



SUBJECT: New no fee permit is available for use of manual lift axles on Provincial Highways for B Trains, Super B Trains and hayrack semi trailer logging configurations – Effective December 1, 2011

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 a no fee permit is available for B Train, Super B Train, and hayrack semi-trailer logging configurations equipped with manual lift axles that are chained up during highway operation (as per the conditions of section 7.11 of the Commercial Transport Regulations (CTR)).

The no fee permit will be 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 no fee permit will contain specific conditions for operation of the non compliant lift axles.

BACKGROUND

Current short log Super B Train and B Train combinations may be unable to safely and efficiently climb some off-highway road grades when returning to the bush empty to pick up their next load due to varying resource road condition. Because these configurations require pulling (dragging) the lead trailer back to the bush rather than carrying the trailer on the back of the truck (as is done with long log and quad axle short log trailer configurations), the tractors may not have enough weight on their drive axles to maintain traction. The most expedient and safe option for vehicles in this situation to maintain traction is to raise or lower manual lift axles thereby transferring additional weight to the drive axles as per conditions and grades on the resource roads. In addition, chaining up of a manual lift axle prior to entry onto a highway in order to be compliant with the current conditions of 7.11 of the CTR creates a safety hazard for the truck operator.

This circular is intended to assist in the transport of logs, to the extent possible on our unique terrain, without compromising safety for logging truck operators and other users of provincial roads.

The CTR provides authority for CVSE to issue no fee permit to vehicles that are not compliant with the requirements as set out in the regulations. Under this authority, 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.

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.

A handwritten signature in black ink, appearing to read 'B. Murray'.

Brian Murray
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation & Infrastructure