

COMPLIANCE CIRCULAR

NO. 10/10

November 5, 2010

SUBJECT: Soft Enforcement Until March 31, 2011 on the Hitch Offset Limits for Truck and Pony/Full Trailer Combinations Hauling Individual Load on each Vehicle

Managers, Victoria	Carrier Safety Inspectors	Driver Services Centres
Motor Vehicle Inspectors	Government Agents	MOT (Director, Chair
Passenger Transportation Board	Trucking Industry	Transportation Policy)
Deputy Director, CVSE	Law Enforcement Agencies	Supt of Motor Vehicles
Regional CVSE Managers	Commercial Transport Insp.	
Managers, Licensing	(Inspection Stations)	
ADM (Compliance and Consumer Services)		
Passenger Transportation Branch		

PURPOSE OF CIRCULAR

To advise owners and operators of straight truck and pony or full trailer combinations, hauling separate loads on each vehicle — such as short logs or construction aggregate — that the hitch offset limits shown in Appendix B of the Commercial Transport Regulations (CTR) are

- a maximum of 1.8 m for tandem drive trucks, and
- a maximum of 2.5 m for a tridem drive truck.

Soft enforcement will be applied effective immediately and will expire on March 31, 2011.

This allowance is not applicable to tridem drive truck and pole trailers hauling long logs (logs loaded so they are straddled between the truck and trailer). The hitch offset limit for this configuration is a maximum of 3.6 m and it will continue to be enforced.

BACKGROUND

To ensure adequate high speed on-highway performance and safety of heavy truck and trailer combinations, the Transportation Association of Canada (TAC) embarked on a comprehensive technical study of tandem drive straight trucks with full/pony trailers in the early 90's. Its research findings indicated that the hitch offset limit for tandem drive trucks has a profound impact on the performance and handling of the trailer being towed.

Dimensional requirements for tandem drive trucks hauling full or pony trailers, including a hitch offset limit of 1.8 m for the pintle hitch, were included in the TAC Memorandum of Understanding, which all Canadian jurisdictions have adopted into their respective commercial transport regulations.

In the early 2000's British Columbia introduced tridem drive truck and full/pony trailer configurations to the CTR, and specified a hitch offset limit of 2.5 m.

Currently there is no hitch offset limit for a tandem drive truck and pole trailer hauling long logs. However, for a tridem drive truck and pole trailer, the hitch offset limit is a maximum of 3.6 m when hauling long logs.

Operators that haul logs using tridem drive trucks and full/pony trailers should pay close attention to the vehicle specifications when ordering new trucks, since the same truck and trailer combination can be used to haul both long and short logs. Operators that plan on using a tridem drive truck to haul both long and short logs must ensure the tridem drive truck meets the hitch offset limit of 2.5 m.

In order to provide sufficient time for owners to modify their vehicles to be compliant, CVSE will apply soft enforcement on the hitch offset limits on both tandem and tridem drive trucks towing a pony or full trailer, when each truck and trailer each carry their own load (such as short logs or other commodities). This grace period is in effect immediately and will expire on March 31, 2011.

This allowance is authorized pursuant to the general authority granted to the Director of Commercial Vehicle Safety under Section 7.02 (1) of the Commercial Transport Regulations.

A handwritten signature in black ink, appearing to read 'Perry Dennis', with a stylized flourish extending to the right.

Perry Dennis
A/Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation & Infrastructure