

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

The winter weights allowed by this permit apply to a 9 Axle B-Train as shown in Diagrams 1, and 2.

Diagram 1 – Tridem Drive B-Train

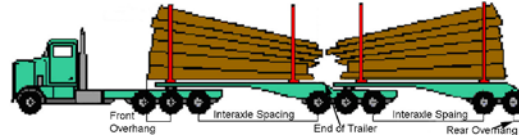


Diagram 2 - Tridem Drive-Double Pole B-Train– No Hinge

A tractor and two pole frame B-Train trailers.



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

This configuration may be efficient and effective; but it may not be suitable unit for all applications.

Definitions

“interaxle spacing” means the longitudinal distance separating two axles or axle groups, or a steering axle and an axle group, as calculated from the centres of the two adjacent axles

General Conditions of Permit

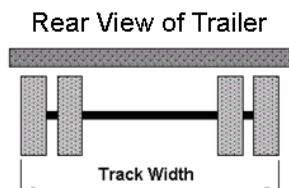
1. This permit is only valid if used with a ‘9 Axle B-Train Equipment Exemption Permit’. This permit is only valid during the period when winter weights are in effect.
2. The permit holder must comply with all conditions of the equipment exemption permit unless an allowance is noted for a specific dimension or weight on the permit or attached condition(s)
3. If conditions of the equipment exemption permit are not complied with, weights and dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#)
4. This permit is not valid for use with any other configuration.
5. 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.
6. This permit allows for the transport of logs from a forest cut-block, crown land or a salvage location at dimensions and weights exceeding regulated dimensions and weights provided an addendum is used with the coloured map if the route and location are not indicated on the coloured map.
7. Map and permit are only valid if hauling for or on behalf of the mill identified as the owner of the map.
8. 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.
9. If a validated ‘9 Axle B-Train’ map **is not** used with this permit, weights and dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
 - Maximum GVW 63,500 kg
10. The route is defined as the direct travel from cut-block to mill, mill to mill, cut-block to storage site, or storage site 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 regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
11. A tridem drive equipment exemption permit is required for the noted weights to apply.
12. A valid TAC permit is required when operating a tridem axle group that exceeds 17,000 kg or when operating a vehicle with a Gross Vehicle Weight (GVW) exceeding 53,500kg on a local road. Municipal approval must be obtained prior to travel on local roads under the direction, control and management of the municipality
13. This permit does not allow the vehicle to cross bridges at weights exceeding the posted capacity limits.
14. This permit does not allow travel on a road at weights exceeding the posted road ban limits.
15. 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 regulated under Section 15 [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
4. **Tandem B-Train - Diagram 1**
 - (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 2:** a tractor and two pole frame B-Train trailers.
 - (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 to the end of the rear most log
 - (d) Tiedowns:
 - 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).

Conditions during the period when winter weights are in effect

1. Winter weights apply during frozen road conditions as directed in writing to the mill by Alberta Transportation. The carrier will be notified by the mill when winter weights are in effect.
2. The steering axle weight shall not exceed the lesser of:
 - rated tire capacity
 - 10 kg per mm width of tire, or
 - 7,300 kg or the weight allowed by a steering axle permit for picker trucks
3. The extra weight allowed for the steering axle on picker trucks cannot increase the allowable GVW beyond the limits specified for each coloured route.
4. The weights indicated include all tolerances. No further tolerance will be allowed.
5. Vehicle must be registered for a minimum weight of 71,300 kg by MOLICLOG Permit in order to haul at weights exceeding 63,500 kg.
6. Require minimum 3.05 metre bunk width on both trailers if hauling more than one stack of logs on each trailer.
7. 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



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.

Green routes: 25,000 kg/tridem axle
22,000 kg/tandem axle
79,300 kg GVW

Blue routes: 24,000 kg/tridem axle
20,000 kg/tandem axle
75,300 kg GVW

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

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

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

Black routes: Non log haul approved roads. Permit is not valid on **Black** routes.
Weights and dimensions apply as regulated under [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.

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.