

Part 1 - Dimension Limits

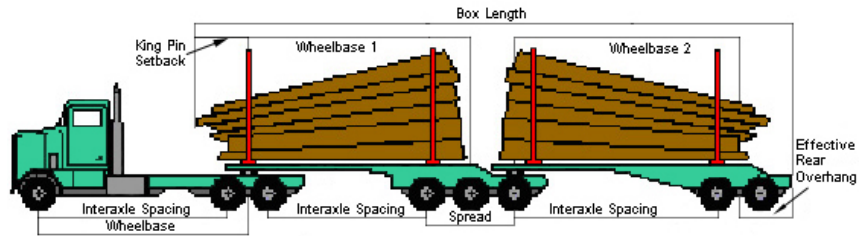


Figure 1 – Short Wood

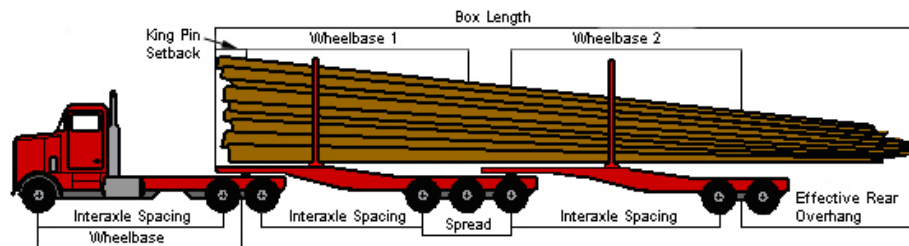


Figure 2 – Long Wood

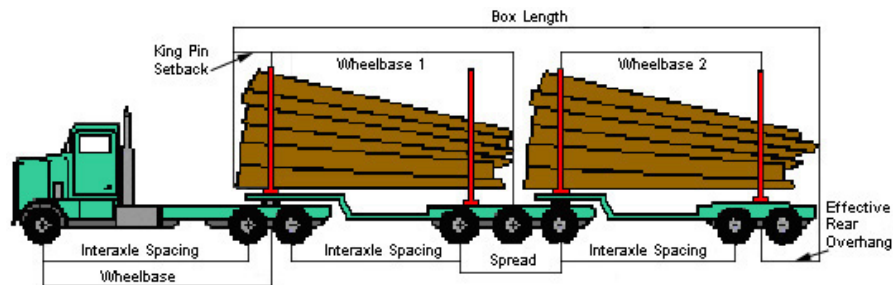


Figure 3 – Double Pole Trailer – No Hinge

DIMENSION	LIMIT
Overall Length	Maximum 26.0 metres
Overall Width	Maximum 2.6 metres
Overall Height	Maximum 4.15 metres
Box Length	Maximum 20.0 metres
Tractor	
Wheelbase	Maximum 6.2 metres
Tandem Axle Spread	Minimum 1.2 metres / Maximum 1.85 metres
Tridem Axle Semi – Trailer (Front)	
Length	Maximum 16.2 metres
King Pin Setback	Maximum 2.0 metres
Wheelbase 1	Minimum 6.25 metres / Maximum 12.5 metres
Tridem Axle Spread	Minimum 2.4 metres / Maximum 3.1 metres
Track Width	Minimum 2.5 metres / Maximum 2.6 metres

Tandem Axle Semi – Trailer (Rear)	
Length	Maximum 16.2 metres
King Pin Setback	Maximum 2.0 metres
Wheelbase 2	Minimum 6.25 metres / Maximum 12.5metres
Tandem Axle Spread	Minimum 1.2 metres/ Maximum 1.85 metres
Track Width	Minimum 2.5 metres / Maximum 2.6 metres
Effective Rear Overhang	Maximum 35% of trailer wheelbase
Interaxle Spacings	
Single Steer to Tandem Axle	Minimum 3.0 metres
Tandem Axle to Tandem Axle	Minimum 5.0 metre
Tandem Axle to Tridem Axle	Minimum 5.5 metres

Note: The sum of the wheelbases of the two trailers cannot exceed 17.0 metres.

“**effective rear overhang**” means the longitudinal distance from the turn centre of the rear axle group of a commercial vehicle to the rearmost point of

- (i) the vehicle, or
- (ii) the load on the vehicle,

whichever is the greater distance;

as defined in the [Commercial Vehicle Dimension and Weight Regulation 315/2002](#)

“**kingpin setback**” means the longitudinal distance from the centre of the kingpin to the front of the semi-trailer or the load, whichever is further forward, excluding any auxiliary equipment attached to the front of the semitrailer that is not designed for the transportation of goods;

as defined in [Commercial Vehicle Dimension and Weight Regulation 315/2002](#), Section 1(z).

“**trailer wheelbase**” means the longitudinal distance from the centre of the kingpin on a semi-trailer, the centre of the turntable on a full trailer or the centre of the hitch device on a pony trailer, to the trailer turn centre;. as defined in [Commercial Vehicle Dimension and Weight Regulation 315/2002](#), Section 1(ww).

“**truck tractor wheelbase**” means the longitudinal distance from the centre of the steering axle or twin steer axle group located on a truck tractor to the turn centre of the drive axle group located on the truck tractor; as defined in [Commercial Vehicle Dimension and Weight Regulation 315/2002](#), Section 1(aaa).

Double Pole Trailer

The double pole configuration without a hinge is a B-train - a combination of a tractor and two pole frame trailers. The lead trailer is a tridem towed by a pole-frame connected by means of a fifth wheel to the tractor unit. The main purpose of the pole-frame is to steer the tridem. The tridem consists of three equally spaced axles, with one suspension system: The second trailer also consists of a pole-frame connected to the preceding vehicle by means of a fifth wheel. (Figure 3). While it may be an efficient and effective configuration in some applications, it may not be suitable unit for all applications.

For more information on the Double Pole Trailer Configuration contact the Forest Products Transportation Specialist at 403 340-4957 or the Central Permit Office at 1 800 662-7138.

Part 2 - Weight Limits

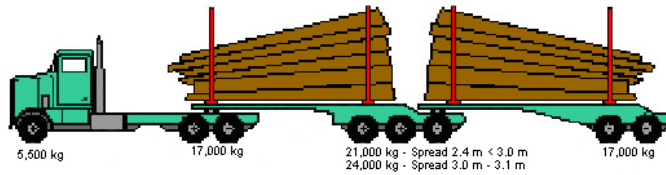


Figure 1 – Short Wood

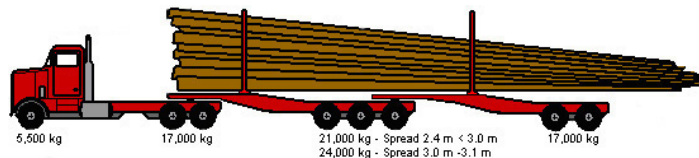


Figure 2 – Long Wood

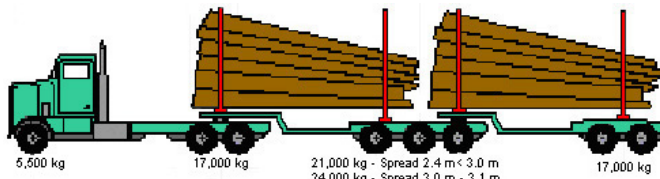


Figure 3 – Double Pole Trailer – No Hinge

WEIGHT	LIMIT
Steering Axle	Maximum 5,500 kg
Tandem Drive Axle – Dual tires	Maximum 17,000 kg
Tridem Trailer Axle – Dual tires	
Dual tires with axle spread from 2.4 m to less than 3.0 m	Maximum 21,000 kg
Dual tires with axle spread from 3.0 m to 3.1 metres	Maximum 24,000 kg
Gross Vehicle Weight Limits	Cannot exceed the sum of the maximum regulated axle weights and is subject to minimum interaxle spacing.

Note: All axle weights are subject to minimum tire size.

Maximum steering axle weight as per [Commercial Dimension and Weight Regulation AR 315/2002](#)

9(1) Subject to section 62 of the Act and section 12(1) of this Regulation, no person shall operate a commercial vehicle on a highway when

(a) the gross weight on a tire exceeds the smallest of the following:

(i) 3650 kilograms;

(ii) the capacity determined by multiplying the cross section dimension of the tire in millimetres, as determined by the manufacturer's width shown on the tire, by 10 kilograms;

(b) the gross weight on

(i) a steering axle exceeds

(A) in the case of a truck tractor, 5500 kilograms;

see information on New West Partnership for increased weight on steering axle

<http://www.transportation.alberta.ca/Content/docType4600/Production/StatusReport.pdf>

(B) in the case of a truck, bus, picker truck, bed, truck or winch truck, 7300 kilograms.

* See [log picker specifications](#) for maximum GVW with configurations equipped with picker trucks.

* See [picker specifications form](#) to apply for a permit allowing steer axle weight to exceed 7,300 kg.

* For picker trucks which have a multi-trip permit for the steering axle weight to exceed 7,300 kg, the permitted steering axle weight indicated on the permit shall apply. See copy of [Attached Conditions](#).

* The carrier must have a valid TAC permit and County/MD approval to travel on local roads. Otherwise, the regulated weight on local roads is limited to 17,000 kg for tridem axles and 53,500 kg GVW.