



**SUBJECT: Temporary Increase to Steer Axle Weights for Specified Pre-Approved Logging Truck Configurations by General Authorization**

---

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

---

**PURPOSE OF CIRCULAR**

To advise that effective February 6, 2017 the Ministry of Transportation and Infrastructure is authorizing a temporary increase for steering axle weights and subsequent overall weights for pre-approved logging truck configurations involving pole trailers and full trailers, pending the results of an ongoing study. Tractor semi-trailer combinations, including B-Trains, are not included in this allowance.

Steering axles for these pre-approved configurations may now be up to 9,100 kg, with overall Gross Combination Vehicle Weight (GCVW) for specific combinations increasing accordingly. This authorization is valid until December 31, 2017, or until a more permanent decision is made, whichever occurs sooner.

It is important to note that tire loading is still limited to a maximum of 110 kg/cm of tire width, manufacturers' ratings must not be exceeded, maximum weights for other axle groups are unchanged, and the gross combination vehicle weight (GCVW) must not exceed 63,500 kg. Winter and summer logging allowances from [section 7.26](#) of the Commercial Transport Regulations still apply to other axle groups in the combinations.

**BACKGROUND**

In an effort to reduce confusion regarding maximum steering axle allowances for logging trucks, the Ministry is temporarily authorizing increased steering axle weights on a limited number of pre-approved configurations while awaiting the results of an ongoing study. The study is examining dynamic performance and will inform some more permanent decisions about weights on logging configurations.

This general authorization includes pre-approved full trailer, quad axle trailer and pole trailer combinations, but excludes tractor semi-trailer combinations, including B-Train's. The specific configurations granted increased steering axle limits under this temporary authority, as well as updated overall GCVW's, can be found on the attached "Logging Truck Configurations" poster.

**Note:** Industry should exercise caution when investing in new equipment during this allowance period. Steer axle weight allowances for affected vehicles on the attached poster are **temporary** and, pending the results of the ongoing study, may be reduced in the future.

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.

Questions about the new authorizations may be directed to the Commercial Transport Program, at [commercial.transport@gov.bc.ca](mailto:commercial.transport@gov.bc.ca), or Jan Lansing, Manager Commercial Transport, at [jan.lansing@gov.bc.ca](mailto:jan.lansing@gov.bc.ca).

A handwritten signature in black ink, appearing to read "Steve Haywood". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

Attachment: 4291 – CVSE Truck Poster Temp02.pdf

# LOGGING TRUCK CONFIGURATIONS

**Temporary Weight Limits** • Steer axle weights on pole and full trailer configurations may reach 9,100 kg until December 31, 2017—or until a more permanent decision is made—whichever occurs sooner. This is a TEMPORARY MEASURE pending results of an ongoing study. Maximum tire loading limit of 110 kg/cm applies to all axles and manufacturer's ratings must not be exceeded. GCWV of 63,500 kg including all allowances may not be exceeded by any combination.

3A – TANDEM DRIVE SELF LOADER



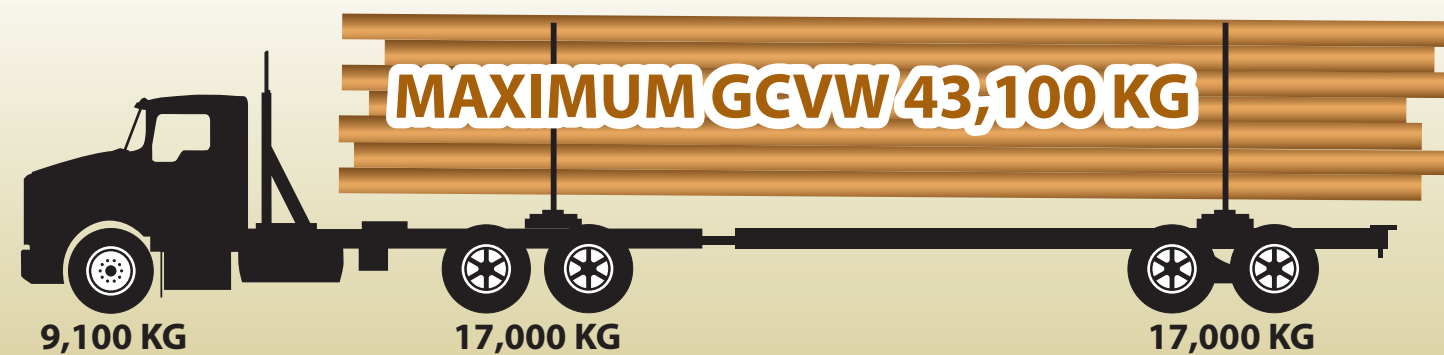
4A – TRIDEM DRIVE SELF LOADER



5A – TANDEM DRIVE, TANDEM AXLE (HAYRACK) SEMI TRAILER



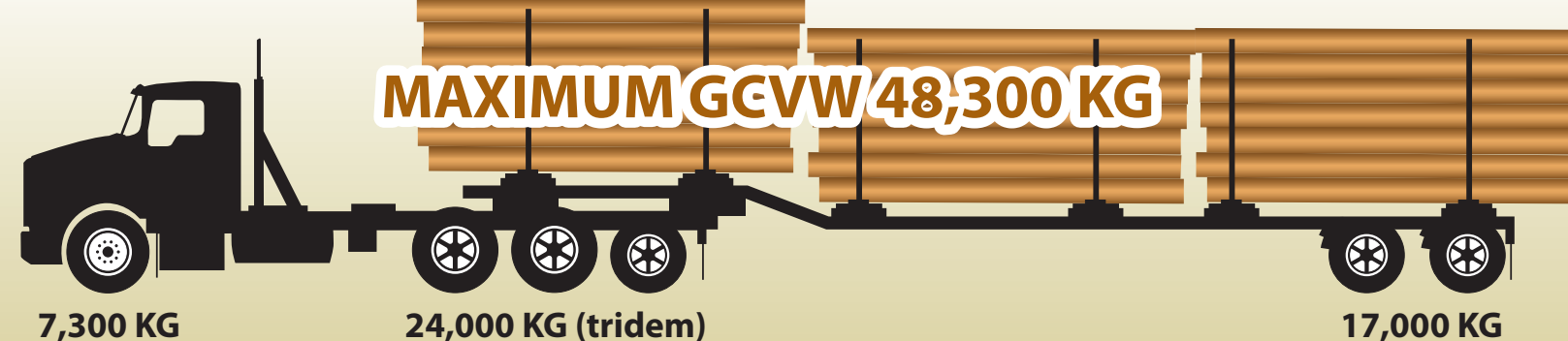
5B – TANDEM DRIVE, TANDEM POLE TRAILER



6A – TRIDEM DRIVE, TANDEM POLE TRAILER



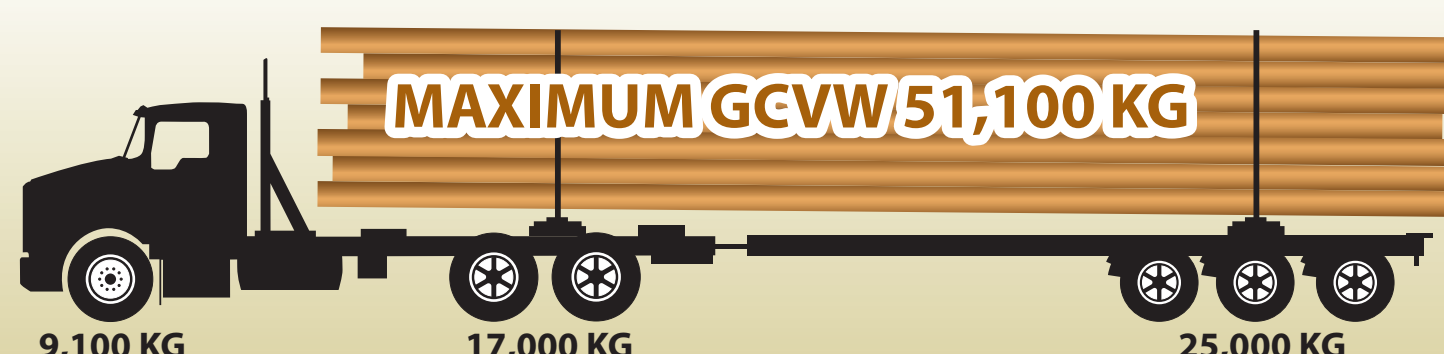
6B – TRIDEM DRIVE, TANDEM AXLE (HAYRACK) SEMI TRAILER



6C – TANDEM DRIVE, TRIDEM AXLE (HAYRACK) SEMI TRAILER



6D – TANDEM DRIVE, TRIDEM POLE TRAILER



6E – TANDEM DRIVE, SINGLE AXLE JEEP, TANDEM POLE TRAILER



6F – TANDEM DRIVE, TRIAXLE POLE TRAILER (LONG LOGS)



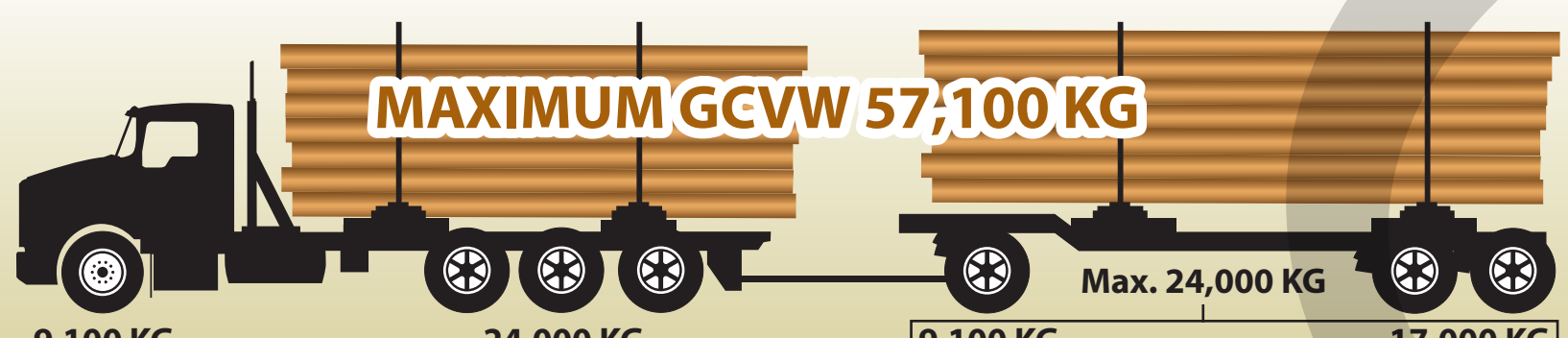
6G – TANDEM DRIVE, TRIAXLE FULL TRAILER (SHORT LOGS)



7A – TRIDEM DRIVE, TRIAXLE POLE TRAILER (LONG LOGS)



7B – TRIDEM DRIVE, TRIAXLE FULL TRAILER (SHORT LOGS)



7C – TRIDEM DRIVE, TRIDEM POLE TRAILER



7D – TRIDEM DRIVE, TRIDEM AXLE (HAYRACK) SEMI TRAILER



7E – TANDEM DRIVE, QUAD AXLE TRAILER (SHORT LOGS)



7F – TANDEM DRIVE B-TRAIN (7 AXLE CONFIGURATION)



7G – TANDEM DRIVE, SINGLE AXLE JEEP, DOG LOGGER



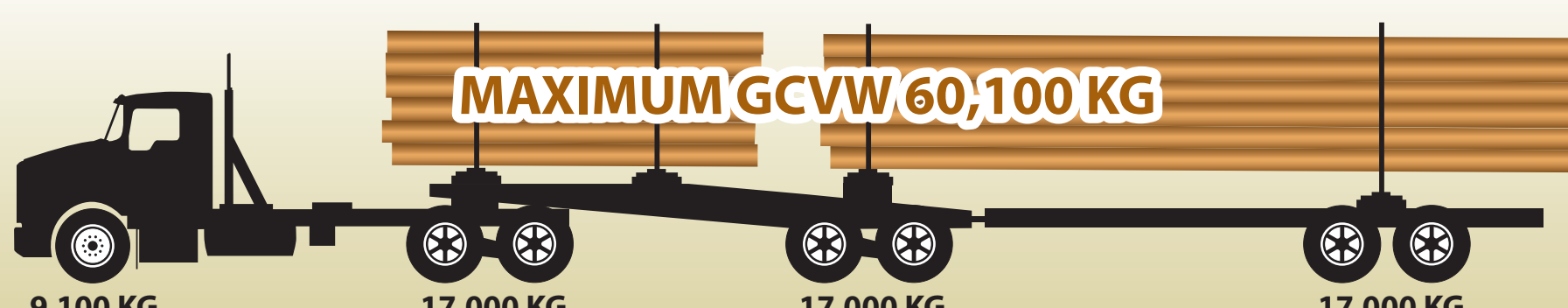
7H – TANDEM DRIVE, SINGLE AXLE JEEP, TRIAXLE POLE TRAILER



7I – TANDEM DRIVE, TANDEM JEEP, TANDEM POLE TRAILER (LONG LOGS COMBO)



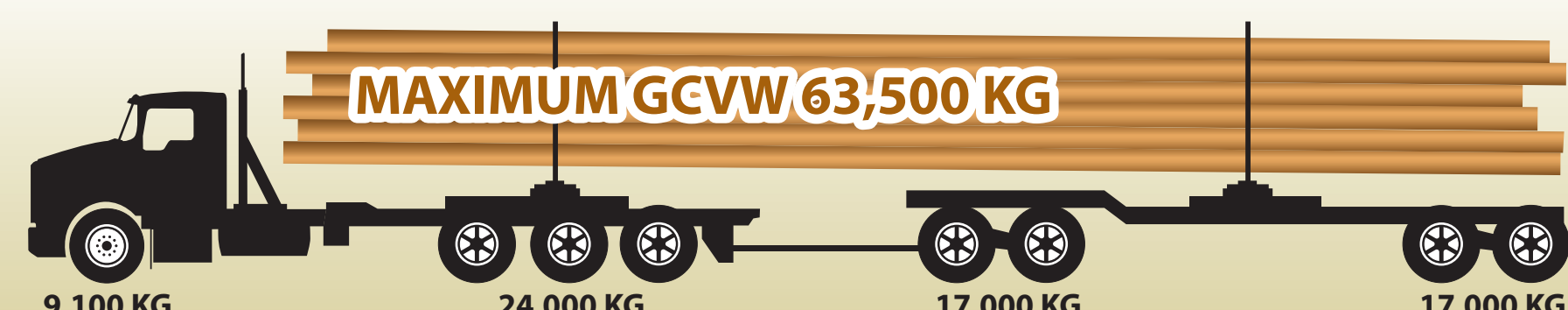
7J – TANDEM DRIVE, TANDEM JEEP, TANDEM POLE TRAILER (SHORT LOGS COMBO)



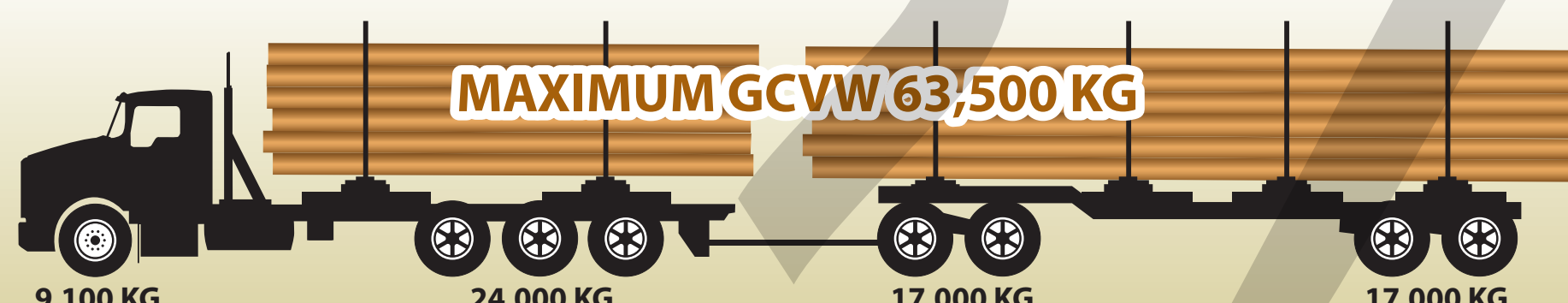
7K – TANDEM DRIVE, QUAD AXLE TRAILER (LONG LOGS)



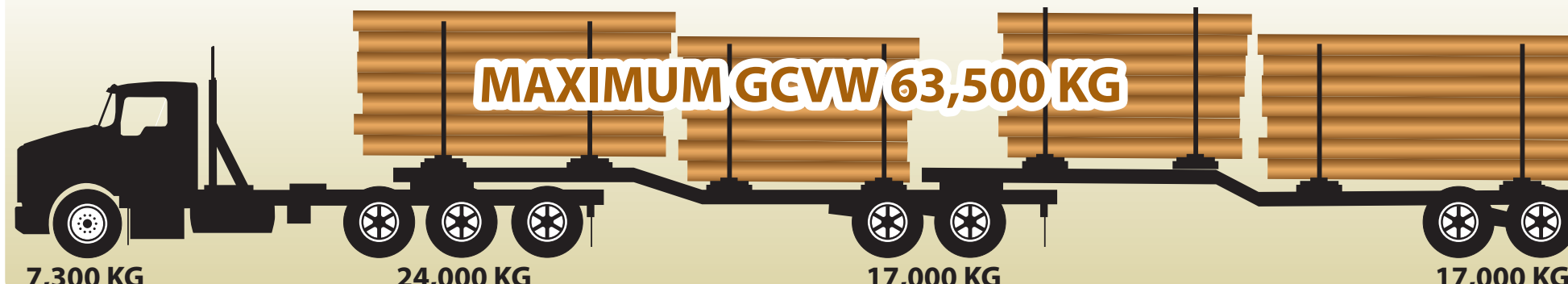
8A – TRIDEM DRIVE, QUAD AXLE TRAILER (LONG LOGS)



8B – TRIDEM DRIVE, QUAD AXLE TRAILER (SHORT LOGS)



8C – TRIDEM DRIVE B-TRAIN (8 AXLE CONFIGURATION)



8D – TANDEM DRIVE SUPER B-TRAIN (8 AXLE CONFIGURATION)



Winter and summer logging allowances apply to maximum listed GCVW up to 63,500 kg for all logging configurations shown on the poster. Effective January 2017

See Circular 02/15 at [www.cvse.ca/whatsnew.html](http://www.cvse.ca/whatsnew.html) for information about potential future trailer weight reductions affecting tridem, tri-axle and quad-axle pole trailers and tridem hayrack semi-trailers in logging applications.

CTR 7.26 – Application of Summer and Winter weight allowances:

Summer	Winter: December 1 to March 1
• single (non-steer) – 500 kg	• single (non-steer) – 500 kg
• tandem/tridem – 1,100 kg	• tandem/tridem – 1,500 kg
• combination – 1,500 kg	• combination – 2,500 kg

BRITISH COLUMBIA Ministry of Transportation and Infrastructure Commercial Vehicle Safety and Enforcement