

When must I report to an Inspection Station (weigh scale)?

Commercial vehicles are required to report to an Inspection Station if they have a licensed gross vehicle weight exceeding 5,500kg. However, Commercial Transport Inspectors can exercise discretion to allow unladen farm vehicles having a registered gross vehicle weight of less than 11,794 kg operated by farmers or ranchers to bypass the scale when not pulling a trailer.

Are farm vehicles required to keep a log book and to perform pre/post trip inspections?

When a vehicle with a licensed GVW over 11,794 kg is operated within 160 km of your farm or ranch, you are required to keep records that correctly show the driver's time separated into driving, on-duty/not driving (all farm work, loading, fueling, etc.) and off-duty time, but the records need not be carried in the vehicle. When the vehicle is operated outside of the 160 km radius of the farm or ranch, the driver must keep a log in the vehicle. Drivers of 2 and 3 axle vehicles are exempted if they are used only to carry primary products of the farm, forest, sea or lake. Trip inspection reports are required when the farm vehicle has a licensed GVW greater than 17,300 kg.

Do National Safety Code (NSC) standards apply to farm vehicles?

National Safety Code (NSC) standards apply to farm vehicles. Trucks with a licensed gross vehicle weight exceeding 5,000 kg and that are insured by ICBC as a business rate class must comply with the NSC.

What are the requirements for licensing and insuring your farm vehicle to haul proper weight thresholds?

There are various factors that must be considered before you license and insure your farm vehicle. Refer to an ICBC Auto Plan insurance broker or your nearest Inspection Station (weigh scale) for each specific application.

FOR MORE INFORMATION

ICBC

www.icbc.com

Toll Free: 1-800-663-3051

Commercial Vehicle Safety
and Enforcement (CVSE)

Head office: (250) 952-0577

www.cvse.ca

Ensure you consider the welfare of your animals while loading, unloading and hauling. Visit the BC Farm Animal Care Council website to source species-specific codes of practice and opportunities to participate in animal transport workshops.

YOUR GUIDE TO LIVESTOCK HAULING

An Overview Of Trailer Licensing & Insurance

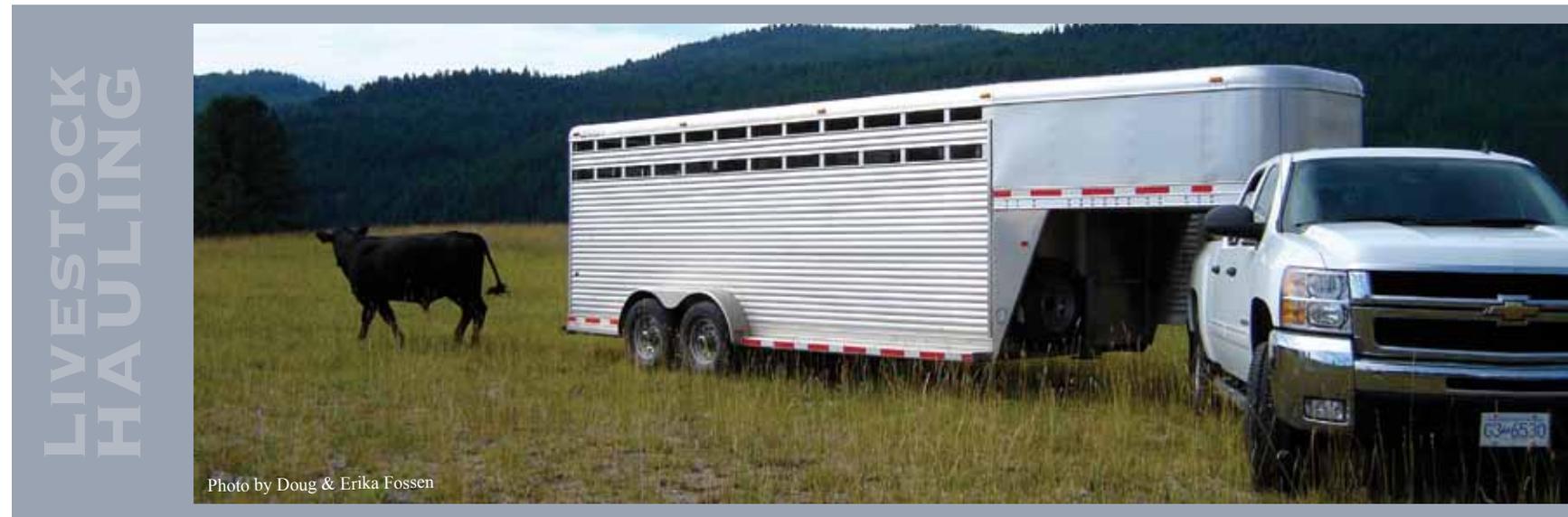


Photo by Doug & Erika Fossen



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FREQUENTLY ASKED QUESTIONS ABOUT HAULING LIVESTOCK

Do I need a Class 1 to haul livestock?

No, a heavy trailer endorsement (Code 20) is available for Class 4 or Class 5 driver license. A Class 1 is not required when hauling a trailer over 4,600 kg unless the trailer has air brakes.

At what point am I required to have a Heavy Trailer Endorsement (Code 20) for trailers?

A Class 5 or Class 4 driver is required to have a Heavy Trailer Endorsement (Code 20) on their BC Driver's License, if they want to tow a trailer heavier than 4,600 kg. Please note that Code 20 does not permit the operation of an air brake-equipped heavy trailer combination. In that case, a driver would require a Class 1 license.

How do I qualify for a farm vehicle license or a farm fleet license?

To qualify for a farm license plate (also known as an A or G plate) or a farm fleet license from ICBC, the farmer must provide the Autoplan broker with one or more of the following documents:

- The most recent Property Assessment Notice (or if leasing the property then a copy of the Lease Agreement AND the most recent Property Assessment Notice.) OR a BC Farmer Identity Card issued by the BC Agriculture Council
- If a First Nations farmer on First Nations land, a letter from Band Council on Band Council letterhead
- Driver's License and another piece of identification
- The former registration document (APV240) AND the Transfer/Tax Form (If it is a new vehicle, a New Vehicle Information Statement AND Bill of Sale is required)
- Additional information may be required depending on the type of vehicle being licensed (such as Inspection Station Slip, Certificate of passed Federal and/or Provincial Inspection, Canada Customs & Revenue Agency Form 1, etc.)

Are farm trucks considered commercial vehicles?

Yes, a farm truck is a commercial vehicle. Licensing and insurance costs are less for farm trucks than for other commercial vehicles. However, farm trucks are subject to many of the same requirements as other commercial vehicles.

What is the difference between licensing a trailer as Commercial or Non-Commercial?

For licensing purposes, trailers are either classed as commercial or non-commercial (aka utility/recreational). A commercial trailer is a trailer that, with its load weighs at least 1,400 kg and is used for any type of financial gain, but does not include trailers registered by ICBC as house/camper/rv trailers. A non-commercial trailer includes:

- (i) any house/camper/rv trailer regardless of weight and regardless use,
- (ii) a trailer that with its load weighs less than 1,400 kg or
- (iii) is a trailer of any weight with a registered body style of boat, horse, automobile, motorcycle, snowmobile that is used exclusively for pleasure purposes (i.e. no financial gain which includes the chance of winning prize money).

When towing a commercial trailer with a truck or other commercially licensed vehicle (farm licensed vehicle, truck, truck tractor, cargo vehicle), the towing vehicle must have a licensed Gross Vehicle Weight (GVW) which is high enough to account for the weight of the towing vehicle, its load plus the weight of the trailer and its load.

Non-commercial trailers have their own licensed GVW. Therefore, the towing vehicle only needs to be licensed for its own weight without having to include the weight of the towed utility/recreational trailer.

The easiest way to identify a commercial vs. non-commercial trailer is by the license plate. A commercial trailer has a standard size (12" X 6") license plate with a blue non-expiring (NON-EXP) validation decal. A non-commercial trailer displays the much smaller license plate (similar to a motorcycle license plate). Note that a non-commercially licensed trailer over 1,400 kg GVW (other than house/camper/rv trailers) may not be used in conjunction with any financial gain (prize money included). Further information on trailers available at: www.th.gov.bc.ca/cvse/references_publications/trailer_towing_info_sheet.pdf

What kind of insurance do I need for my trailer?

The type of insurance required depends on the usage. All trailers that are used as part of the business transactions must be insured for commercial use. Trailers carrying livestock to auction marts are required to be rated for commercial use. If they are just being used to take stock to pasture, then they can be rated for pleasure use.

What is Gross Vehicle Weight (GVW)?

GVW or licensed weight refers to the cumulative weight of the load you carry on, or in, your vehicle and the load you are towing.

What is the difference between Net Weight and licensed Gross Vehicle Weight (GVW)

Net weight is the unladen weight of a vehicle. It is determined either by the manufacturer or by having the vehicle weighed empty at a weigh scale. Gross vehicle weight is the weight of a vehicle and its load. For a motor vehicle, the licensed GVW is the amount calculated by taking the greater amount of either the net weight multiplied by 1.5X or the combination of the weight of the vehicle, its load and the total weight of a towed commercial trailer and its load. For a trailer, the GVW is determined by adding the weight of the trailer and its load.

License fees for farm vehicles are calculated based on net weight - all other commercial motor vehicle fees are calculated using the licensed GVW. The licensed GVW of all commercial vehicles (farm vehicles included) must be properly declared and not exceeded (the actual GVW while operating can never exceed the licensed GVW) as the licensed GVW is used to determine if commercial vehicle safety programs (e.g. report to scales, Commercial Vehicle Inspection Program, National Safety Code) apply.

What is the Gross Vehicle Weight Rating (GVWR)?

The GVWR refers to the maximum weight a vehicle is designed to carry as determined by the manufacturer. GVWR includes the net weight of the vehicle with accessories, plus the weight of passengers, fuel, and cargo (anything supported by the axles of the vehicle). The GVWR or Gross Vehicle Weight Axle Rating is typically affixed to the driver's doorpillar of a motor vehicle. The GVWR is a safety standard used to prevent overloading.

What is the difference between the licensed GVW shown on my Owner's Certificate (insurance/registration papers) and the GVWR on the vehicle itself?

When you license a vehicle, you pay a basic road licensing fee based on the vehicle's weight and the weight you plan to carry and tow with a trailer. That combined weight is the licensed GVW. The GVWR is designated by the vehicle manufacturer as the maximum weight limit that can safely be carried by the motor vehicle (i.e. the total weight allowed on its axles).

The licensed GVW of a motor vehicle may be greater than the motor vehicle's GVWR because the licensed GVW must include the weight of any trailer and its load, whereas the GVWR represents only the total weight of the vehicle itself and the weight of loads that can be placed upon the vehicle. The actual GVW of a vehicle is determined at a scale by adding the weight measured on each axle (which would include any weight from a trail that may press down on the motor vehicle).

It is important to know the difference between the licensed GVW and the actual GVW. In no circumstances should the actual GVW for a vehicle exceed its GVWR. Also, the actual GVW of a motor vehicle or of a motor vehicle and trailer should not exceed the licensed GVW of the motor vehicle.

You may increase the licensed GVW to carry more weight or tow a heavier trailer; however, you cannot increase the GVWR as that is set by the vehicle manufacturer. The vehicle and its load on its own axles cannot exceed the manufacturer's rating (GVWR). The licensed GVW may, however exceed the GVWR as the GVWR applies just to the vehicle and its load where the licensed GVW includes the weight of the combination of motor vehicle and trailer.



Photo by Wayne Ray