long wheelbase truck-tractors in an A or C Train configuration (trailers must have been manufactured before August 31, 1988) up to 23 m in overall length. The reduction in semi-trailer wheelbase is not applicable in this case as the maximum wheelbases can never be achieved.

Long wheelbase truck tractors operating with a permit in A or C Train configurations are not permitted to transport any oversize and/or overweight loads at any time.

5.3.7.B. Full trailers and Pony trailers

Single trip or term permits may be issued for full trailers or pony trailers manufactured prior to January 1, 1993 which do not comply with Appendices "E" and "F" of the Commercial Transport Regulations with the conditions below. Such permits may be issued directly to the trailer or to the power unit in a combination including the trailer.

- Effective rear overhang of the trailer = up to 5 m
- Full trailer or pony trailer axle width which does not comply with Division 7.07 of the Commercial Transport Regulations

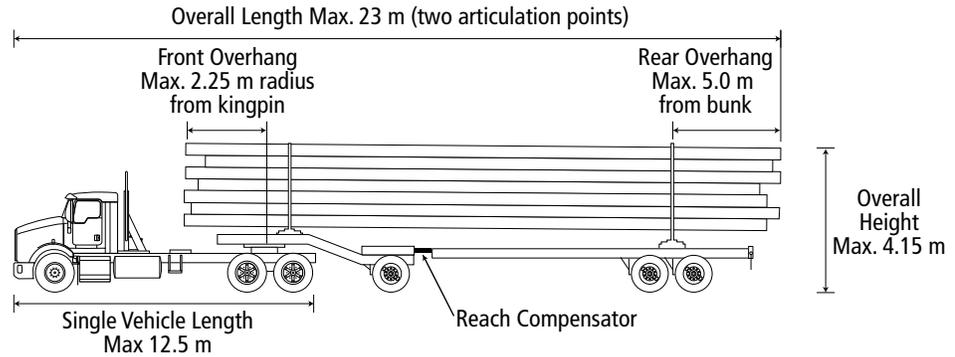
Note: Truck in combinations with a full trailer or pony trailer are allowed up to a maximum overall length 20 m.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

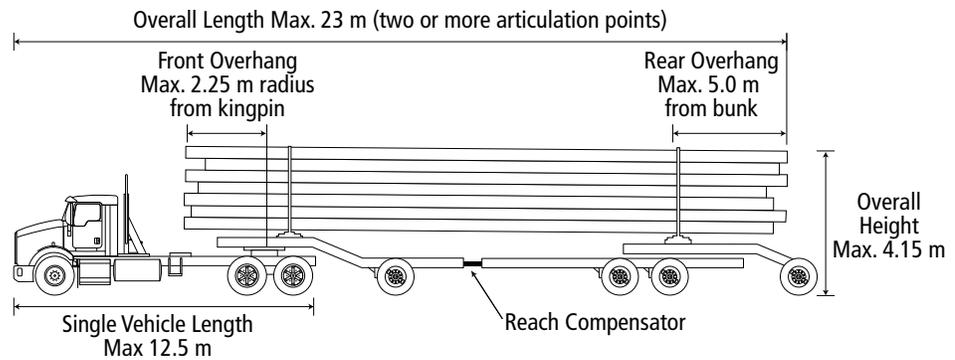
5.3.7.C. Logging Trucks

Non-TAC permits are not necessary for these vehicles to operate provided they do not exceed the dimensions indicated. Oversize permits will still be required if transporting oversize logs, boomsticks or poles. (See section 4-5.) For truck and truck-tractor requirements, see Appendix B, CTR. Trailer legal weights are calculated using S 7.17(2) CTR.

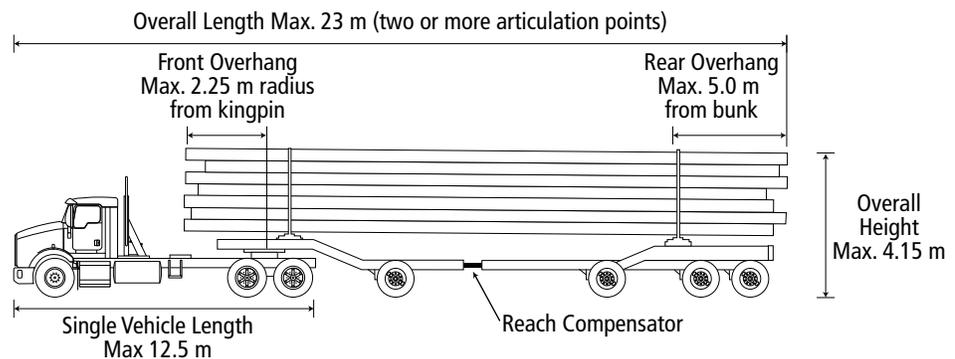
- i) Logging Truck Tractor, Single Axle Jeep and Tandem Axle Pole Trailer



- ii) Logging Truck Tractor, Single Axle Jeep and Tandem Axle Pole Trailer and Doglogger

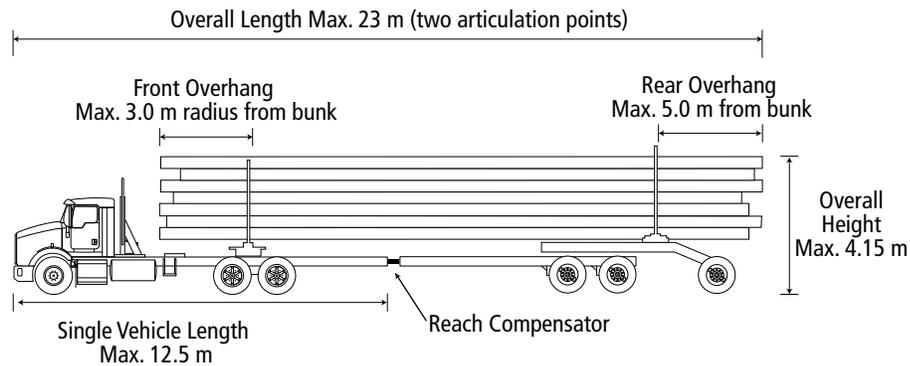


- iii) Logging Truck Tractor, Single Axle Jeep and Triaxle Trailer

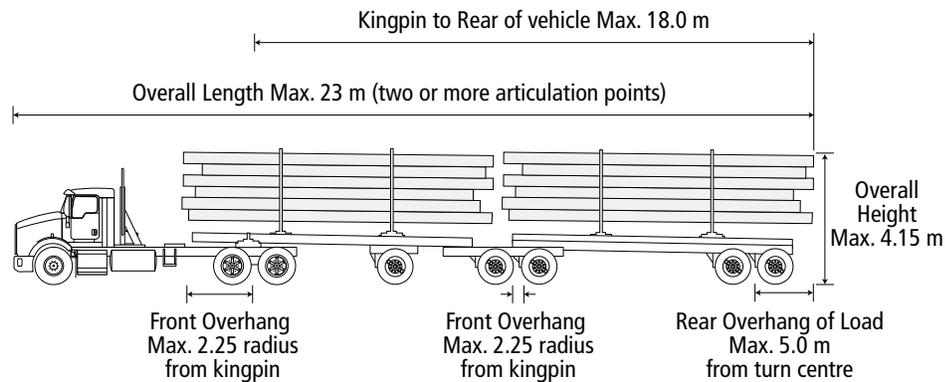


5.3 OVERSIZE/OVERWEIGHT VEHICLES

iv) Logging Truck Tractor, Tandem Pole Trailer and Doglogger



v) Logging Truck Tractor Non-TAC B Train

**5.3.7.D. Semi-Trailers**

Single trip or term permits may be issued for semi-trailers manufactured prior to September 1, 1988, which do not comply with Appendices "A", "D" or "G" of the Commercial Transport Regulations with the conditions below. Such permits may be issued directly to the trailer or to the power unit in a combination including the trailer.

- Interaxle spacings which do not comply with Appendix "A", Table II
- Wheelbases that do not comply with the minimum 6.25 m
- Lift axles (belly axle, lift axle on gooseneck of lowbed semi-trailer) on semi-trailers. Lift axles with two tires are restricted to a maximum weight of 3,000 kg per tire or 100 kg per cm of tire width and four tire axles are allowed up to 9,100 kg, in both cases, of Division 7.17 of the Commercial Transport Regulations applies and the applicant will be permitted to operate at whichever is less.
- Semi-trailers with lift axles are limited to a vehicle combination of 20 m and a semi-trailer overall length of 14 m. The lift axle on the semi-trailer must articulate.
- Semi-trailer axle width which does not comply with S.7.07 of the Commercial Transport Regulations

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- Weights outlined in Division 7.17 (2) of the Commercial Transport Regulations apply to semi-trailers that do not have the required wheelbase and interaxle spacings
- Semi-trailers with an effective rear overhang of up to 5 m
- A train dollies with a drawbar length exceeding 2 m up to 3 m
- Kingpin setback exceeding 2 m to a maximum of 2.25 m

5.3.7.E. Trucks

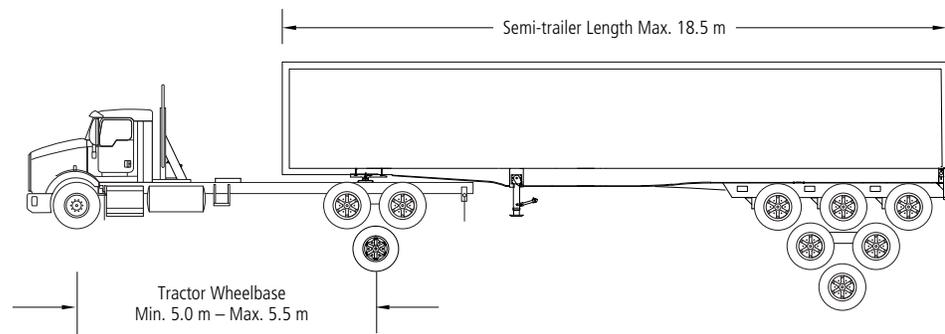
Single trip or term permits may be issued to trucks manufactured prior to January 1, 1993 which do not comply with Appendix "B" in the Commercial Transport Regulations as follows:

- Effective rear overhang of the vehicle = up to 5 m
- Lift axle which is in contact with the ground
- Lift axles with two tires are restricted to a maximum of 3,000 kg per tire or 100 kg per cm of width of tire, whichever is less

5.3.7.F. Extended Length Semi-Trailer Combinations

Single trip or term permits may be issued to single steer, single or tandem drive tractor semi-trailer combinations which do not comply with Appendices "A", "B" or "D" of the Commercial Transport Regulations with the following conditions:

- Semi-trailer maximum length extended to 18.5 m,
- Legal semi-trailer wheelbase (12.5 m) and rear projection (35% of wheelbase), and
- Tractor wheelbase minimum 5.0 m and maximum 5.5 m (single steer, single or tandem drive tractors only)
- Legal overall length for the combination (23 m).



Permits for these dimensions are only issued for tractors and semi-trailers that in combination meet the above conditions; overweight permits are not available to these combinations.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.8 Oil and Gas Industry Equipment

5.3.8.A. Bed Trucks

i. General

Permits will be issued to bed trucks that have 3 or 4 axles in total.

“**Bed truck**” means a truck tractor equipped with a cargo carrying deck and a winch that is used for self loading and that is located behind the cab; (Div. 1.01 Commercial Transport Regulations)

Dimensions – Single Trip or Term Oversize Permits

OAL	OAW	Additional Comments	T-Form
14 m*	2.9 m**+	* 14 m includes all projections ** OAW does not include pin pockets + Plank hangers on the right side of the bed truck and/or trailer will be allowed to exceed 2.9 metres wide up to 3.3 metres wide when transporting up to six planks in the hangers. However, when the bed truck and/or trailer are empty, the hangers must be removed.	1000
		Additional Conditions (to be noted on permit): Vehicles must be capable of maintaining a minimum speed of 60 km/h on level road	

“**OAL**” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and /or load.

“**OAW**” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

Note: A bed truck does not require a winch but may be equipped with one. Bed trucks are usually equipped with rollers located at the back and/or the sides.

ii) Bed Trucks with a Recessed 5th Wheel (aka Texas Bed Trucks)

A Texas bed truck is a truck or truck tractor, depending on whether or not it is towing a semi-trailer, and is equipped with a fifth wheel coupler and has cargo carrying capacity. A Texas bed truck must be compliant with the legal width of 2.6 m.

a) Single Vehicle

If Texas bed trucks are operating as a single vehicle (no trailer), the vehicle does not need to comply with Appendix B wheelbase requirements as we treat it as a truck. When operating as a truck, we can issue the vehicle oversize and/or overweight permits according to established policies. The conditions of transport will be dependent on the size of the commodity.

b) Towing Trailers

l) Tandem Drive Truck Tractors

When a Texas bed truck is towing a semi-trailer, it is considered a “truck-tractor”; therefore, the limits for wheelbase outlined in Appendix B of the Commercial Transport Regulations apply. Oversize permits for the long truck tractor wheelbase (exceeding limit of 6.2 m) may be issued up to an overall length of 23 m provided the wheelbase of the semi-trailer is reduced as

5.3 OVERSIZE/OVERWEIGHT VEHICLES

outlined in section 5.3.7.A. No oversize or overweight permits for commodities are permitted when using this long wheelbase combination. Also, no load is able to be carried on the Texas bed truck itself when coupled with a semi-trailer.

II) Tridem Drive Truck Tractors

Tridem drive Texas bed trucks must comply with the maximum wheelbase of 6.8 m as outlined in Appendix B of the Commercial Transport Regulations (CTAR). As this would be a legal configuration under the CTAR, the vehicle combination would be allowed to go up to 23 m without a permit and would also be permitted to carry oversize or overweight loads. There are no additional permits for these tridem drive truck tractors to exceed 6.8 m when used to pull trailers.

5.3.8.B. Bed Trucks in Combination with Semi-Trailers

In addition to the dimensional allowances for bed trucks outlined in (A) above, the following allowances are made for the semi-trailer when in combination with a bed truck.

Dimensions – Single Trip or Term Oversize Permits

OAL	OAW	Additional Comments	T-Form
23 m	3.2 m+	+ Plank hangers on the right side of the bed truck and/or trailer will be allowed to exceed 2.9 m wide up to 3.3 m wide when transporting up to six planks in the hangers. However, when the bed truck and/or trailer are empty, the hangers must be removed.	1000

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and /or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

5.3.8.C. Bed Trucks in Combination with Expando Semi-Trailers**Dimensions – Single Trip or Term Oversize Permits**

OAL	Additional Comments	T-Form
27.5 m*	* Combination not to exceed 23 m overall length when empty	1000

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.8.D. Oilfield Sows, Oilfield Pumper Trucks & Snubber Trucks

These vehicles are exceptionally large trucks equipped with cargo carrying deck used for loading and unloading in the oilfield. These trucks are purposely built for the equipment they carry. The equipment, or a part of it, may be unloaded in the oilfield for operation and loaded on the truck when the job is finished. Permits will be issued to trucks that have 3, 4 or 5 axles in total.

Dimensions – Single Trip or Term Oversize Permits

OAL	OAW	Additional Comments	T-Form
15 m	3.2 m	Additional Conditions (to be noted on permit): Empty vehicle only—no load to be transported and no trailer to be towed Vehicles must be capable of maintaining a minimum speed of 60 km/h on level road	1000

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

Weights – Single Trip or Term Overweight Permits

Axle Groups	Weight	Additional Comments	T-Form
Single	11,000 kg	* The Static Rollover Threshold (SRT) must be certified by the manufacturer of the truck, or a registered professional engineer when the tandem steer axle group with a tridem drive exceeds 15 200 kg. Minimum SRT for vehicles manufactured before January 1, 2013 is .35 g, or for vehicles manufactured after January 1, 2013, is 0.4 g. • All weights are subject to 100 kg/cm of tire width • Empty vehicle only—no load to be transported and no trailer to be towed	1011
Tandem Steer	17,000 kg*		
Tandem	23,000 kg		
Tridem	28,000 kg		

5.3.8.E. Oversize Oilfield Flat Deck Semi-Trailers

These overwidth semi-trailers are to be used only for the transportation of oilfield equipment that is non-reducible in width.

Dimensions – Single Trip or Term Oversize Permits

OAL	OAW	Additional Comments	T-Form
23 m*	3.2 m**+	* 23 m is maximum vehicle combination overall length (semi-trailer length is limited to legal). Maximum vehicle combination length with installed front crane is 25 m. ** Does not include load securement devices + Minimum running gear width (from outside of tires) of 2.6 m is required	1000

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“OAW” means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.8.F. Service Rigs

Single trip and term oversize and/or overweight permits are available provided the service rig complies with the diagram below.

Commercial Transport Permit Conditions
Fixed Equipment Oilfield Service Truck (Service Rigs, Rathole Augers)

DIMENSIONS

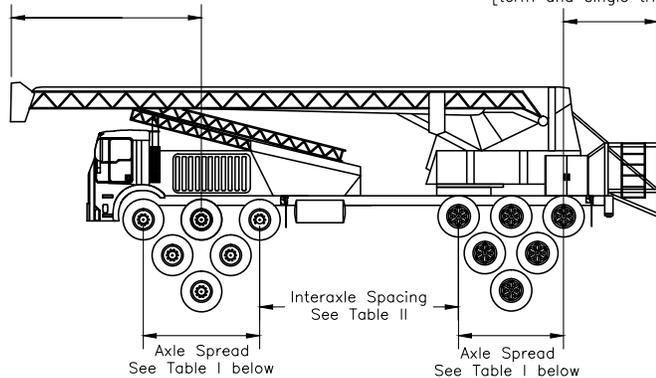
Front Projection
(measured from turn center
of the steering axle group)

0 – 8.5 m: daylight or darkness travel permitted
via single trip or term permit

8.5 – 10 m: via single trip permits, darkness only
(daylight or darkness in Peace River Region)

Maximum Rear Projection = 6.5m
(measured from last axle)
[term and single trip permit]

Pilot Car(s) Requirements:
Refer to graphs in ii) and iii)



Maximum Overall Height = 4.3m
Except the "height limit exemption items" will be
allowed to 4.57m in height. (See note below.)
[term and single trip permit]

Maximum Overall Width = 3.2m
[term permit]

Maximum Overall Width = 3.8m
[single trip permit]

TABLE II: INTERAXLE SPACING (Min. Distances)

	Single	Tandem	Tridem
Single	3 m	3 m	3 m
Tandem	3 m	5 m	5.5 m
Tridem	3 m	5.5 m	5 m

TABLE 1: POWER UNIT

SERVICE RIGS ONLY							
Steering/Drives	Steering Axle Group	Axle Spread	Wheebase (min. – max.)	Drive Axle Group	Max. OAL of carrier (not included in boom)		Additional Comments
					Term	Single Trip	
Single/Single	12,000 kg	Up to 1.0 m	3.0 – 6.2 m	12,000 kg	14 m	15 m	<ul style="list-style-type: none"> Drive axle group must have at least as many axles as the steering axle group. Tridem drive axles must be on a common type of suspension that equalizes the weight to within 1,000 kg between adjacent axles.
Single/Tandem	12,000 kg	Up to 1.0 m/ 1.0 – 1.85 m	3.0 – 6.2 m	23,000 kg	14 m	15 m	
Single/Tridem	12,000 kg	Up to 1.0 m/ 2.4 – 2.8 m	6.6 – 6.8 m	*28,000 kg	14 m	15 m	
Tandem/Tandem	17,000 kg (see note #3)	1.0 – 1.85 m	6.25 – 12.5 m	**23,000 kg (see note #3)	14 m	15 m	
Tandem/Tridem	*15,200 kg (see note #2)	1.0 – 1.85 m/ 2.4 – 2.8 m	7.2 – 7.7 m	*28,000 kg	14 m	15 m	
		1.0 – 1.85 m/ 2.8 – 3.0 m***	7.3 – 7.8 m				
		1.0 – 1.85 m/ 3.0 – 3.1 m***	7.4 – 7.9 m				
SERVICE RIGS AND RATHOLE AUGERS ONLY EQUIPPED WITH HEAVY FRONT PROJECTED CRANE (must exceed 14,000 kg tare weight)							
Tandem/Tandem	20,000 kg	1.0 – 1.85 m	4.0 – 10.0 m	**23,000 kg	14 m	15 m	
Tandem/Tridem	20,000 kg	1.0 – 1.85 m/ 2.4 – 3.1 m***	7.2 – 10 m	28,000 kg	14 m	15 m	
Tridem/Tridem	**24,000 kg (see note #2)	2.4 – 3.1 m***	7.4 – 10 m	28,000 kg	15.5 m	15.5 m	

NOTE: TRIDEM AXLE SPREAD IN TRAILER SEE COMMERCIAL TRANSPORT REGULATION

* Minimum 27% drive axle weight on steering.

** Minimum 40% drive axle weight on steering.

*** Only oil exploration bed trucks are allowed to exceed 2.8 m axle spread in a tridem drive axle group.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

NOTES:

1. All dimensions subject to conditions and restrictions contained in permit.
2. The Static Rollover Threshold (SRT), minimum 0.4 g, must be certified by the manufacturer of the truck, or a registered Professional Engineer when the tandem steer axle group with tridem drive exceeds 15,200 kg. The SRT limit also applies to all tridem steer, tridem drive trucks.
3. For tandem steer tandem drive tractor with installed crane, total axle weight is limited by the table in CTAR section 7.17 (2) and tractor tare weight must be greater than 14,000 kg.
4. "Height limit exemption items", under Term Permit for: Service Rigs: includes "rod basket, fall protection mounts, lighting and cords, anchor lift points, handrails, monkey board, and snow and ice build-up during winter operations." Pumper Trucks: includes "handrails, additional safety equipment, lighting and cords, mixing hoppers, and snow and ice build-up during winter operations."
5. No lift or tag axle allowed, all tridem axles must be drive axles.
6. Service rigs are limited to a speed not greater than 80 km/hr when it is safe (inclement weather) to drive on the highway. If inclement weather or poor road conditions are encountered, this speed must be substantially reduced.
7. Rathole auger trucks are allowed under this permit; the truck must not exceed max speed of 80 kmh at all times, and must meet legal vehicle dimensions, except a maximum width of 2.9 m will be permitted. Overall height not to exceed 4.15 m.

i) Service Rigs Towing Trailers

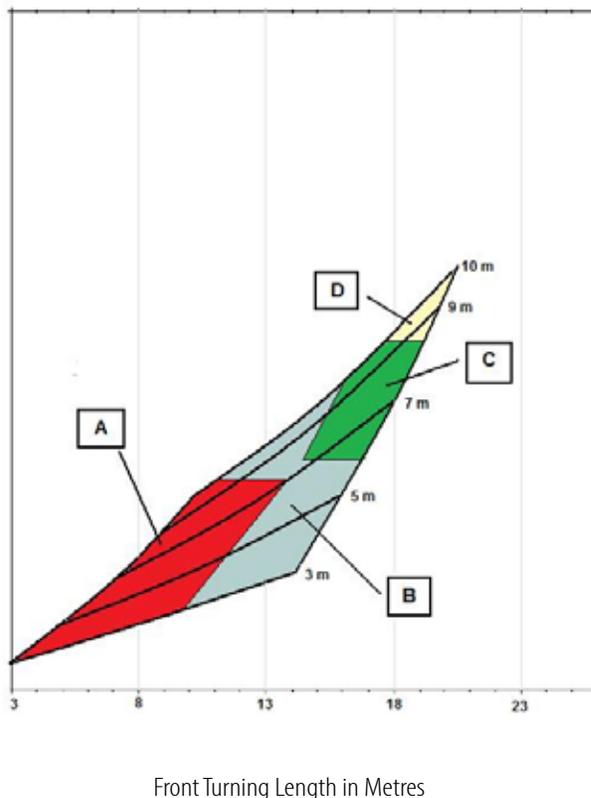
Service rigs are permitted to tow pony trailers up to 12.5 m provided the vehicle combination overall length does not exceed 23 m (an additional 1 m will be permitted for the front projection on the service rig for a total of 24 m). The maximum weight that can be towed on the pony trailer is 21,000 kg. There are no permits available to exceed 12.5 m for the pony trailer, 23 m for the overall length, or 21,000 kg maximum weight on the pony trailer.

ii) Pilot Car Requirements for Service Rigs in Urban Areas

Diagram #1 below, shows the pilot car requirements for service rigs operating on roads under the jurisdiction of the Ministry of Transportation and Infrastructure in urban areas. Urban areas are geographical areas constituting a city or town.

Number of Pilot Cars for Operation Within a Municipal Boundary (Urban)

Fixed Equipment Oilfield Service Trucks (Service Rigs)



To calculate Front Turning Length in metres, add your vehicle's wheelbase plus its front overhang. Locate that number along the bottom of the chart on the left.

Directly above that position on the chart, locate your wheelbase as shown in the bands between the black diagonal lines.

Determine the number of pilot cars required, as described below.

A – Minimum 1 Pilot Car, except if rear overhang is over 6.5 m and vehicle width is over 3.5 m, then 2 pilot cars.

B – Minimum 1 Pilot Car, except if vehicle width is over 3.5 m, then 2 pilot cars.

C – Minimum 2 Pilot Cars

D – Minimum 3 Pilot Cars

Note: Vehicle configurations outside of A, B, C and D are not allowed, except by extraordinary load permit from Victoria.

Maximum wheelbase for all trucks is 10.0 m.

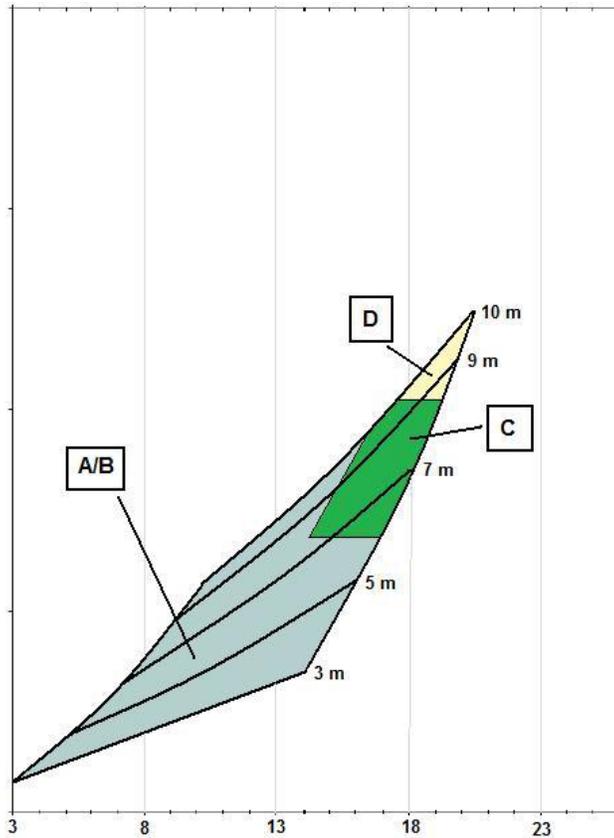
5.3 OVERSIZE/OVERWEIGHT VEHICLES

iii) Pilot Car Requirements for Service Rigs in Rural Areas

The diagram below shows the pilot car requirements for service rigs operating in rural areas. Rural areas are geographical areas outside of cities and towns.

Number of Pilot Cars for Operation Outside a Municipal Boundary (Rural; no raised island in intersection)

Fixed Equipment Oilfield Service Trucks (Service Rigs)



To find Front Turning Length in metres, add Wheelbase + Front Overhang. Locate that number along the bottom axis of the chart on the left.

Directly above that position on the chart locate your wheelbase as shown in the bands between the black diagonal lines.

Determine the number of pilot cars required as described below.

A/B – Minimum 1 Pilot Car if rear overhang is over 6.5 m and/or vehicle width is over 3.5 m (otherwise, 0 pilot cars).

C – Minimum 1 Pilot Cars

D – Minimum 2 Pilot Cars

Note: Vehicle configurations outside of A/B, C and D are not allowed, except by extraordinary load permit from Victoria.

Maximum wheelbase for all trucks is 10.0 m.

iv) Service Rigs travelling in both Urban and Rural Areas

When service rigs are completing a trip that goes through both urban and rural areas, the higher number of pilot car requirements will be imposed and shall be stated on the face of the permit.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.9 Picker Truck Tractors

Single trip or term permits may be issued for the movement of overdimensional 2–5 axle picker trucks in combination with semi-trailers as outlined in the following diagram. The conditions of transport for picker truck tractors outlined below can be found on the CVSE1000.

**Commercial Transport Permit Conditions
Tractor with Installed Crane and Semi-Trailer
and Picker Truck Tractors only with heavy front projected crane**

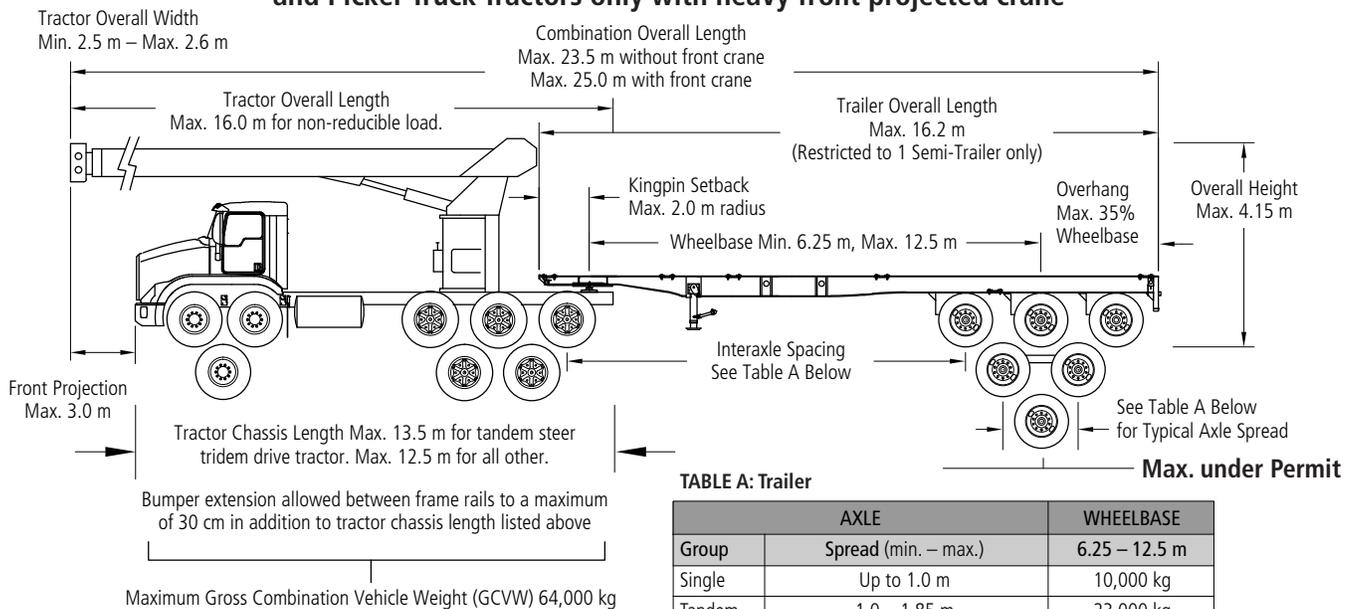


TABLE A: Trailer

Group	AXLE Spread (min. – max.)	WHEELBASE 6.25 – 12.5 m
Single	Up to 1.0 m	10,000 kg
Tandem	1.0 – 1.85 m	23,000 kg
Tridem	2.4 – 3.7 m	29,000 kg

POWER UNIT

PICKER TRUCK TRACTORS ONLY WITH PME – PME as defined under the CTR				
Steering/Drives	Steering Weight By Permit	Axle Spread (steer/drive) (min. – max.)	Truck Tractor Wheelbase (min. – max.)	Drive
Single/Single	9,100 kg	Up to 1.0 m	n/a	Not allowed
Single/Tandem	9,100 kg	Up to 1.0 m / 1.0 – 1.85 m	3.0 – 6.2 m	23,000 kg
Single/Tridem	9,100 kg (legal)	Up to 1.0 m / 2.4 – 2.8 m	6.6 – 6.8 m	*28,000 kg
Tandem/Tandem	15,200 kg	1.0 – 1.85 m	6.25 – 12.5 m	**23,000 kg
Tandem/Tridem†	15,200 kg	1.0 – 1.85 m / 2.4 – 2.8 m	7.2 m (Min)	28,000 kg
		1.0 – 1.85 m / 2.8 – 3.0 m	7.3 m (Min)	
		1.0 – 1.85 m / 3.0 – 3.1 m	7.4 m (Min)	
Truck Tractors only with heavy front projected crane (tractor exceeds 14,000 kg tare weight)				
Tandem/Tandem	17,000 kg	1.0 – 1.85 m	4.0 – 10.0 m	**23,000 kg
Tandem/Tridem†	17,000 kg	1.0 – 1.85 m / 2.4 – 2.8 m	7.2 m (Min)	28,000 kg
		1.0 – 1.85 m / 2.8 – 3.0 m	7.3 m (Min)	
		1.0 – 1.85 m / 3.0 – 3.1 m	7.4 m (Min)	

(Max is limited by OAL)

* Minimum 27% drive axle weight on steering.

** Minimum 40% drive axle weight on steering.

† For Tandem Steer/Tridem drive vehicles only – vehicles with less than those allowed under App B of the CTR, must carry min. 50% of the Tridem drive axle group on the steering axle when loaded and will not be permitted to tow a trailer.

NOTES:

1. Unless otherwise specified on this diagram, Truck Tractor and combination requirements must meet all applicable sections in the CTR.
2. A maximum of 100 kg/cm tire width is applicable to all tires, and a maximum of 3,000 kg/tire is applicable to all axles except steering axle(s).
3. Despite the maximum 1 m front projection limit prescribed under Appendix B of the Commercial Transport Regulations (ref. to Div. 7.08 (1) of the CTR), and subject to the maximum front projection limit of 3 m as shown above, the picker truck tractor is not considered oversize due to the front boom projection, unless the overall length of the truck tractor, including the boom, exceeds 12.5 m.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.9.A. Other Trailers

Picker truck tractors can also be used in combination with other trailers such as hiboys, expandos and pony trailers; however pony trailers are limited to the weights in the table under section **6.3.2.B.iv**. The overall height of a load on a hiboy shall not exceed 4.4 m. The conditions of transport will depend on the overall dimensions of the vehicle and/or load dimensions.

5.3.9.B. Other Trailers – PEACE RIVER AREA ONLY

Picker truck tractors may be used in combination with hiboy semi-trailers and jeeps for non-reducible loads and weight distribution provided these loads are approved by the Commercial Transport Department in Victoria. Overall heights must not exceed 5.33 m. Jeeps and single or tandem axle boosters are allowed in combination with oilfield float hiboy semi-trailers, for non-reducible loads only. When travelling empty, axles located beyond the 27.5 m will require oversize/overload permits and be charged an overload for the total axle weight beyond 27.5 m. If overall heights in the Peace River exceed 5.33 m then a CVSE1052 is required.

5.3.9.C. Heavy Haul Operations

Picker truck tractors, including those tractors allowed to have longer wheelbases, are permitted to be used in heavy haul operations as outlined in Chapter 6. Picker truck tractors and lowbeds with jeeps and/or boosters will be permitted when transporting non-reducible loads.

5.3.9.D. Picker Truck Tractors without Trailers

Picker truck tractors operating under permits without trailers may have either extra front projection or extra rear projection (but not both). Maximum allowable dimensions are:

- Front projection of 3 m from the front bumper with a maximum overall length of 16 m, or
- Rear projection of 5 m from the centre of the drive axle group with a maximum overall length of 14 m.

5.3.10 Scrapers

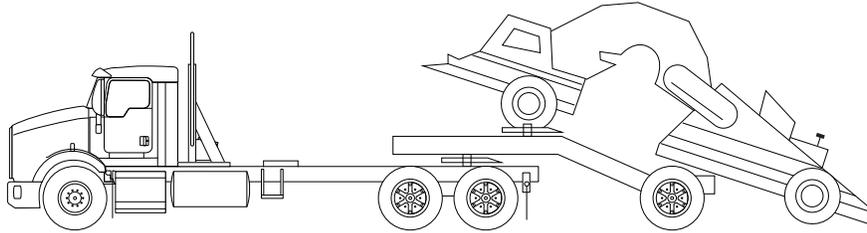
5.3.10.A. Transport Conditions

- i) These vehicles may be driven on their own axles for short distances (up to 80 km) provided the single axle weight does not exceed 23,000 kg and there are no bridges enroute.
- ii) These vehicles may be transported with one axle trailing provided that axle does not exceed 14,000 kg and the tires are sufficient in width to meet the requirements of S.7.15 of the Commercial Transport Regulations.
- iii) No travel permitted during hazardous highway conditions.
- iv) Scraper must meet braking and lighting requirements of the Motor Vehicle Act Regulations.
- v) Scrapers may be transported using a tandem axle dolly to support the trailing axle under the following conditions:
 - a) tandem dolly must be equipped with brakes on all wheels;
 - b) tandem dolly must be securely fastened with U bolts or pinned to the tailframe of the scraper, or secured by chains in accordance with the National Safety Code Standard 10 – Cargo Securement.
 - c) dolly axles located beyond the 23 m length limit measured from the front of the vehicle will require oversize/overload permits;

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- d) maximum permitted tandem axle dolly weight is 23,000 kg;
- e) tridem axle dolly with an axle spread not exceeding 3.1 m may be used under conditions outlined in a), b) and c) above to a maximum weight of 24,000 kg.

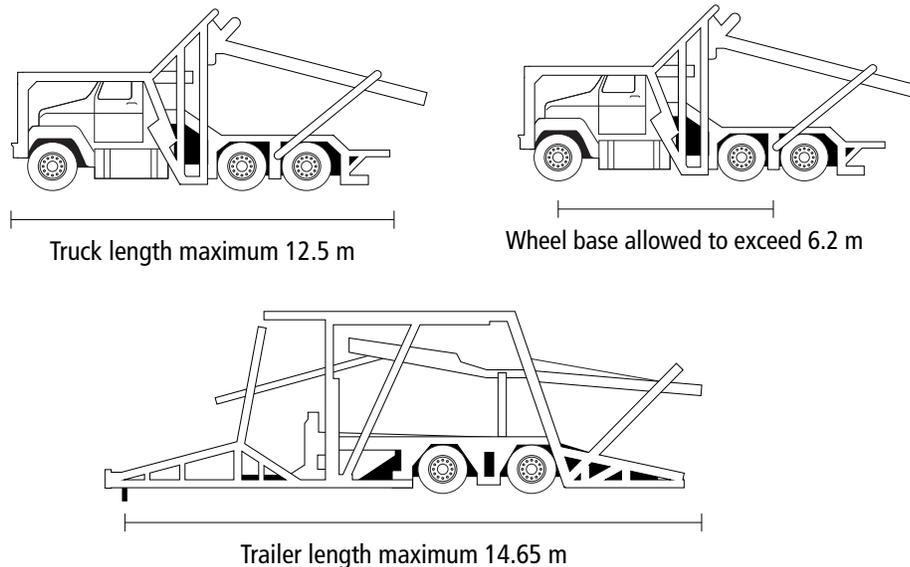
5.3.10.B. Example


Three (3) Vehicle Combination Consisting of Truck-Tractor, Jeep and Trailer. (Scraper)

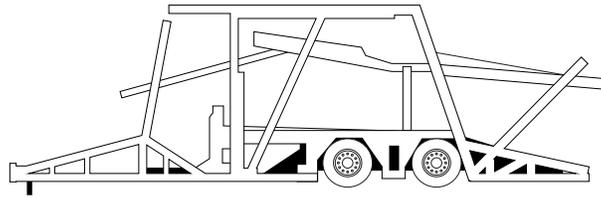
Trailing axle of scraper shall be included in the allowable GVW provided OAL does not exceed 23 m and kingpin to rear distance does not exceed 18.0 m. The trailing axle of the scraper must be equipped with brakes and lights operable from the truck-tractor cab as required by the Motor Vehicle Act Regulations. The jeep is to be licensed as a commercial trailer and scraper to have "X" plate or temporary operation permit. The trailing axle of scraper may not exceed 14,000 kg or 100 kg/cm of tire width.

5.3.11 Stinger Steered Automobile Transporters

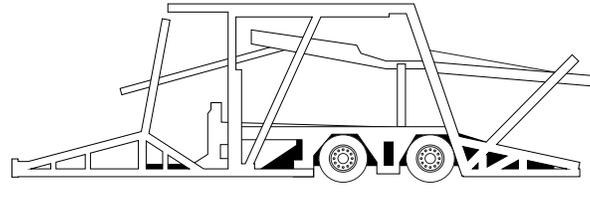
Permitted vehicle and load dimensions for the operation of stinger steered transporter, hauling automobiles, campers or boats:



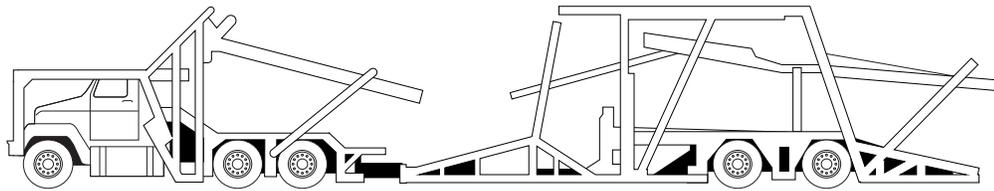
5.3 OVERSIZE/OVERWEIGHT VEHICLES



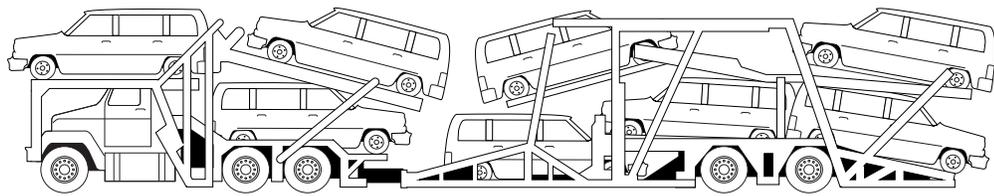
Trailer wheelbase maximum to 12.5 m



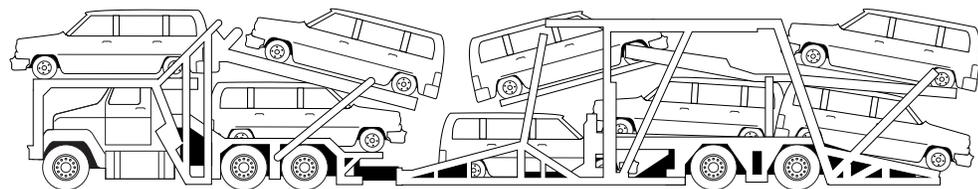
Trailer effective rear overhang without load maximum 4 m or 42% of trailer wheelbase



Overall length of truck-trailer configuration maximum to 23 m



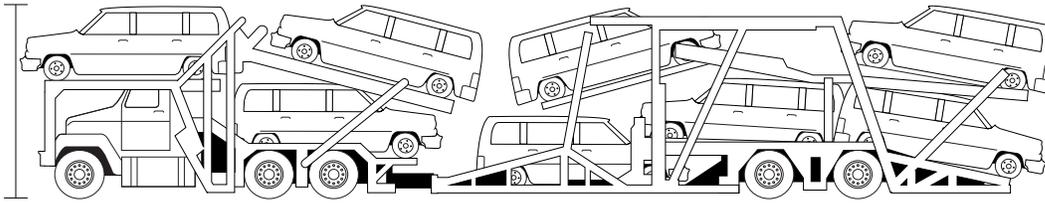
Overall length including load, maximum 25 m



Loaded front end projection maximum 1 m beyond the front end bumper

Loaded rear end projection maximum to 1.2 m beyond the rear of the trailer

5.3 OVERSIZE/OVERWEIGHT VEHICLES



Overall height limited to a maximum 4.3 m when loaded, except 4.6 m on the Highway 16 corridor (which includes Highway 37 to Kitimat) and 4.88 m in the Peace River area.

5.3.12 Trailers and Semi-Trailers

The following section outlines the dimensional and weight allowances permitted for various types of trailers and semi-trailers.

Restrictions

- The separation of truck-tractors and semi-trailers to transport overlength loads (bridge beams, etc.) shall not be permitted. The separation of truck-tractor from a steering trailer consisting of a free-standing dolly may be permitted when transporting overlength loads (bridge beams, windmill blades, etc.).
- Jeeps and boosters will be allowed for weight distribution only.
- Swivel wheeled trailers/vehicles are prohibited in British Columbia for commercial and non-commercial use. This includes lift type devices in combination with private vehicles where the swivel wheels are in contact with the ground. Swivel wheel can be defined as any (castor style) wheel designed to have a 360 degree articulation.

5.3.12.A. Heavy Haul Semi-Trailers (Single drop, double drop, step decks, and lowbed expandos)

i) Width

Single trip or term permits may be issued over 2.6 m (legal) up to and including 3.2 m. The width across the axle running gear may not exceed the width of the lowbed (excluding jeep and rail lowbeds).

- Exceptions allowing wider trailers may be granted for extraordinary loads in order to allow the trailer and running gear to be half the width of the wide load, to accommodate loads with unusual stability requirements, or when the height of the load must be reduced to accommodate immovable height restrictions on a route. If possible these trailers must be reduced for empty travel.

Requests to operate vehicles in excess of the widths stated above are to be referred to ExtraOrdLoads.DC@gov.bc.ca. Consideration will only be given to requests to transport extraordinary loads such as turbines, transformers, etc.

ii) Semi-Trailer Wheelbase

Lowbed semi-trailer wheelbase up to a maximum 15.25 m and lowbed overall length up to a maximum 18.3 m will be permitted empty or loaded unless transporting an overlength load as described in (A)(iii).

5.3 OVERSIZE/OVERWEIGHT VEHICLES

In the Peace River area only, lowbed semi-trailers and lowbed expando semi-trailers will be allowed to exceed 15.25 m semi-trailer wheelbase and 18.3 m semi-trailer overall length up to 32 m in overall length for the vehicle combination.

iii) Kingpin to Centre of Last Axle, on Non-steering Semi-trailers

To accommodate overlength loads, lowbed semi-trailers and lowbed expando semi-trailers may be expanded up to a distance of 18.3 m from the kingpin to the centre of the last axle of the semi-trailer. In the Peace River Area, this limit does not apply.

Exceptions allowing non-steering semi-trailers to exceed 18.3 m from kingpin to centre of last axle may be granted for extraordinary loads where the proposed route allows.

Requests for exceptions can be sent to ExtraOrdLoads.DC@gov.bc.ca.

When possible, analysis necessary to consider such requests will be conducted in-house by the Ministry.

iv) Restrictions

l) These semi-trailers are usually restricted to moving non-reducible loads only.

In the event heavy haul equipment is used to transport reducible loads, the vehicle and load must conform to dimensions set out in section 4-2.

- Jeeps and boosters are only allowed for weight distribution for non-reducible loads.

5.3.12.B. Hiboy Semi-Trailers

Hiboy semi-trailers can be used for non-reducible loads up to 31 m load length, extraordinary load approval is required for greater than 46 m overall length. The maximum distance between the kingpin of the trailer and the centre of the last axle is 18.3 m.

Overall heights must not exceed 4.4 m.

Hiboys may be allowed 3.2 m width with the same terms as 5.3.12.A, for non-reducible loads only.

In the Peace River area, jeeps and single or tandem axle boosters are allowed in combination with Oilfield Float Hiboy Semi-Trailers, for non-reducible loads only. If overall heights in the Peace River exceed 5.33 m, then a CVSE1052 is required.

When travelling empty, axles located beyond the 27.5 m will require oversize/overload permits and be charged overload for total axle weight beyond 27.5 m.

5.3.12.C. Expando Semi-Trailers

The maximum distance between the kingpin of the trailer and the center of the last axle of an expanding semi-trailer shall be 18.3 m. Rear overhang measured from the turn center will be permitted to a maximum of 8.5 m (unless a commodity is restricted to less – i.e. Rebar may not have a rear overhang exceeding 6.5 m), provided the above allowance to 18.3 m is maximized.

Jeeps and boosters are permitted to be used in combination with expando semi-trailers for weight distribution only. Requests to exceed 18.3 m from kingpin to the centre of the last axle of the trailer must be sent to ExtraOrdLoads.DC@gov.bc.ca and must not exceed 31 m load length.

Hiboys may be allowed 3.2 m width with the same terms as 5.3.12.A, for non-reducible loads only.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.12.D. Overdimensional Trailers and Semi-Trailers (FOR EXPORT)

Overdimensional trailers manufactured in BC which do not comply with BC dimensional regulations but are allowed to travel on highways in neighbouring jurisdictions will be allowed to operate by oversize permit on BC highways to exit the Province or to return from another jurisdiction for warranty work only.

- i) These over dimensional trailers will be permitted up to a maximum running gear and/or trailer width of 3.65 m. Those exceeding 3.65 m running gear may apply to: commercial.transport@gov.bc.ca.
- ii) These trailers will be permitted to carry other new trailers and/or new parts from their factory to neighbouring jurisdictions; however, this provision will not be afforded for warranty work.
- iii) Conditions of transport will depend on the overall dimensions of the vehicle combination.

5.3.12.E. Sliding Axle Semi-Trailers

A sliding axle unit on a semi-trailer will be allowed to extend to a maximum wheelbase of 14.25 m. The wheelbase must be reduced to legal when not required for weight distribution.

Jeeps and boosters are permitted to be used in combination with sliding axle semi-trailers for weight distribution only.

5.3.12.F. Steering Trailers

Loads (bridge beams, structural steel, processed poles, pilings, etc.) in excess of 31 m long require steering trailers.

- i) Self-Steering Trailer

Self-steering trailers may be used to transport overlength loads up to 36 m load length. Except as permitted by regulation, these trailers are only to be operated when transporting oversized loads authorized by permit. Trailer axles must be made non-steering when operating within regulation dimensional limits.

For Pole Trailers See Chapter 4 [Section 4.5.2](#)

Overall permits may be issued to non-reducible loads being transported on self-steering trailers according to the provisions set out in Chapter 6 – Heavy Haul Guidelines and Permits.

- ii) Remotely Steered Trailer

Remotely steered trailers may be used to transport loads over 31 m long. Remotely steered or manned steering trailers are required for transportation of loads over 36 m long.

Overload permits may be issued to non-reducible loads being transported on remotely steered trailers according to the provisions set out in Chapter 6 – Heavy Haul Guidelines and Permits.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

iii) Manned Steering Trailers

Manned steering trailers may be used to transport loads over 31 m long. Remotely steered or manned steering trailers are required for transportation of loads over 36 m long.

a) Requirements

A manned steering dolly must be compliant with the following criteria:

- I) a separate compartment attached to trailer
- II) an operator to steer at all times
- III) a steering wheel which controls the left and right turning of one or more steering axles of this free standing steering trailer on a continuous basis
- IV) two-way radio communication with operator of power unit which is towing this trailer
- V) a windshield, windshield wipers, and washer
- VI) a heater system and defrost system for windshield
- VII) an air operated horn for emergency use
- VIII) an operator with a Class 5 driver's license

b) Weight

Overload permits may be issued to non-reducible loads being transported on manned steering dollies according to the provisions set out in Chapter 6 – Heavy Haul Guidelines and Permits.

c) Manned Steering Dollies with Jeeps and Boosters

I) General

Jeeps and boosters are allowed to be used in combination with these freestanding trailers, subject to II) below.

II) When Transporting Processed Poles

A “**processed pole**” is a pole that has been to a secondary manufacturer and has been cut to length (trim removed), debarked and may be pressure treated or untreated.

Loads of processed poles exceeding 36 m overall length will be allowed to use jeeps and/or boosters under the following conditions:

- Maximum overall height of the load with a tandem axle jeep – 4.15 m
- Maximum overall height of the load with a single axle jeep – 3.5 m
- “Rear attached” boosters will be allowed, if there is no impact to the centre of gravity height of the load at the rear of the trailer.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.12.G. Pony and Full Trailers

OAH	OAW	RPA	Additional Comments
4.3 m*	3.8 m**	6.5 m**	* 5.33 m in the Peace ** Pony trailers are not allowed to exceed legal dimensions per Appendix E of the Commercial Transport Regulations. Permits for oversize loads are available to the dimensions shown under the Reducible Load Policy in section 4-2.

Table 5.3.12.G.

5.3.12.H. Insulated Van Semi-Trailers with Reefer/Refrigeration Units

In order to counter the loss of interior freight volume due to necessary insulation, insulated van/semi-trailers with reefer/refrigeration units may travel under permits to maximum 4.3 m height.

5.3.12.I Jeeps

“Jeep” means a semi-trailer that is designed to be attached between a truck tractor and another semi-trailer, so as to distribute the load of the other semi-trailer between the axles of the jeep and axles of the truck tractor.

Jeeps and boosters (5.3.12.J) are only allowed for weight distribution for non-reducible loads and for fixed equipment semi-trailer combinations during seasonal load restrictions. In the Peace River area, jeeps and single or tandem axle boosters are allowed in combination with TAC or non-TAC oil field float hiboy semi-trailers for non-reducible loads only, and for fixed equipment on semi-trailers year-round.

Single, tandem, and tridem axle jeeps will be permitted when additional axles are required for weight distribution.

- Single axle jeeps are allowed by permit to exceed the interaxle spacing of 3.5 m outlined in Division 7.22 CTAR.

Note: Jeeps and Boosters are add-on vehicles for heavy haul operations and are not regulated under CTAR 7.11(2). Hop-up jeeps and flip-up boosters are not treated as lift axles. Section 7.11(1) still applies.

- Single plus Multi-Axle Jeep Combinations

Tandem drive truck, single axle jeep, tandem axle jeep, tridem axle jeep

	Inter-axle Spacing	Maximum Weight
Tandem Drive Axle + Single Axle Jeep	1.2 m to 3.0 m	28,000 kg*
	3.01 to 3.5 m	29,000 kg*
Tandem Axle Jeep	Minimum 4.2 m	23,000 kg
Tridem Axle Jeep	Minimum 4.2 m	28,000 kg

*Note: Without an overload permit the maximum weight is the greater of 24,000 kg or weight as specified by Commercial Transport Regulations (CTR) 7.16 (g) and 7.17. With an overload permit (for non-reducible loads), maximum weight is specified in the Heavy Haul Quick Reference Chart and Table 6.3.3.B.iv, in Chapter 6.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.12.J Boosters

A “**booster**” is similar to a jeep, but it is used behind a load.

Jeeps (5.3.12.I) and boosters are only allowed for weight distribution for non-reducible loads and for fixed equipment semi-trailer combinations during seasonal load restrictions. In the Peace River area, jeeps and single or tandem axle boosters are allowed in combination with TAC or non-TAC oil field float hiboy semi-trailers for non-reducible loads only, and for fixed equipment on semi-trailers year-round.

i) Non-articulating boosters

- A minimum 4.2 m interaxle spacing is required between the steering axle of the booster and the last axle of the lowbed. The distance from the centre of the last axle to the rear of the booster cannot exceed 1.0 m. See the Heavy Haul Quick Reference Chart in Chapter 6.
- Chassis for the non-articulated (no relative yaw sideways movement between the lowbed and the booster) rear booster must be rigidly attached, and the booster axle must also be equipped with a self-steering capability similar to the tractor’s steering axle.

ii) Boosters in combination with tridem drive tractor/lowbed semi-trailers (Tridem Tractor/Tridem or Tandem Lowbed Semi-Trailer with Single or Tandem Axle Booster)

- a) Both “articulated” and “non-articulated” boosters will be allowed, whereby “articulated” booster means a booster joined by vertical pin(s) with the lowbed chassis which allows the booster free movement in the yaw plane. The “non-articulating” booster refers to a booster joined rigidly with the lowbed chassis and equipped with either self-steering axle(s) (leading kingpin design) or having a vertical hinge incorporated into its frame.
- b) The booster cannot have more than two (2) axles (tandem axle) in contact with the ground, except in combination with a tridem axle lowbed.
- c) For Tridem Drive/Lowbed/Booster Combination Weights, refer to the Heavy Haul Quick Reference Chart in Chapter .
- d) For a tridem axle booster, wheels in either the first or last axle of the booster may be removed or either the first or last axle chained up and maintained in up position to prevent them from contacting with the ground while both trailer and booster are laden or unladen.
- e) A quick release valve must be incorporated in the booster’s common air supply line and the diameter of the airline must not be less than 1.0 cm (3/8”) in diameter.
- f) Operators of a combination equipped with articulating boosters must lockout the articulating function of the booster when travelling on slippery surfaces or loose gravel.
- g) Suspension travel (minimum 3” (7.5 cm) when loaded measured from the top of the tire) must be designed into and maintained in the axle(s) for the booster so that each axle will maintain contact with the group and support a load when travelling on undulating terrain.
- h) Provisions should be designed into the booster for adjusting trim of booster frame to compensate for various laden/unladen trailer chassis chambers.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- i) When fully laden, the Gross Vehicle Weight Rating (GVWR), as shown in the Compliance Label for the tridem lowbed, must be sufficiently high to include the total axle weight carried by the booster. This ensures that the lowbed semi-trailer has sufficient structural strength to handle the extra weight imposed by the booster.
- j) In the event that a conflict develops between the conditions outlined herein with any other stipulation stated in the Commercial Transport Policy Manual, the conditions outlined here will prevail.
- k) All other applicable conditions outlined in this Chapter apply.

iii) Flip-up Boosters

Flip-up Boosters are only allowed for weight distribution for non-reducible loads and are not treated as lift axles.

Flip-up Boosters have the same axle weight as the last axle in a tridem axle group.

For trailers with Flip-up Boosters the requirements for a permit are as follows:

- 1) The Flip-up Booster must be of stock manufacture or installed as per the instructions of a professional engineer; [CTR 7.11(1)(c)(i)]
- 2) The minimum GVW for the trailer must be 28,000kg;
- 3) The suspension control (outside of the cab) on the “flip-up” axle must be non-adjustable and tamper-proof [CTR 7.11(1)(c)(ii)], with load equalization among axles [CTR 7.16(1)(a to f)], and use of “common air pressure” if air suspension is used in all the axles;
- 4) The flipped axle must be safely secured when not in use;
- 5) When the axle is flipped down, the resulting tridem axle must meet the axle spacing (equal spacing and maximum 3.7 m for the axle spread) and axle weight requirements;
- 6) The flipped up axle is only applicable to a lowbed trailer with no further booster axle(s) attached to the lowbed trailer when used in heavy haul application via an operating permit;
- 7) The rear licence plate must be plainly visible and not obscured in any way by the flip axle [MVAR 3.03] and positioned in such a manner that it is to the rear of the vehicle [MVAR 3.011] – if necessary, the plate must be moved when the axle is raised and lowered;
- 8) No automatic raising or lowering mechanism may be present for the flipped axle. The conversion from tandem to tridem or back requires a fork-lift or crane to flip over the third axle, therefore it is operationally different than a lift or pin-up axle.

Figure 1: Tractor, Tandem Jeep, Tandem Double Drop Trailer with Flip-up Booster



5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.13 Vehicles Equipped with Front or Underbody Plow Blades

Vehicles not covered by the Highway Maintenance Agreement may be permitted to a width of 3.2 m*.

* Blade may be deployed up to 5.2 m in width when in operation, in maintenance area only. Beacons are required while blade is in operation.

5.3.14 Tow Vehicles

Permit weight allowances for tow vehicles are only valid while towing disabled vehicles. Maximum height by permit is 4.3 m.

Tow vehicles must not exceed manufacturer's ratings (axle, vehicle, tire, etc.), including while operating under permit.

A single axle with four tires (on towing or towed vehicle) may be permitted to a maximum of 12,000 kg.

Flatbed style tow trucks may tow a maximum of two vehicles: one vehicle carried on the deck, one vehicle being towed.

5.3.14.A Class A and Class B Tandem Drive Tow Vehicles

The specifications and permissible weights for Class A and Class B Tandem Drive Tow Trucks are:

Class A Tandem Drive Tow Vehicle	Class B Tandem Drive Tow Vehicle
<ul style="list-style-type: none"> • wrecker and installation to be classified by authorized wrecker distributor • dual tire tandem drive axle, maximum 110 kg/cm • minimum 375 horsepower • minimum 5.84 m wheelbase • maximum 8.64 m wheelbase • minimum 22,500 kg capacity wrecker • minimum 11,000 kg capacity under lift/tow bar • all Class A units manufactured after January 1, 2000 will have minimum 20,865 kg rear GAWR 	<ul style="list-style-type: none"> • wrecker and installation to be classified by authorized wrecker distributor • dual tire tandem drive axle, maximum 110 kg/cm • minimum 375 horsepower • minimum 18,000 kg capacity wrecker • all Class B units manufactured after January 1, 2000 will have minimum 19,958 kg rear GAWR
Class A: Tandem drive axles with eight tires can be permitted to a maximum of 23,000 kg.	Class B: Tandem drive axles with eight tires can be permitted to a maximum of 21,000 kg.

When towing any combination of vehicles (more than one vehicle behind the tow truck), a secondary braking system must be in operation.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.14.B Tridem Drive Tow Vehicles

Provided that manufacturer’s ratings (axle, vehicle, tire, etc.) are not exceeded, permits for tridem drive tow vehicles are valid according to the weights shown below:

Weight Table	Steer Axle		Tri Axles (2.4 – 2.8 m axle spread)
	Minimum	Maximum	
Legal Weights	6,100 kg	6,500 kg	24,000 kg
Overweight Permits: For overweight permits on vehicles with drive axle weights exceeding 25,500 kg up to a maximum of 28,000 kg, the steering axle weight must be a minimum of 27% of the drive axle weight. See examples at right. Notes: <ul style="list-style-type: none"> The steering axle must meet the tire size requirement of 100 kg/cm of tire width. Therefore the minimum tire size required to achieve 7 560 kg on the steering axle is 38.1 cm (15”). Bridge Formula applies to all axle groups. Adjacent axles of the tridem drive must be load equalized to within 1,000 kg. 	6,100 kg	9,100 kg	25,500 kg
	7,020 kg	9,100 kg	26,000 kg
	7,155 kg	9,100 kg	26,500 kg
	7,290 kg	9,100 kg	27,000 kg
	7,425 kg	9,100 kg	27,500 kg
	7,560 kg	9,100 kg	28,000 kg (maximum)

The wheelbase of a tridem drive tow truck is allowed to exceed the usual maximum of 6.8 m to a maximum of 7.5 m, but only for dedicated towing use. If the vehicle will be used for other purposes besides towing, the maximum wheelbase of 6.8 m still applies. When towing any combination of vehicles (more than one vehicle behind the tow truck), a secondary braking system must be in operation.

5.3.14.C Operation of Tow Vehicles

Tridem Drive Tow Vehicles and Class A Tandem Drive Tow Vehicles may tow any combination of vehicles to the “nearest safe place”, meaning the nearest place where the vehicle combination can be broken up for further transport without impeding other traffic. Class B Tandem Drive Tow Vehicles may tow any combination of vehicles, such that maximum permitted weight is not exceeded, to the nearest safe place as described. At that location, the following conditions commence:

- a) Operator must obtain an oversize permit if necessary
- b) No operation when visibility is less than 300 m
- c) No operation during adverse weather conditions
- d) No operation under extreme icy or slippery conditions
- e) Full lighting and brake control must be connected to the towed vehicle
- f) All brake and tail lights to be operational from the towing unit

Some vehicle types that operate on BC roads are themselves unusually heavy, (e.g. tandem/tandem concrete trucks and some refuse truck designs.) There may be occasions, when towing these loaded units, that a tridem drive wrecker must exceed 28,000 kg on its drive axles or a Class A tandem drive wrecker must exceed 23,000 kg on its drive axles in order to convey these vehicles

5.3 OVERSIZE/OVERWEIGHT VEHICLES

to the nearest place of repair. When faced with this situation, the wrecker operator must contact the nearest scale and request authority to obtain a single trip overload permit to move said unit. Such approvals are granted on an individual basis, at the discretion of the District CVSE Manager or his/her delegate.

A copy of any such approval should be sent to the Provincial Permit Centre, at DAWCREEK@gov.bc.ca.

During seasonal road restrictions, valid term overload permits and single trip overload permits may be used, to maximum permitted weights, for the purpose of towing disabled, broken down, or accident-impacted vehicles to the closest suitable repair location, salvage yard, etc. For this purpose, "suitable repair location" means the nearest repair location with suitable space, equipment and expertise for performing needed repairs. In order to travel further during seasonal load restrictions, the disabled vehicle must be low-bedded at the appropriate restricted axle weights.

Overlength tow truck combinations towing disabled vehicles must have string lights or a light bar located at the rear of the towed vehicle and a "LONG LOAD" or "D" sign must be attached to the rear of the towed vehicle. If the overall length exceeds 27.5 m, a pilot car is also required to the rear of the combination.

5.3.15 Trucks and Semi-trailers with Rear Mounted Forklifts

Single Trip or Term Oversize permits may be issued when a Truck or Tractor Semi-trailer combination is oversize by reason of a rear-mounted forklift used for loading and/or unloading the vehicle. These allowances cannot be combined with those from any other oversize or overweight permit.

5.3.15.A Trucks with Rear Mounted Forklift

- Overall length: max. 14.0 m
- Effective rear overhang: max. 5.0 m

5.3.15.B Tractor Semi-trailer with Rear Mounted Forklift

- Overall length: max. 25 m with tandem and tridem drive
- Semi-trailer length: max. 17.7 m
- Semi-trailer effective rear overhang: max. 5.0 m

5.3.16 Wheelers and Platform Trailers

NOTE: Requests for exceptions or for alternate vehicle configurations will be treated as unique and will require a special permitting review. Additional processing time may be required in order to obtain a decision as to whether the exception is permitted. Such requests for exceptions should be directed to the Extraordinary Load Approval team and they will involve other appropriate Ministry subject matter experts and authorities as needed.

Permits are available for vehicle configurations equipped with wheelers or platform trailers on British Columbia's highways, via the Extraordinary Load Approval Request - FORM CVSE 1049, subject to the vehicle configurations, dimensions, axle weights, Gross Combination Vehicle Weight (GCVW), travel times, routes, and other provisions as specified under this section.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

A. Definitions

- i) 16 Wheeler Axle Group – A tandem group of Wheeler Lines consisting of two (2) axle lines, which form the tandem axle group. Tandem axle spread in the longitudinal direction is minimum 1.0 m and maximum 1.85 m.
- ii) 24 Wheeler Axle Group – A tridem group of Wheeler Lines consisting of three (3) axle lines, which form the tridem axle group. Tridem axle spread in the longitudinal direction is minimum 2.4 m and maximum of 3.7 m.
- iii) Axle Spread – The longitudinal distance between the extreme axle centres of the axle group in the longitudinal direction.
- iv) Axle Track width – The overall width of an axle across the outside faces of the tires in the lateral direction on the same axle.
- v) Clear Gap – The transverse distance between a set of four (4) dual tires, measured from the edge of the four (4) dual tires facing the inside clear space to the edge of the four (4) dual tires on the opposite track facing the same inside clear space.
- vi) Clip-ons /Plug-ins – An extra wheel/tire(s) hung on the outside of a 16 or 24 wheeler axle group(s) to provide further lateral stability to the combination. These Clip-ons/ Plug-ins may load-equalize with the normal wheelers track tires.
- vii) Conventional Heavy Haul Equipment – Combinations of truck-tractors and semi-trailers, which may include jeeps and boosters or steering dollies, as shown in the “Heavy Haul Quick Reference Chart” in Section 6.3 of this Commercial Transport Procedures Manual.
- viii) Full Suspension System – A full suspension system for a wheeler means that:
 - The suspension has a load-sharing means in each half-track portion with
 - longitudinally a walking beam, and/or via a common pressure in a hydraulic or pneumatic suspension in achieving full load equalization in the fore and aft direction (i.e. longitudinally between/among the same tandem/tridem axle group); and
 - laterally side to side on each axle half (i.e. between laterally placed and outermost two (2) dual-wheels).
 - Load equalizing is achieved with adjacent dual wheel tires to not more than a 300 kg difference on the same axle on the same half-track.

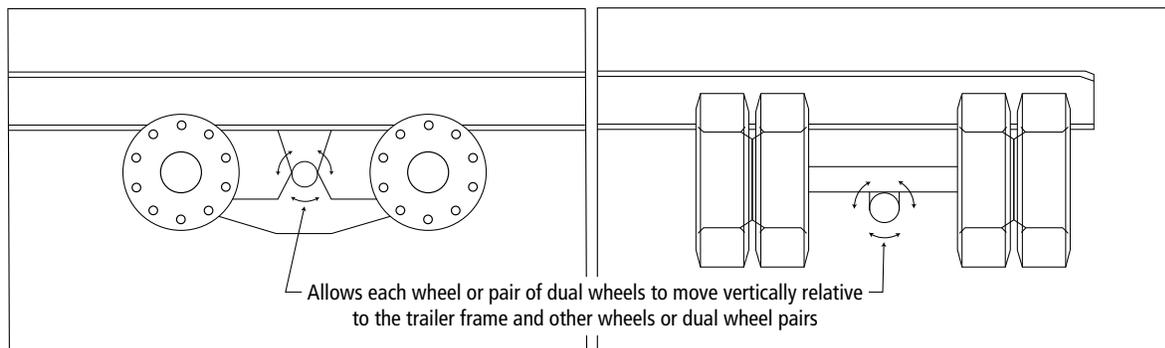


Figure 5.3.16.A.ix) Full Suspension System: Example of a Full Suspension System

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- ix) Overall width - Width measured from the widest point on the left side of the vehicle and/ or load to the other widest point on the right side of the vehicle and/or load.
- x) Standard ('2 File') Platform Trailer – A trailer equipped with all steerable and fully load-equalized hydraulic suspension axle groups with equal interaxle spacings, and eight (8) tires per axle:
 - a) Single to single axle groups at a minimum 1.5 m longitudinally apart;
 - b) Tandem to tandem axle groups at a minimum 4.2 m longitudinally apart (with axle spread within each tandem group at minimum 1.0 m and maximum 1.85 m); and
 - c) Minimum track width at 3.0 m.
 - d) Wider '3 File' and '4 File' Trailers will be managed through custom approvals.
- xi) Trailer width – The overall width of the trailer when empty
- xii) Wheeler – A truck-tractor and semi-trailer combination, or a truck and trailer combination, which includes one or more Wheeler Lines.
- xiii) Wheeler Line – A single axle line consisting of eight (8) or more tires.
Note: A Wheeler Line with more than eight (8) tires per axle line will be considered under the Extraordinary Load Approval process.
- xiv) Wide Wheeler – A Wheeler Axle with an overall track width exceeding 4.2 m, and which maintains a uniform Clear Gap between the half tracks (left and right track) along the wheeler axle group(s).

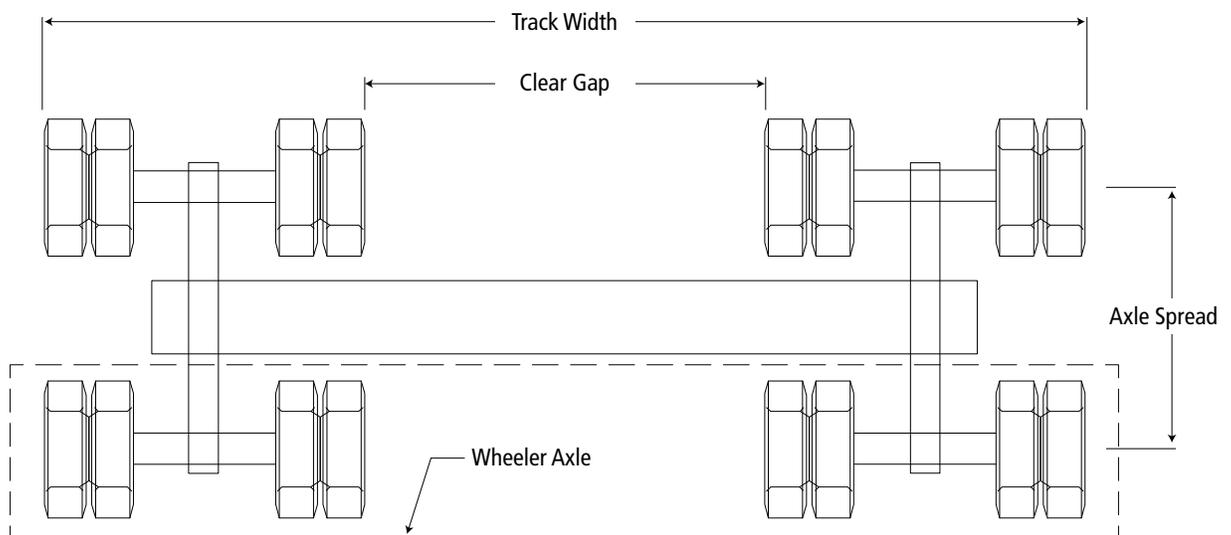


Figure 5.3.16.A.xiv) Wide Wheeler: Example Wheeler Schematic

B. General Criteria

Unless otherwise specified in section 6.3 of Chapter 6 the Motor Vehicle Act Regulations, and the Commercial Transport Regulations (e.g., dimensions, axle spread and interaxle spacings) also apply to a Standard Wheeler (see s. 5.3.16.1), a Wide Wheeler (see s. 5.3.16.2), and Single or Wide Platform Trailer combinations, where applicable.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- a) Wheelers interaxle spacing between the last drive or jeep axle in the front half of the vehicle to the first trailer/dolly axle in the back half of the vehicle must be greater than or equal to 7.0 m.
- b) Wheeler(s) at different locations within a vehicle combination:
 - If two (2) or more wheelers are used immediately behind the truck tractor for load sharing, both/all wheeler axle groups must load equalize within the group.
 - The interaxle spacing between the last drive axle of the truck tractor to the first axle of front-most wheeler must be a minimum 4.2 m and maximum 7.2 m.
 - In combinations including jeep(s) and semitrailers, the interaxle spacing between the truck tractor and the jeep, and/or the first (1st) and second (2nd) jeep, must be shorter than the interaxle spacing between the jeep and the semi-trailer.
 - Maximum length of a drawbar between the truck tractor and the first wheeler is 6 m as per section 7.07 (2) of the Motor Vehicle Act Regulations.
- c) An Extraordinary Load Approval is required to use a trailer with overall width exceeding 3.2 m in BC. Carriers requesting such an exception must provide evidence at the time of making the request that the load cannot reasonably be transported on a trailer that is 3.2 m wide or less. (If the trailer also cannot be reduced to 3.2 m wide or less for empty travel in the reverse direction, please include those details in your request.) Examples of circumstances where trailers over 3.2 m wide have been approved in the past include:
 - Load width: The Ministry holds a requirement that axle track width must be at least 50% of load width, and increases in trailer width to meet this requirement will normally be approved.
 - Stability: Where characteristics of the load require a wider trailer for stability, carriers should work with the Extraordinary Load Approvers to provide details so that Ministry engineers may assess and confirm the stability requirement.
 - Height: Where the load is overheight and use of a perimeter or skirt trailer is necessary because of an immovable height restriction on the route, carriers should provide details of trailer height, load height, and the location(s) of the immovable height restriction(s) with their request.
 - Weight: Where a load is so heavy that wide wheeler axle groups will be needed to accommodate the load, typically at over 115,000 kg GCVW, the weight will be taken as justification to exceed 3.2 m trailer width. All reasonable efforts should first be made to plan the transport using a conventional heavy haul combination.
- d) Any additional axle loading given to the clip-ons/plug-ins axles will be granted on a case-by-case basis.
- e) If the intended route includes road segments designated as Schedule 1 Highways per section 19.07, Schedule 1 of the Motor Vehicle Act regulations, the equipment must be Original Equipment Manufacturer (OEM) rated for loaded safe travel speed of not less than 60 kmh. Written proof of this capability from the OEM may be requested by MoTI during the vetting of the permit application or at roadside.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

C. Minimum Gross Combination Vehicle Weight (GCVW) Threshold

Until September 30, 2021, other than on pre-approved 85,000 kg wheeler routes (see Section 6.3.3 D), the minimum GCVW threshold for an Extraordinary Load Approval Request to obtain a permit to operate a Wheeler or a Platform Trailer combination on any road and bridge under the jurisdiction of the Ministry of Transportation and Infrastructure, is 85,000 kg. After October 1, 2021, no minimum GCVW threshold will be applied to these Extraordinary Load Approval Requests. This restriction does not apply to

- heavy vehicle combinations with “Fixed Equipment” trailer(s) with or without jeeps and boosters, but equipped with a wheeler axle group(s), e.g., Coil Rigs
- Wide Wheeler configurations as described in section 5.3.16.2.
- Vehicle configurations that have been approved for trailer width over 3.2 m due to characteristics of the load or route.

Exceptions to the minimum GCVW threshold will be made where the carrier can show a compelling reason that a particular load cannot be transported using conventional (non-wheeler) heavy haul equipment. Carriers requesting such an exception must provide evidence at the time of making the request, in addition to a fully completed Extraordinary Load Approval Request – FORM CVSE 1049. Additional processing time may be required in order to obtain a decision as to whether the exception is permitted. Please note that an applicant not having compliant, conventional equipment available themselves, where that equipment is readily available from other carriers, will not be considered a compelling reason for an exception.

D. Pre-Approved 85,000 kg Wheeler Routes

Information about routes pre-approved for overload permits for conventional-style wheelers (meaning those with the characteristics and spacings shown on the Heavy Haul Quick Reference Chart in section 6.3.2) is shown under Section 6.3.3.D of the Commercial Transport Procedures Manual. Permits for wheelers on those routes may be issued by the Provincial Permit Centre up to a maximum 85,000 kg GCVW without further approvals, and the minimum GCVW threshold does not apply on those routes for Extraordinary Load Approval Requests.

E. Pre-Approved Routes for Platform Trailer Combination

None designated to date – to be reviewed on a case-by-case basis.

F. Travelling Empty

When travelling without a load, wheelers and platform trailer combinations may be permitted to the maximum corresponding axle and gross weights shown in the “Heavy Haul Quick Reference Chart”, where applicable, without going through the extraordinary load approval process, provided:

- a. Gross Combination Vehicle Weight is at or below the maximum thresholds for the specified route (i.e. 64,000 kg except on pre-approved 72,000 kg, 80,000 kg, or 85,000 kg routes, see Section 6.3.3 of the British Columbia Commercial Transport Procedures Manual for the map links), and meet the other criteria, e.g. Bridge Formula, associated with those routes.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

- b. Empty Standard Wheeler and Platform Trailer track width is reduced to 3.2 m or less.
- c. Empty Wide Wheeler track width is reduced to 4.4 m or less.

5.3.16.1 Standard Wheelers

A. Vehicle Criteria

The following criteria apply to Standard Wheelers:

- i) Axle Track width minimum 3.0 m and maximum 4.2 m;
- ii) Interaxle spacing between wheeler axle groups is minimum 4.2 m;
- iii) Maximum Tire Loading Limit: A maximum of 100 kg/cm of tire width applicable to all tires; and
- iv) Adjacent axle load-equalization in the longitudinal direction in an axle group must not exceed 1,000 kg.

B. Standard Wheeler Axle Group Weights

The maximum axle group weights for Standard Wheelers on pre-approved 85,000 kg wheeler routes (PAW85K Routes) and on other roads and bridges under the jurisdiction of the Ministry (Other Routes) can be found in Table 1 below. All weights shown are subject to Bridge Formula limits, unless approved through the Extraordinary Load Approval Process.

Table 1: Standard Wheeler Axle Group Weights ¹			
Standard 16 Wheeler Axle Groups		Standard 24 Wheeler Axle Groups	
PAW85K Routes	Other Routes	PAW85K Routes	Other Routes
31,000 kg	Subject to special approval, Max. 31,000 kg	40,000 kg	Subject to special approval, Max. 40,000 kg

¹Some bridges on the pre-approved routes have additional restrictions. See the route information in Section 6.3.3 D.

C. Seasonal Load Restrictions for Standard Wheelers, where approved

Regional authorization is required for wheelers used during seasonal restrictions.

- i) Standard 16 Wheeler Axle Groups: 100% equivalent weight for roads with seasonal load restrictions is 28,000 kg. An overweight permit is required above 17,000 kg.
- ii) Standard 24 Wheeler Axle Groups: 100% equivalent weight for roads with seasonal load restrictions is 34,000 kg. An overweight permit is required above 24,000 kg.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.16.2 Wide Wheelers**A. Vehicle Criteria**

The following criterion applies to Wide Wheelers:

- i) Minimum Clear Gap is 0.3 m;
- ii) Minimum 4.2 m axle track width;
- iii) Minimum interaxle spacing between wheeler groups is 4.2 m;
- iv) Maximum Tire Loading Limit: A maximum of 100 kg/cm of tire width applicable to all tires;
- v) Adjacent axle load-equalization in the longitudinal direction in an axle group must not exceed 1,000 kg; and
- vi) All axles within the wheeler are to be on a common suspension to equalize weight distribution, i.e., load equalization via maintaining the same air or hydraulic pressure between and among the half tracks and axle groups.

B. Wide Wheeler Axle Group Weights

The maximum axle group weights for Wide Wheelers on roads and bridges under the jurisdiction of and or administered by the Ministry can be found in Table 2 below.

Clear Gaps	16 Wheeler Tandem Full Suspension	24 Wheeler Tridem Full Suspension
0.3 m to 0.8 m	33,000 kg	40,000 kg
0.81 m to 1.5 m	35,000 kg	44,000 kg
1.51 m to 1.75 m	40,000 kg	46,000 kg
1.76 m to 2.0 m	41,000 kg	48,000 kg
2.01 m to 2.5 m	43,000 kg	50,000 kg
>2.5 m	47,000 kg	52,000 kg

² Permit requests will be evaluated on a case-by-case basis as the axle group weights are subject to change if route(s) contain any bridge/culvert crossings.

C. Seasonal Load Restrictions for Wide Wheelers, where approved

Regional authorization is required for wheeler use during seasonal restrictions.

The seasonal load restrictions identified below are applicable to all clear gaps in Table 2.

- i) Wide 16 Wheeler axle groups: 100% equivalent weight for roads with seasonal load restrictions is 31,000 kg.
- ii) Wide 24 Wheeler axle groups: 100% equivalent weight for roads with seasonal load restrictions is 40,000 kg.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.16.3 Platform Trailers**A. Vehicle Criteria**

- i) Only a heavy haul combination meeting the platform trailer definition in Sections 5.3.16 A xiii) and xiv) will be allowed in this section;
- ii) Track width: Minimum 2.4 m for 4 tires per axle and 3.0 m for 8 tires per axle;
- iii) Maximum Tire Loading Limit: A maximum of 100 kg/cm of tire width applicable to all tires;
- iv) A minimum of five (5) single axle groups (5 lines) are required in a single axle group platform trailer;
- v) Adjacent axle load equalization for tandem and tridem axle groups in the longitudinal direction must not exceed 1,000 kg; and
- vi) Platform trailers with 3 or less tandem or tridem axle groups may be evaluated under Chapter 6.3 Heavy Haul Criteria for weights and dimensions.

B. Platform Trailer Weight

In general, Table 3 below shows the maximum platform axle line weights approved by the provincial Geotechnical, Materials and Pavement Engineers as a function of single axle groups, tandem axle groups, and tridem axle groups.

Table 3: Maximum Platform Trailer Axle Line Weights^{4,5}		
	Single ('2 File') Platform Trailer	
	4 tires per axle, min. 2.5 wide track width	wheelers, 8 tires per axle, min. 3.0 wide track width
Maximum per single axle group (min interaxle spacing 1.5 m)	7,000 kg	14,000 kg
Maximum per tandem axle group (min interaxle spacing 4.2 m)	17,000 kg	28,000 kg
Maximum per tandem axle group (min interaxle spacing 7.0 m)	23,000 kg	31,000 kg
Maximum per tridem axle group (min interaxle spacing 4.2 m)	24,000 kg	34,000 kg
Maximum per tridem axle group (min interaxle spacing 7.0 m)	28,000 kg	40,000 kg

⁴For permit uniformity with neighbouring jurisdictions, a minimum tire width of 235 mm is required.

⁵Permit requests will be evaluated on a case-by-case basis as weights provided in Table 3 are subject to change if route(s) contain any bridge/culvert crossings.

C. Empty Tandem and Tridem Axle Group Platform Trailer Weight

Empty platform trailers with tandem or tridem axle groups up to 12,500 kg tare weight per axle group may be approved with minimum 4.2 m interaxle spacing between all platform trailer axle groups. Bridge analysis would not be required. This applies for empty configurations up to 85 tonnes GCVW on 85 tonne routes and 85 tonne wheeler routes, and also up to 64 tonnes GCVW on 64 tonne routes.

Any empty platform trailer with empty axle group weights above 12,500 kg, or combination tare weight above 85,000 kg GCVW on 85 tonne and 85 tonne wheeler routes, or above combination tare above 64,000 kg GCVW on 64 tonne routes require bridge analysis and EOL approval.

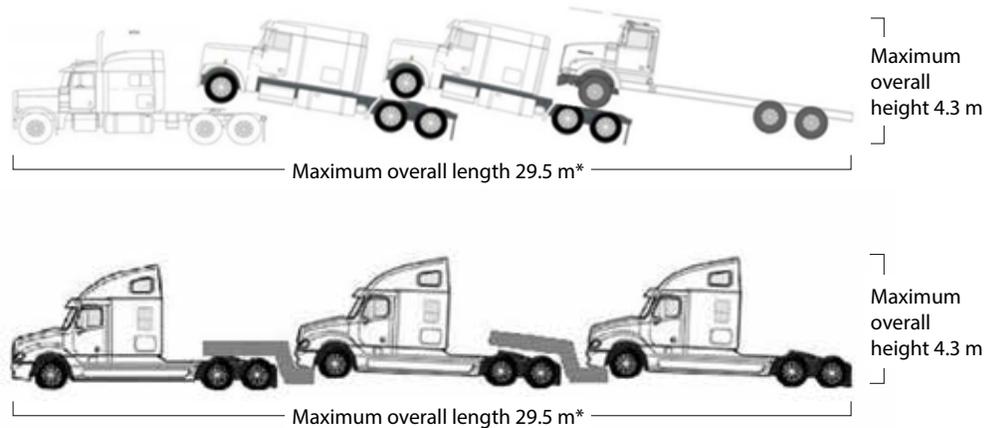
D. Seasonal Load Restrictions

Regional authorization is required for wheeler use during seasonal load restrictions.

The seasonal load restrictions identified below are applicable:

- i) Single ('2 file') wheeler, 8 tires per axle, platform trailers
 - a. Single axle – 100% equivalent weight for roads with seasonal load restrictions is 7,000 kg
 - b. Tandem axle – 100% equivalent weight for roads with seasonal load restrictions is 14,000 kg
 - c. Tridem axle – 100% equivalent weight for roads with seasonal load restrictions is 20,000 kg

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.17 Three Way / Four Way Saddlemount Configurations and Three Way Forward-Extended Saddlemount Configurations

* Determination of overall length excludes a heavy duty bumper or moose catcher, up to a maximum additional length of 0.3 m.

See section 1.7.1 for licensing information for these combinations.

In this section, the term 'Driveaway' is used interchangeably with the term 'Saddlemount Configuration'.

5.3.17.A Operational Restrictions

Authorizations to operate saddlemount configurations at greater than 23 m overall length will be issued on a route by route basis. Additional operational restrictions may be applied in the Letter of Authorization, especially where approved routes include segments of two-lane highways. Saddlemount configurations operating at less than or equal to 23 m overall length must still conform to the operational and safety requirements set out in sections 5.3.17.A and 5.3.17.C.

The front wheels of a vehicle towed by means of a saddlemount must be removed or restrained if, under any condition of turning of the wheels, they would project beyond the widest part of either the towed or towing vehicle.

Where necessary, blocks must be inserted inside the frame channel of the towing vehicle to prevent kinking of the frame of the towing vehicle. The center of the saddlemount must not be located to the rear of the center of the rear axle of the towing vehicle.

Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by a government official authorized by the home jurisdiction or a Peace Officer.

The vehicles in a combination will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 cm to each side of the path of the towing vehicle when it is moving in a straight line.

Drivers shall avoid crossing opposing lanes of traffic unless specifically authorized to do so by their Letter of Authorization or a Peace Officer.

Maximum speed shall be the lesser of 100 km/h or the posted speed limit.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.17.B Driver Qualifications and Training

Authorizations to operate at greater than 23 m overall length will include a requirement for the carrier to issue annual LCV Driver's Certificates specific to three-way/four-way saddlemounts. See section 5.3.6.B for driver and instructor qualifications for LCV Driver's Certificates.

5.3.17.C Safety

- i) Brake Requirements – If so equipped, the brakes on every axle in contact with the ground must be actuated via the truck tractor's service line and the spring brakes on every axle in contact with the ground must be actuated via the truck tractor's supply line and automatically applied on failure of the supply line.

Service Brake (Blue Designation) – The drive truck (towing vehicle) is the primary air source for Driveaway combination brakes for Service (blue) and Trailer Emergency Air (red) to towed vehicles. The Blue Service Air must be routed to all trucks in tow to either:

- (a) Spring brakes rear axle of each truck; or
- (b) To relay valve located on cross member ahead of 5th wheel.

Trailer Emergency Air Supply (Red) The Red Emergency Air service must be routed rearward to the trucks in tow to:

- (a) The truck air dryer;
- (b) Wet/auxiliary air tanks; or
- (c) Parking brake valve or alternate port.

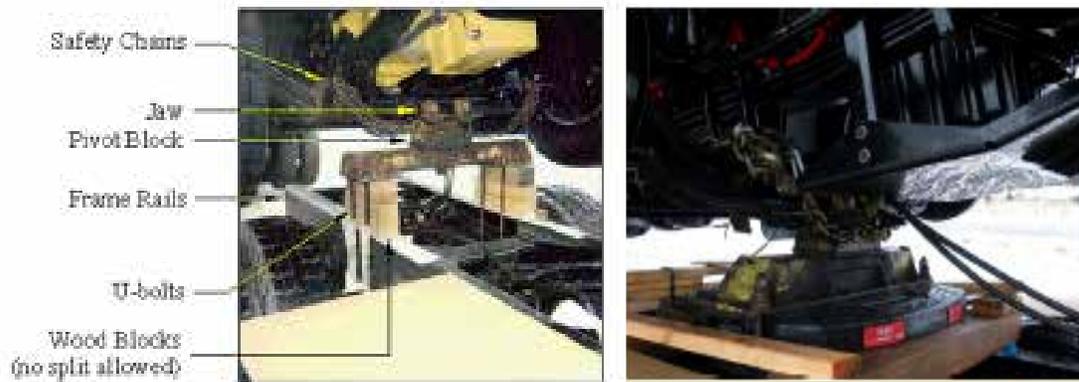
All axles/wheels in contact with the ground in a Driveaway combination of vehicles must have fully functional brakes.

- ii) Saddlemounts – The upper half of a Saddlemount must be securely attached to the axle of the towed vehicle by means of a pivot block and jaw assembly, u-bolts, or other means providing at least equivalent security. In addition to any fifth wheel or frame type Saddlemount, each Saddlemount unit must be secured by safety chains of equivalent strength as the saddle.

- iii) Safety Chains – Safety chains must be:

- (a) attached in such a manner that significant side-to-side motion will be prevented should the Saddlemount bracket loosen and only provide sufficient slack to allow normal articulation between the mounted unit and towing unit;
- (b) assembled using proper hooks, clevises or pins;
- (c) Transport 7 Grade 70 chain transport; and
- (d) All wood blocks used in the saddlemounts cannot have any sign of split or damage.

5.3 OVERSIZE/OVERWEIGHT VEHICLES



- iv) Mud-Flap/Splash Guard – Mud flaps are required for all towed vehicle axle groups in contact with the ground. Any and all mud-flap/splash-guard's must cover the full width of the tire and reach to within eight inches (203 mm) of the ground. Flaps must extend down from the top of the tire at least the same distance as the width of the tires.
- v) Lamps – Vehicles must be equipped with operative lamps and reflectors, which shall include any, required lamps of the rear mounted or towed vehicle. The rear vehicle and towing vehicle must have operative tail lamps, side marker lamps, clearance lamps, turn signal lamps and brake lamps. Intermediate towed vehicle(s) in a combination consisting of more than two vehicles must have one side-marker lamp on each side, located near the rear of the vehicle.
- vi) Forward Extended Saddlemount Configurations require an external structural steel assembly to effectively extend the truck frame forward allowing it to be connected to the fifth wheel of the lead vehicle as shown in Figure 1:



Figure 1

5.3 OVERSIZE/OVERWEIGHT VEHICLES

The attachment to the lead vehicle requires a roll-coupled connection at the fifth wheel as shown in Figure 2:



Figure 2: Roll-coupled connection to lead vehicle

The connection at the towed vehicle requires the use of tow eyes as shown in Figure 3 and a robust clamp system at the steer axle of the towed vehicle as shown in Figure 4 which creates attachment redundancy:



Figure 3: Tow eye connection of the forward extended saddle system



Figure 4: Steer axle clamp connection of the forward extended saddle system

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.17.D Tire and Axle Weight Limits

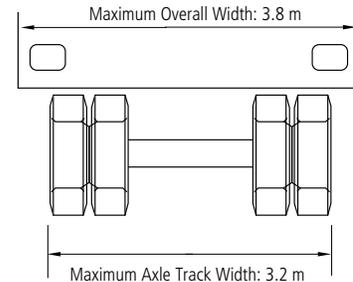
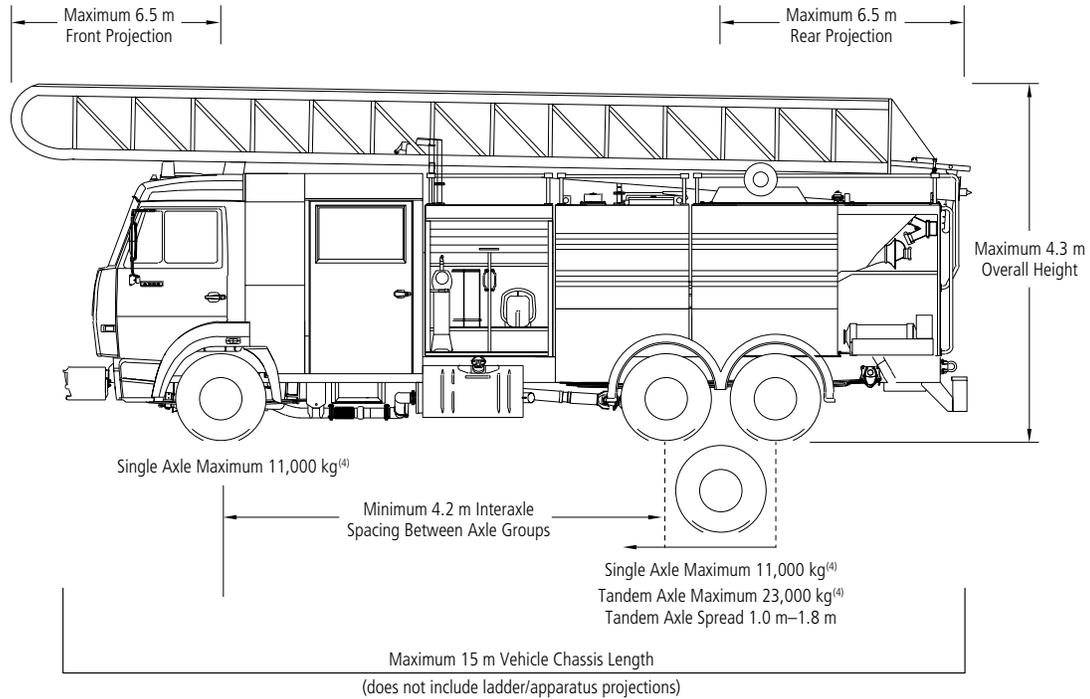
	Limit
Tire Loading	Max 100 kg/cm
Steering Axle	Max 6000 kg (tandem drive truck tractor) Max 7300 kg (tridem drive truck tractor)
Single Axle (with dual tires)	Max 9,100 kg
(with non-wide base single tires less than 445 mm)	Max 6,000 kg
(with wide base single tires 445 mm or greater)	Max 9,100 kg
Tandem Axle , Spread 1.0 – 1.85 m (with dual tires)	Max 17,000 kg
(with wide base single tires)	Max 15,400 kg

5.3.17.E Grandfathering

Consideration will be given to grandfathering Letters of authorization issued prior to January 1, 2019. To apply for grandfathering consideration, please contact CTManager@gov.bc.ca

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.18.A Municipal Fire Trucks



NOTES:

1. Bridge Formula applies to all axles, Maximum Permitted Weight = axle spacing (in cm) x 30 + 18,000 kg.
2. Legal Single axle weight maximum without permit is 9,100kg. Legal Tandem axle group maximum weight without a permit is 17,000 kg.
3. All weights subject to original equipment manufacturer gross vehicle weight, axle and tire rating.
4. Maximum 110 kg/cm tire width loading:

Single Tire		Dual Tire	
Tire Width (mm)	Max. Axle Load	Tire Width (mm)	Max. Axle Load
385	8,470 kg	235	10,340 kg
425	9,350 kg	245	10,780 kg

Non-Compliant Fire Trucks

For municipal fire trucks that do not comply with the dimensions and weights as outlined in this section, please refer to Compliance Circular No. 05/19

www.cvse.ca/CTPM/Com_Circulars/2009/090615_comp_circular_05-19.pdf

These special permits are issued out of the Commercial Transport Office in Victoria and are ONLY available for B.C. municipal fire trucks.

5.3.18.B Permit Process for Firetrucks:

If a firetruck's weights and dimensions fit within the permit policy described in section 5.3.18.A, no additional approvals are needed: the registered owner of the firetruck can contact the Provincial Permit Centre at **1-800-559-9688** for permits.

5.3 OVERSIZE/OVERWEIGHT VEHICLES

No fees are charged for permits issued to municipalities. For parties that are not public authorities, Section 5.3.18.A shows the maximum weights and dimensions allowed for firetrucks.

See [Circular 05-19](#) for more information.

5.3.18.C Custom Permits for Larger/Heavier Municipal Firetrucks

Municipalities should use Form [CVSE1040](#) to request approval for firetruck weights and dimensions that exceed the policy described in section 5.3.18.A.

The custom permits resulting from these applications may limit, prohibit, or provide directions respecting the use of provincial roadway routes by a person or authority operating or in charge of the fire apparatus. The likelihood of having such conditions on the permit increases the more the vehicle being applied for exceeds the dimension and weight allowances described in 5.3.18.A.

Holders of these permits are advised to consult CVSE prior to adding new equipment to the fire apparatus covered under the custom permit, in case adjustments to the permit will be required. If the vehicle no longer meets the specifications described in the custom permit, the permit is void.

See [Circular 05-19](#) for more information.

Requests to renew custom permits should be submitted a minimum of 90 days prior to the current permit's expiry. The municipality or other authority responsible for public fire control must submit a new weigh scale certificate/slip from a certified weigh scale, showing the fully loaded operational axle weights, to Commercial.Transport@gov.bc.ca for review. Any discrepancy from the weights in the previous LOA may require new structural analysis along the proposed route(s), which may delay the renewal process.

5.3.18.D Letters of Authorization for Delivery of a Firetruck to a Municipality

A primary or secondary vehicle manufacturer, or a carrier, may apply for an LOA to be able to obtain single trip overweight permits to deliver an overweight fire apparatus to a municipality or other authority responsible for public fire control operations, provided the application for permit from that municipality or authority has already been approved. Delivery routes should be limited to shortest possible route from borders, manufacturer and dealer locations.

These requests are to be submitted to Commercial.Transport@gov.bc.ca and shall include:

- Detailed vehicle information, as described in the following sections of Form [CVSE1040](#):
 - Vehicle Description
 - Vehicle Weight Information, in kg
 - Tire Information
 - Vehicle Dimensions, in metric
- Detailed routing information
- A copy of the custom permit issued to the municipality or other public authority responsible for public fire operations, or a letter or email from that municipality or other authority demonstrating an understanding of the need to apply for a permit.

5.4 RECREATIONAL VEHICLE COMBINATIONS

5.4.A. Three Vehicle Combinations

According to a 1989 technical study on the dynamic behaviour of recreational doubles conducted by the University of Michigan, Transportation Research Institute (UMTRI), dynamic stability of the recreational doubles is very sensitive to overall combination vehicle length (not recommended to exceed 59 ft.), the amount of rear overhang of the first trailer, and speed. Observations indicate that in slow speed manoeuvres, they are difficult to turn, exhibit poor tracking, and extremely difficult to back up.

Stakeholders such as the BC Automobile Associate and the BC Trucking Association agree that these combinations possess known vehicle dynamic deficiencies and appear to create an incremental road safety risk.

To minimize the safety risk on our highways, CVSE does not permit the operation of these recreational combinations. The three-vehicle combination consisting of a pickup truck, a fifth wheel trailer plus another trailer is not a legal combination on British Columbia highways (i.e., a boat, or utility trailer, or any swivel wheel equipped trailer or lift.) The explanation is as follows:

- i) Under the **Commercial Transport Act** a “**commercial vehicle**” includes a motor vehicle having permanently attached to it a truck or delivery body. A pickup truck is considered a commercial vehicle.
- ii) Within the Commercial Transport Act Regulations, S.7.18 (1) does not allow the operation of a three (3) vehicle combination of vehicles unless the gross vehicle weight exceeds 11,000 kg. These lighter three (3) vehicle combinations normally do not exceed 11,000 kg and are not permitted to operate on BC highways.
- iii) Also, within the Commercial Transport Act Regulations, S.7.18 (3) does not allow the operation of a three (3) vehicle combination consisting of a truck and two trailers. These three (3) vehicle combinations consist of a truck and two trailers. The three (3) vehicle combination consisting of a private passenger vehicle and two trailers is also not a legal combination on BC highways in unorganized territory or on an arterial highway in a municipality. Division 19.02(3)(a) and Division 19.01(2) of the Motor Vehicle Act Regulations refers. The three (3) vehicle combination of a truck tractor, fifth (5th) wheel recreational trailer plus another trailer towed behind the fifth (5th) wheel trailer is also not legal even if the gross vehicle weight exceeds 11,000 kg. The combination of a semi-trailer and pony trailer is not a recognized configuration under the Appendices in the Commercial Transport Regulations.

There are no special permits available for the operation of these vehicle combinations on BC highways.

5.5 CONTACTS

5.5.1 Commercial Transport Program

Extraordinary Load Approvals:

Preferred contact: ExtraOrdLoads.DC@gov.bc.ca

Secondary contact: Fax (250) 784-2280

Commercial Transport Advisors: 1-855-795-0313

General Inquiries:

Commercial.Transport@gov.bc.ca

Laura Wolf

Phone: (250) 953-4017

Email: Laura.Wolf@gov.bc.ca

Richard Mawhinney

Phone: (250) 953-4017

Email: Richard.Mawhinney@gov.bc.ca

Nicole Hilborne

Phone: (250) 953-4017

Email: Nicole.Hilborne@gov.bc.ca

Website: www.cvse.ca and click on Commercial Transport Program

5.5.2 CVSE Commercial Transport Manager

Courtenay Lowther, Manager Commercial Transport

Phone: (250) 953-4026

Email: Courtenay.Lowther@gov.bc.ca

5.5.3 CVSE Provincial Permit Centre

Phone: Toll-Free: 1-800-559-9688

Fax: (250) 784-2426

Email: DAWCREEK@gov.bc.ca

PPC Manager: Julie Willsie

Phone: (250) 784-2229

Email: Julie.Willsie@gov.bc.ca

5.5.4 Senior Vehicle Engineer

Nam Nguyen

Email: Nam.Nguyen@gov.bc.ca