

If a permit has been issued pursuant to Section 62 of the *Traffic Safety Act* authorizing the movement of logging trucks, any and all of the following conditions shall apply in addition to any other conditions specified on the permit.

The weights and dimensions allowed by this permit apply to a 9 Axle B-Train as shown in diagrams 1, 2, 3 and 4.

Diagram 1 – Tandem Drive B-Train

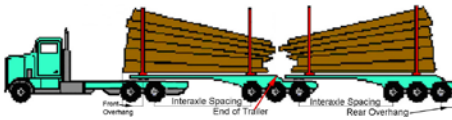
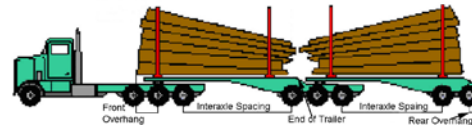


Diagram 2 – Tridem Drive B-Train



### Double Pole B-Train – Diagram 3 and 4

A tractor and two pole frame B-Train trailers

- The lead trailer is a pole-frame tridem trailer connected by means of a fifth wheel to the tractor unit.
- The main purpose of the pole-frame is to steer the tridem axles
- The tridem axle group consists of three equally spaced axles, with one suspension system:
- The second trailer consists of a pole-frame connected to the preceding trailer by a fifth wheel.

Diagram 3 - Tandem Drive Double Pole B-Train

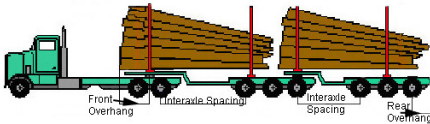
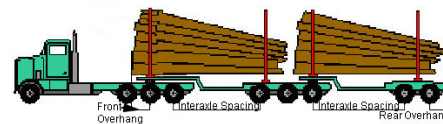


Diagram 4 – Tridem Drive Double Pole B-Train



### General Conditions of Permit

1. A validated '9 Axle B-Train' map showing the destination mills must be used with this permit for the weights and/or dimensions listed to apply.
2. Map and permit are only valid if hauling for or on behalf of the mill identified as the owner of the map.
3. A validated '9 Axle B-Train' map showing the destination mills to which the logs are being transported must be presented at the request of a peace officer for the noted weights / dimensions to apply. Electronic versions of the maps are not acceptable.
4. If a validated '9 Axle B-Train' map **is not** used with this permit
  - permit is not valid
  - weights and dimensions apply as per [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
5. The route designated on the validated '9 Axle B-Train' map is defined as the direct travel from cut-block to mill or mill to mill:
  - including government roadside pullouts or rest areas and government weigh scale sites, but **not including** service roads or private facilities unless the private facilities are designated on the route map as wrapper check sites.
  - if any exits are made from the routes as shown on a validated '9 Axle B-Train' map, then weights and dimensions apply as per [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
6. A tridem drive equipment exemption permit is required for the noted weights to apply if operating a Tridem Drive B-Train (**Figure 2**) or Tridem Drive Double Pole Trailer B-Train (**Figure 4**).
7. Vehicle must be registered for a minimum weight of 63,500 kg.
8. A monthly license (MOLICLOG) permit is required to increase the registered weight of the vehicle if operating at weights exceeding 63,500 kg.
  - (a) Minimum monthly license permit weight: Tandem drive - 70,500 kg
  - (b) Minimum monthly license permit weight : Tridem drive: 71,300 kg
9. The tractor shall have a horse power (HP) to GVW ratio of not less than 1 HP for every 160 kg of GVW.
10. The regulated weight on local roads is limited to 17,000 kg for tridem axles and 53,500 kg Gross Vehicle Weight (GVW). If either of these weights are exceeded the carrier must have a valid TAC permit and County/MD road authority approval when travelling on local roads.
11. This permit does not allow the vehicle to cross bridges at weights exceeding the posted capacity limits.
12. This permit does not allow travel on a road at weights exceeding the posted road ban limits.
13. Empty log trucks must report to a Vehicle Inspection Station or Mobile Inspection Station when lights are on.

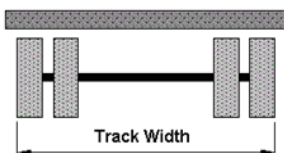
## Dimensions

1. This permit allows increased dimensions unless stated otherwise on the validated map to a maximum:
  - (a) overall length when loaded ..... 30.50 metres
  - (b) overall width..... 3.20 metres
  - (c) height of the vehicle or load..... 4.80 metres
  - (e) height of a log picker..... 5.30 metres
  - (f) overhang when loaded..... as noted below
  - (g) trailer track width..... 3.05 metres
2. Brow logs, bunks and all bunk support systems such as rings and cables are included in the overall width of the vehicle.
3. Brow logs which do not extend more than 10 centimetres beyond each side of the outside of the bunk are excluded when determining equipment requirements. If brow log extends beyond the outside of the bunk by more than 10 centimetres, the vehicle must be equipped as per Section 15 [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
4. **Tandem and Tridem B-Train - Diagram 1 and 2**
  - (a) Each trailer may carry one or more stacks of logs
  - (b) Front Overhang
    - 3.0 metres measured from the kingpin of the trailer
  - (c) Rear Overhang
    - the logs cannot extend past the end of the lead trailer
    - the logs cannot extend past the end of the rear trailer deck by a distance of more than 1/3 the length of the longest log
5. **Double pole B-Train without a hinge - Diagram 3 and 4**
  - (a) Each trailer **cannot** carry more than one stack of logs.
  - (b) Front Overhang:
    - 3.0 metres measured from the kingpin of the trailer to the front of the logs
  - (c) Rear Overhang:
    - The logs cannot extend past the end of the lead trailer
    - 3.0 metres measured from the center of the last axle on the rear trailer to the end of the logs
  - (d) Tie Downs:
    - at the bunks are to be anchored to the bunk/trailer frame.
    - at the bunks that simply go around the load of logs are not sufficient.
    - at the bunks shall be of a type that provides continuous/sustained tension as the load settles.
6. [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#) applies to all other dimensions unless an allowance is noted for a specific dimension on the permit or attached condition(s).

## Weights on Designated Routes

1. Require minimum 3.05 metre bunk width on both trailers if hauling more than one stack of logs on each trailer
2. To qualify for weights exceeding 65,000 kg, all trailers used in a 9 Axle B-Train configuration **manufactured after October 1, 2012** requires a minimum track width of 2.9 metres

Rear View of Trailer



**Track Width:** Means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim.

**Diagram 1 and 3  
Green, Blue and Yellow routes**

17,000 kg / tandem axle  
24,000 kg/tridem axle  
70,500 kg GVW

**Diagram 2 and 4  
Green, Blue and Yellow routes**

23,000 kg / tridem drive  
24,000 kg/tridem trailer axle  
17,000 kg/tandem axle  
71,300 kg GVW

**Red Route:** **No winter weights.** Regulated weights as per [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#)

**Brown Route:** Private, bush and License of Occupation Roads (LOC). Check with owner for allowable weights.

**Black routes:** Non log haul approved roads. Permit is not valid on **Black** routes.  
Regulated weights and dimensions apply as per [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#)

**Bunks**

1. Bunk stakes constructed from material other than steel are acceptable provided:
  - (a) The bunk stake has been properly designed and constructed to contain the load.
  - (b) Proper maintenance / inspection procedures are in place to confirm the structural integrity of the bunk stake and bunk stake connections to the vehicle.
2. This permit covers the movement of empty log bunks point to point in Alberta provided :
  - (a) The overall width including bunk support systems such as rings and cables does not exceed 3.2 metres.
3. This permits exempts the empty vehicle from the requirement of displaying a dimensional sign, provided:
  - (a) The headache rack lights are on at night.
4. Empty log bunks of a trailer or jeep loaded on the truck shall not exceed a height of 5.1 metres.

**Headache Rack Light Position**

When operating under this permit, cab height means the uppermost part of the driver compartment not including aerodynamic accessories.

The [Vehicle Equipment Regulation AR123/2009](#) Section 105 states:

“Despite Section 16, a commercial vehicle carrying a load of logs that overhangs the rear of the vehicle by 1.5 metres or more must have

- (a) a set of two-way headache rack lights mounted on the power unit at approximately cab height”

**Rated Capacity of Equipment**

1. The operation of the listed public vehicle is subject to the Occupational Health & Safety Code Part 2 and Part 34 Section 524(3) under the [Occupational Health and Safety Act](#).
2. In the event of a conflict between the general condition of this permit referencing rated capacity, and the requirements of the Occupational Health & Safety Code (including any acceptance granted under the Regulation), the requirements of the Occupational Health and Safety Regulation will take precedence.

**Collision Review**

1. The Permit Holder must investigate and document the findings of every traffic accident involving a vehicle registered to the Permit Holder for more than 4,500 kilograms or a passenger vehicle originally designed to transport 11 or more persons, including the driver, that resulted in:
  - (a) the death of a person;
  - (b) an injury requiring treatment by a medical doctor;
  - (c) a condition that causes an employee to lose consciousness; or
  - (d) damage to all property, including cargo, totaling \$2,000 or more.
2. Those collisions found to have occurred while operating under this Permit must be evaluated to determine if the collision was preventable on the part of the Permit Holder and/or their driver(s).
  - (a) Each evaluation must use the criteria established by the National Safety Council ([www.nsc.org](http://www.nsc.org))
  - (b) Each evaluation and follow-up action(s) taken must be fully documented and retained by the Permit Holder for at least the current year and the following 4 years.
  - (c) Any collision considered non-preventable may be submitted to Alberta Transportation for verification (see [www.transportation.alberta.ca/656.htm](http://www.transportation.alberta.ca/656.htm)).
    - (i) Verified non-preventable collisions will not be used to help determine the carrier’s risk associated with operation under this permit.

**Cancellation of Permit**

The Director of Transport Engineering, Alberta Transportation may cancel this permit for failure to comply with any of the provisions or conditions stated on the permit or for general poor regulatory compliance.