



Commercial Vehicle Safety & Enforcement

Commercial Transport Department

NOTICE

To All Permit Issuers, Industry and the General Public

Clarification regarding Compliance Circular 07/11 Steer Axle Weight Limits (July 1, 2011)

To Whom It May Concern:

- Circular 07/11 (attached) lists changes that were made to the Commercial Transport Regulations (CTR), and does not include a change to the tire loading limits. It is the case in CTR and in those in many other jurisdictions that tire loading and axle loading are both regulated, and carriers must comply with both. For example, we are harmonized with both Alberta and Saskatchewan, who also regulate tire loading at 10 kg/mm (100 kg/cm).
- In addition to the notes in the CTR Appendices for specific vehicle configurations, Section 7.15 of the CTR, which is titled 'Maximum gross weight for tires' directs readers to check the CTR Appendices for tire loading limits, and requires that neither the manufacturers' rating on a tire nor the limits in the CTR Appendices may be exceeded.
- The tire loading limit is not the same on all possible vehicle combinations in the CTR. Section 7.26(2) and Section 7.30 provide allowance for logging truck combinations to obtain 110 kg/cm instead of the 100 kg/cm typical of other combinations. (Note that logging trucks are not typically eligible for other weight permitting.)
- Combinations of axle units within an 8 m spread may also be required to comply with the limits under Section 7.17 and the maximum gross combination vehicle weight.

Yours truly,

A handwritten signature in black ink, appearing to read "Steve Haywood".

Steve Haywood, Director
Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure

Attachment



The Best Place on Earth

COMPLIANCE CIRCULAR

NO. 07/11
July 1, 2011

SUBJECT: Changes to the Commercial Transport Regulations to reconcile standards with Alberta and Saskatchewan under the New West Partnership Trade Agreement

Managers, Victoria	Passenger Transportation Board	Commercial Transport Insp.
Regional CVSE Managers	Passenger Transportation Branch	Inspection Stations
Area Vehicle Inspectors	Carrier Safety Inspectors	ICBC
Deputy Director, CVSE	Government Agents	Supt of Motor Vehicles
ADM, Highways Department	Law Enforcement Agencies	Trucking Industry

PURPOSE OF CIRCULAR

To advise that the Commercial Transport Regulations (CTR) are being amended to reconcile some vehicle weight and dimension standards with Alberta and Saskatchewan. Changes to reconcile and modernize pilot car physical standards are also being made. These changes are being made pursuant to the New West Partnership Trade Agreement between the three provinces.

WEIGHT AND DIMENSION CHANGES

The following weight and dimension changes are **effective July 1, 2011**, under general authority of s. 7.02 of the CTR. The Commercial Transport Regulations will be amended shortly to reflect these changes.

1. Steering axle weight limits:
 - Single and tandem drive truck tractors may now have up to 6,000kg on the steering axle (from 5,500kg), provided the vehicle's gross axle weight rating and tires are rated high enough to carry the increased weight.
 - Tridem drive truck tractors are required to have a minimum of 27% of the tridem drive axle group's weight on the steering axle at all times (previously, this requirement was 25% when loaded).
2. Dimensions for tridem drive truck tractors:
 - The overall length for a tridem drive truck tractor and semi-trailer is increased to 23.5m (from 23m).
 - The allowable axle group spread on a tridem semi-trailer when towed by a tridem drive truck tractor is increased to 2.4m – 3.7m (from 2.4m – 3.1m).
3. Dimensions for tridem drive trucks:
 - Axle track width must be 2.5m – 2.6m for trucks manufactured on or after July 1, 2012. Tridem drive trucks manufactured before this date may have an axle track width of 2.4m – 2.6m.
 - Hitch offset for a tridem drive truck when towing a pony or full trailer is increased to 2.6m (from 2.5m).
 - Box length for a tridem truck and pony or full trailer is increased to 20.5m (from 20m).

4. A, B, and C-Trains:

- Overall length for single and tandem drive A, B, and C-Trains is increased to 26m (from 25m).

PILOT CAR CHANGES

The Ministry of Transportation (The Ministry) is also amending Division 8 of the CTR to update physical standards for pilot cars. The changes, set out below, are expected in mid to late July 2011. Effective immediately, Commercial Vehicle Safety & Enforcement Branch is providing a period of soft enforcement for the proposed changes.

1. Allowable vehicle:

- A pilot car must be a single motor vehicle (previous weight cap of 5,500kg removed).

2. Sign box materials:

- The box must be made of mild steel, stainless steel, or aluminum. The requirement for the outside of the sign box to be covered in baked enamel is removed.
- The inside of the box must be coated in a reflective white material (versus the previous requirement that the interior be coated in baked, white enamel).

3. Sign box lighting:

- The requirement that amber lights on the sign box have two-way lighting is removed. This means that the operator will be able to have either the forward or rear exterior sign lights on, depending on whether they are leading or trailing the load.
- The requirement that the amber lamps on the sign box meet CAS Standard D-106.1 1972 and flash at 60-90 flashes per minute are updated so that the lights must meet SAE standard J595.

4. Pilot car sign lettering:

- The letters on the "D" sign must be 20cm high, and may have either a 3cm stroke or be E Series lettering, as set out in the US Federal Highway Administration's Manual on Uniform Traffic Control Devices (E Series was not previously stated but is equivalent to 3cm stroke).
- The letters on the "wide load", "long load" and "oversize load" signs can be either 28cm high with 4cm stroke, or 20cm high with C Series lettering, as set out in the US Federal Highway Administration's Manual on Uniform Traffic Control Devices (20cm high with C Series lettering was not previously permitted).

BACKGROUND

British Columbia, Alberta and Saskatchewan signed the New West Partnership Trade Agreement in April 2010, which requires the provinces to make changes to eliminate differences in requirements that impair or restrict trade between them. The Premiers directed that the first set of reconciliation measures for transportation be implemented in July 2011, with further changes to follow in July 2012.

Alberta and Saskatchewan are making complementary changes for July 2011, and the three provinces will continue to work together for July 2012 changes. For more information, see http://www2.news.gov.bc.ca/news_releases_2009-2013/2011TRAN0044-000791.htm



Brian Murray
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Ministry of Transportation & Infrastructure