



SUBJECT: Changes Affecting Long Wheelbase Truck Tractors

Managers, Victoria
Regional CVSE Managers
Area Vehicle Inspectors
Deputy Director, CVSE
ADM, Highways Department

Passenger Transportation Board
Trucking Industry
Carrier Safety Inspectors
Government Agents
Law Enforcement Agencies

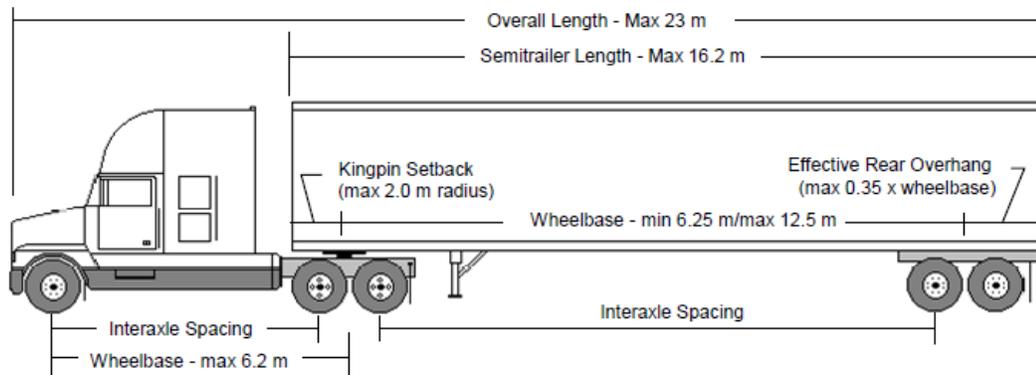
Commercial Transport Insp.
(Inspection Stations)
ICBC

PURPOSE OF CIRCULAR

To announce that British Columbia is amending its policies regarding the use of long wheelbase truck tractors with a tandem drive axle group. Effective immediately, by general authority of section 7.02(1) of the Commercial Transport Regulations (CTR), BC will allow the use of long wheelbase, tandem drive truck tractors in combination with one or two semi-trailers, as follows:

1. Provision to Allow Longer Wheelbase Truck Tractors in Combination with a Single Semi-trailer

Appendix B of the CTR provides a maximum wheelbase of 6.2 m for tandem drive truck tractors. Appendix D of the CTR provides a maximum semi-trailer wheelbase of 12.5 m.



The new authorization grants that the truck tractor wheelbase can be increased up to 7.2 m in a tandem drive truck tractor-semi-trailer configuration, provided the wheelbase of the semi-trailer is reduced in accordance with the following table:

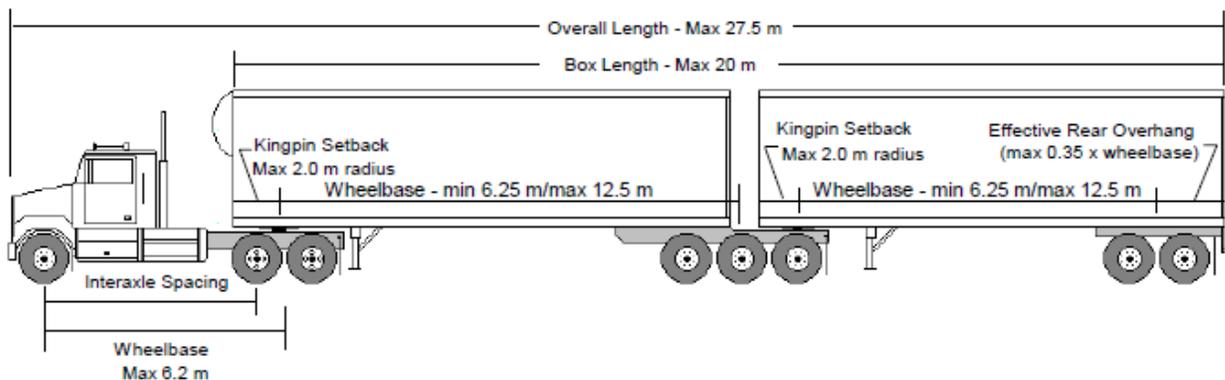
Maximum Semi-trailer Wheelbase for Truck Tractor Wheelbase > 6.2 m

Truck Tractor Wheelbase	Maximum Semi-trailer Wheelbase
6.2 m or less	≤ 12.50 m

> 6.2 m to 6.3 m	≤ 12.47 m
> 6.3 m to 6.4 m	≤ 12.40 m
> 6.4 m to 6.5 m	≤ 12.33 m
> 6.5 m to 6.6 m	≤ 12.27 m
> 6.6 m to 6.7 m	≤ 12.20 m
> 6.7 m to 6.8 m	≤ 12.13 m
> 6.8 m to 6.9 m	≤ 12.07 m
> 6.9 m to 7.0 m	≤ 12.00 m
> 7.0 m to 7.1 m	≤ 11.93 m
> 7.1 m to 7.2 m	≤ 11.87 m

As there are some small discrepancies between the old and new tables of single semi-trailer wheelbases in combination with long wheelbase truck tractors, the current allowances will continue to be honoured under permits for a period of 90 days, ending April 10, 2017. The 'old' table may be found in section 5.3.7.A, [Chapter 5](#), of the Commercial Transport Procedures Manual.

2. Provision to Allow Longer Wheelbase Truck Tractors in Combination with Two Semi-trailers (B-Trains)



Appendix B of the CTR provides a maximum wheelbase of 6.2 m for tandem drive truck tractors. Appendix G of the CTR provides a maximum wheelbase of 12.5 m for each semi-trailer.

The new authorization grants that the wheelbase on a tandem drive truck tractor can be up to 6.8 m in a B-Train configuration, provided the sum of the wheelbases of the semi-trailers is reduced in accordance with the following table:

Maximum Sum of Semi-trailer Wheelbases for Truck Tractor Wheelbase > 6.2 m

Truck Tractor Wheelbase	Maximum Sum of Semi-trailer Wheelbases
> 6.2 m to 6.3 m	≤ 16.53 m
> 6.3 m to 6.4 m	≤ 16.44 m
> 6.4 m to 6.5 m	≤ 16.36 m
> 6.5 m to 6.6 m	≤ 16.27 m
> 6.6 m to 6.7 m	≤ 16.19 m
> 6.7 m to 6.8 m	≤ 16.10 m

Permits are not required for use of these new provisions. Previous prohibitions on the use of oversize/overweight permits for loads carried by long wheelbase truck tractor combinations are also cancelled, effective immediately.

Amendments to section [5.3.7.A](#) of the Commercial Transport Procedures Manual will follow in due course.

BACKGROUND

These changes align with amendments to the Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on Vehicle Weights and Dimensions, which were proposed to the Task Force on Vehicle Weights and Dimensions Policy by the trucking industry. The changes are intended to provide additional space to accommodate emissions control equipment, improve driver comfort and allow larger sleeper berths.

On September 28, 2016, the Council of Ministers agreed to amend the MOU, to adopt the above two provisions.

The dimension limits which apply to truck tractors and semi-trailers in the MOU were developed in consideration of vehicle turning performance and to ensure that vehicles can safely negotiate turns within space available at intersections. For this reason the MOU has specified a limit on tandem drive truck tractor wheelbase of 6.2 m since 1988.

From a technical perspective, it is possible to respect the turning performance criteria cited above if an increase in truck tractor wheelbase is accompanied by a reduction in the wheelbase(s) of the trailer(s) being towed to compensate. For this reason, the Task Force was satisfied that the trucking industry's request to use longer wheelbase truck tractors can be safely accommodated if the conditions described in #1 and #2 above are respected.

Questions about the new provisions may be directed to Jan Lansing, Manager Commercial Transport: jan.lansing@gov.bc.ca.



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