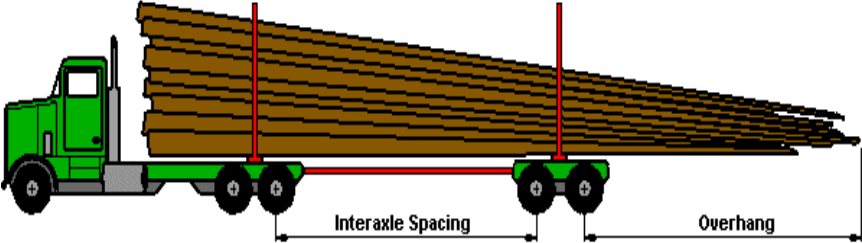
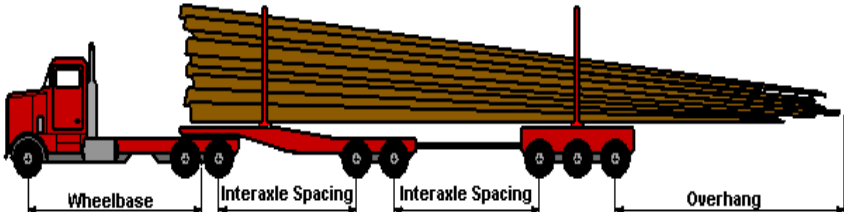


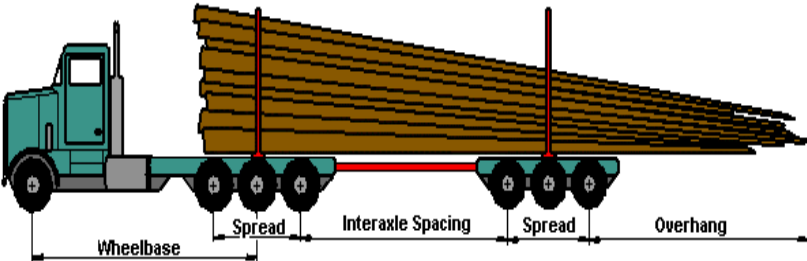
Guide To



Log Haul



In Alberta



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INTRODUCTION

1.1 **Notice to Reader**

The Alberta forest industry continues to make a significant contribution to the provincial economy. Approximately 200,000 loads of logs are transported on Alberta's highways to Alberta mills annually. This does not include those loads transported off-highway or during the rest of the year.

The winter weight program was originally set up to accommodate seasonal winter access to some areas and as an incentive for mills to set up in the province. These reasons have not changed over the years. Log haul vehicles are normally longer, wider, higher and heavier than other trucks. Most log haul occurs during the winter months when frozen conditions exist, allowing better access to cut blocks while protecting the integrity of Alberta's highway system and bridges.

Alberta's forest industry depends on the safe and efficient movement of logs to processing mills throughout the province. In Alberta, vehicles transporting logs have raised some concerns with industry, enforcement officers and the government regarding the overall state of mechanical safety, driver fitness and the securement of loads. An increase in knowledge and coordination between all interested groups can do much to promote safety in the transportation of logs.

This guide has been prepared to assist mills, contractors, carriers, drivers and enforcement in the safe transportation of logs throughout Alberta. The main objective of developing this guide is to aid these groups in operating logging trucks efficiently and safely through building an understanding of the legal requirements of Alberta, thus improving compliance. The use of this guide should increase knowledge with regards to permitting and log haul requirements resulting in a more efficient and safe operation.

Specifically this guide was developed to provide:

- An overview of the Winter Weight Agreement
- A better understanding of permitting, configurations, winter weight allowances and legal weights for logging trucks
- Familiarity with reproducing and distributing maps
- A knowledge of what documentation is required
- Encouragement to carriers, drivers and mills to abide by legislation and safe operating procedures

In Alberta, the rules of the road are covered in the *Traffic Safety Act* and regulations under the Act dealing with cargo securement, commercial vehicles, inspections, bus safety rules of the road, driver training and driver examinations, vehicle equipment and vehicle seizure, demerit points and log haul regulations.

Identifying and removing unsafe vehicles from the road can prevent vehicle failure on Alberta's highways and reduce collisions that may result in injuries or death. Through monitoring and enforcing safety standards the provincial government aims to keep the province's highways safe for all road users.

Information relating to the Alberta Transportation Assessment of Regulatory Compliance (ARC), National Safety Code Maintenance Guidelines, Hours of Service and Cargo Securement and Carrier Services guides can be found at www.transportation.alberta.ca or by calling 403-755-6111 – toll free in Alberta by first dialing 310-0000

Every effort has been made to ensure the information in this guide is accurate at the time of preparation. However this material is intended to serve only as a guide and cannot replace first-hand information such as specific legislation.

The material in this guide is not intended to constitute a training “course” in any subject area covered. However, it may form part of a larger training program.

Corrections, comments and suggestions can be submitted to:

Alberta Transportation
Transport Engineering
Forest Products Transportation Specialist
401-4920 51 Street
Red Deer, AB T4N 6K8

Phone: 403- 340-4957 (toll free in Alberta by first dialing 310-0000)
Fax: 403- 340-5092

The reader is invited to reproduce all or part of this document; however, at no time should the information contained here be altered in any way nor used in a manner that would change the intended meaning of the material or its accuracy.

To obtain a copy of Alberta’s Acts and Regulations, contact the Queen’s Printer Bookstore:

Main Floor, Park Plaza
10611 98 Avenue
Edmonton, AB T5K 2P7

Phone: 780- 427-4952 (toll free in Alberta by first dialing 310-0000)
Fax: 780- 452-0668
Web site: www.qp.gov.ab.ca

1.2 How to Contact Alberta Transportation

Provincial government offices can be contacted toll free, in Alberta by dialing 310-0000

Forest Products Transportation Specialist	403-340-4957 Office or 403- 872-2997 Cell
Transport Engineering	403-340-5189
Central Permit Office	1-800-662-7138 or 403-342-7138
Permits - most permits can be obtained online at:	www.travis.gov.ab.ca
(client must register to use the TRAVIS automated permit system)	
Permits are also available through a TRAVIS Agent. TRAVIS Agents charge a fee and rates vary.	
TRAVIS Agents List can be obtained at	TRAVIS Agency List
or by contacting the Central Permit Office	1 800 662-7138 or 403- 342-7138

Carrier Services	403-755-6111
Log Book	
Hours of Service	
Investigations	
Safety Fitness Certificates (NSC)	403-340-5444
Carrier Profiles	www.travis.gov.ab.ca
Vehicle Safety	780-427-8901
Vehicle Maintenance Standards	

Commercial Vehicle Enforcement Branch		www.transportation.alberta.ca/586.htm	
Executive Director (Head Office)	403- 340-5225		
Ardrossan	780- 922-4445	Lethbridge	403- 382-4026
Burmis	403- 564-5244	Olds	403- 556-4313
Demmitt	780- 356-3868	Radway	780- 736-3535
Drayton Valley	403- 621-4014	Red Deer	403- 340-5213
Edson	780- 723-8579	Rocky Mountain House	403- 845-1890
Fort McMurray	780- 743-7254	Slave Lake	780- 849-7380
Grande Prairie	780- 538-6444	St. Paul	780- 645-6216
Grimshaw	780- 332-2243	Valleyview	780- 524-7699
High Level	780- 926-5262	Westlock	780- 349-8617
High River	403- 652-8359	Whitecourt	780- 778-7139
Jumping Pound	403- 932-2344		
CVSA – Commercial Vehicle Safety Alliance		www.cvsa.org	

1.3 Role of the Forest Products Transportation Specialist

Reporting to the Transport Engineer, the Forest Products Transportation Specialist is responsible for the delivery of the provincial log haul program to over 100 mills in Alberta. The specialist addresses issues such as the review and approval of log haul routes, the timing and placement of winter weights, the analysis of log truck configurations and the assessment of compliance with the program.

A key aspect of the position is to liaise with municipalities regarding the movement of legal and oversize vehicles on municipal roads. The specialist is required to develop a working relationship with municipal stakeholders to assist in interpreting legislation, regulations and policies relating to the log haul and heavy haul programs.

Working within the framework of the *Traffic Safety Act* and its regulations, the specialist develops policies to address road use issues with the forest industry. Direct contact and consultation with industry, Commercial Vehicle Enforcement Branch (CVEB), Carrier Services, Vehicle Safety, municipalities and the public is a key area of responsibility.

1.4 Commercial Vehicle Enforcement Branch

Mission: Commercial Vehicle Enforcement Branch (CVEB) is responsible for ensuring commercial vehicle compliance with provincial and federal statutes while promoting safety for all highway users, and the development and application of enforcement standards and enforcement standards for motor carriers.

Transport Officers promote highway safety by monitoring commercial vehicle:

- | | | |
|--------------------------|--------------------|-------------------------|
| √ weights and dimensions | √ insurance | √ driver qualifications |
| √ hours of service | √ dangerous goods | √ moving violations |
| √ permit conditions | √ cargo securement | √ mechanical fitness |

Transport Officers perform their duties on mobile patrols and at the various Vehicle Inspection Station (VIS) and Mobile Inspection Station (MIS) locations across Alberta.

1.5 Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA)

Commercial Vehicle Enforcement is an accredited Law Enforcement Agency. To obtain further information go to www.transportation.alberta.ca/1049.htm

1.6 Commercial Vehicle Safety Alliance (CVSA)

Transport Officers monitor mechanical fitness by performing Commercial Vehicle Safety Alliance (CVSA) inspections on commercial vehicles. CVSA is a nonprofit organization consisting of state, provincial, and federal officials responsible for the administration and enforcement of motor carrier safety laws in the United States, Canada and Mexico.

Transport Officers conducting a Level 1 CVSA inspection look at critical inspections items such as:

- | | | |
|----------------------|---------------------------|-----------------------------|
| √ driver credentials | √ hours of service | √ frame |
| √ brake adjustments | √ brake systems | √ fuel system |
| √ coupling devices | √ exhausts system | √ lamps |
| √ cargo securement | √ steering mechanism | √ suspension |
| √ tires | √ wheels, rims and hubs | √ van/open top trailer body |
| √ windshield wipers | √ emergency exits (buses) | √ dangerous goods |

Defects are designated through the Commercial Safety Alliance (CVSA) Out-of-Service Criteria as either “require attention”, meaning it is to be corrected at the conclusion of the current trip, or as “Out-of-Service”, meaning the defect must be corrected before the vehicle and/or driver continues. If a vehicle is placed Out-of-Service, an Out-of-Service sticker will be applied. Proof of repairs must be reported to a Peace Officer before a vehicle placed Out-of-Service can be operated. Vehicles or drivers placed Out-of-Service will be issued a violation ticket(s) at the discretion of the Peace Officer.

The CVSA Out-of-Service Criteria used by CVSA Inspectors can be purchased at: www.cvsa.org

1.7 Thermal Imaging Technology

The Commercial Vehicle Enforcement Branch has added technology to assist with detecting unsafe commercial vehicles. This technology is called the Thermal Imaging Unit. The unit is being used at compliance checks throughout the province. For more information on the use of the Thermal Imaging technology, go to www.transportation.alberta.ca

Click on Commercial Transportation

Commercial Vehicle Enforcement

Then What’s New and Innovative

1.8 **Commercial Vehicle Safety Compliance in Alberta**

An overview of *Transportation Compliance In Alberta* is available at www.transportation.alberta.ca by selecting “Commercial Transportation”, “Bus/Trucks Certificates and Monitoring”, “Detailed Compliance Requirements.”

Carrier Services, a section of Alberta Transportation, is responsible for commercial truck and bus carriers under Alberta's National Safety Code (NSC) Program. Carrier Services has prepared a comprehensive education manual titled, *Commercial Vehicle Safety Compliance in Alberta*, to assist registered owners of commercial vehicles (whether an individual or a company) and their drivers to better understand the transportation compliance requirements.

To print copies of this manual, go to:

www.transportation.alberta.ca/671.htm

PURCHASE A COPY:

If you want to purchase a copy of this document instead of printing it on-line, contact Alberta Forest Products Association (AFPA) for members and member-contractors at 780- 452-2841.

Documents Available Online

[Educational Manual](#) – Entire Document

[Introduction](#)

[Module 1 - Getting Started](#)

[Module 2 - The National Safety Code](#)

[Module 3 - Safety Programs, Record Keeping and Driver Files](#)

[Module 4 - Preventive Maintenance, Record Keeping And Vehicle Files](#)

[Module 5 - Hours of Service](#)

[Module 6 - Dangerous Goods](#)

[Module 7 - Vehicle Weights and Dimensions](#)

[Module 8 - Driver And Vehicle Licensing And Insurance](#)

[Module 9 - Carrier Profiles and Safety Ratings](#)

[Module 10 - Carrier Monitoring and Intervention](#)

[Module 11 - Passenger Transportation Services](#)

[Module 12 - Cargo Securement](#)

[Appendices](#)

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July 2009

1.9 **Traffic Safety Act and Regulations**

In Alberta, the rules of the road are covered in the *Traffic Safety Act* and regulations under the Act dealing with cargo securement, commercial vehicles, inspections, bus safety rules of the road, driver training and driver examinations, vehicle equipment, vehicle safety, vehicle seizure, and demerit points..

Every effort has been made to ensure the information in this document is accurate at the time of preparation. However this document is intended to serve only as a guide and cannot replace first-hand information contained in specific legislation. To view the *Traffic Safety Act* go to www.transportation.alberta.ca/525.htm or by going to www.transportation.alberta.ca and clicking on:

Drivers and Vehicles

Legislation

The following sections of the Alberta Regulations have been added to aid the carrier, driver and mill in understanding the regulations and how these regulations are applied.

Follow the links to obtain a copy of the current regulation.

Traffic Safety Act
Alberta Regulation 122/2009
Vehicle Equipment Regulation
Division 3
Log Haul

Standard 10 Cargo Securement

Division 2 – General Performance Criteria

Cargo transported by a vehicle shall be contained, immobilized or secured so that it cannot

- (a) leak, spill, blow off, fall from, fall through or otherwise be dislodged from the vehicle, or
- (b) shift upon or within the vehicle to such an extent that the vehicle's stability or manoeuvrability is adversely affected

Note: If your load is not secured as set out in the Regulations and **Standard 10, Cargo Securement** the vehicle may be considered out-of-service until the load has been adjusted so that it complies with the regulations. The driver, carrier, or shipper could face fines and / or penalties.

Alberta Regulation 121/2009
Traffic Safety Act
Commercial Vehicle Safety Regulation

Alberta Regulation 315/2002

Traffic Safety Act

Commercial Vehicle Dimension and Weight Regulation

Definitions

In this Regulation,

- (ss) “track width” means the overall width of an axle measured from the outside of the outside tire located on one side of the vehicle to the outside of the outside tire located on the other side of the vehicle.

Part 2

Commercial Weights

Maximum Weights

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

- (f) in the case of a vehicle having a tridem axle group
 - (ii) on a local road, the gross weight on the axle group exceeds 17,000 kilograms:
- (k) the maximum gross weight of the vehicle exceeds
 - (viii) 53 500 kilograms when operating on a local road

Note: A TAC permit is available to exceed these weights on local roads. Carrier must obtain approval from the local road authority.

OBTAINING PERMITS, LICENSING AND REGISTRATION REQUIREMENTS

2.1 Obtaining Permits

The following permits that log haulers may require are no longer available through the Central Permit Office:

- 30 / 60 / 90 day licensing
- TAC (tridems on local roads)
- Tridem Drive Fleet
- Salvage Log Haul (renewal)
- Seasonal Log Haul (renewal)
- Winter Log Haul (October 1, 2011)

These permits can be obtained either online at www.travis.gov.ab.ca (client must register to use TRAVIS) or by contacting a [TRAVIS Agent](#). TRAVIS Agents charge a fee and rates vary.

The Central Permit Office will only issue the following permits:

- Winter Weight Log Haul
- Seasonal Log Haul (new applications)
- Salvage Log Haul (new applications)
- Annual Steering Axle Overloads (for log picker trucks with heavier than legal weight on the steering)

Carriers **cannot** apply for their licensing, TAC, salvage log haul renewal, seasonal log haul renewal or tridem drive fleet permits at the same time as they apply for their log haul permits through the Central Permit Office. Carriers will be directed to our website or to contact an agent to obtain these permits.

Carriers **can** apply for their log haul permit through an agency at the same time as they apply for their licensing or other permits. The agent will contact the Central Permit Office on behalf of the carrier and apply for the log haul permit. The agent will charge a fee for obtaining the log haul permit for the carrier. Winter Log Haul permits will be available on TRAVIS Web or through a Travis Agent effective October 1, 2011.

2.2 Licensing and Registration

All vehicles must be registered to operate in Alberta by having a valid Alberta registration, licensing permit or by prorating for Alberta through their home jurisdiction. An out of province prorated carrier will have a valid cab card (listing Alberta (AB) on the cab card with a weight). If a carrier is not prorated then a monthly licensing permit is required. This permit can be obtained by accessing TRAVIS or by contacting a TRAVIS agent.

Vehicles operating under a winter log haul permit must be registered for the full legal weight of the configuration. (See chart for Valid Configurations Section 3.3 and 3.4)

2.3 Valid Registration Classes for Hauling Logs

A list of Alberta registration classes is included here to aid in the identification of vehicles that may be used to transport logs.

1 – 61 and 1 – 60 are valid registration classes for hauling logs.

Alberta Regulation 320/2002

Traffic Safety Act

[Operator Licensing and Vehicle Control Regulation](#)

Division 3

Licence Plates

Use of licence plate

75 (3) No person shall attach a licence plate issued under a dealer's certificate of registration to a vehicle

- (a) that is kept for hire, or
- (b) that is carrying freight.

drl dealer plates can not be used to transport freight as outlined in the above regulations.

Division 4

Classification of Commercial Vehicles

Class 2

77(1) The Registrar may classify a commercial vehicle that does not operate under the authority of an operating authority certificate as a Class 2 commercial vehicle if

- (a) it is used
 - (i) solely within a city, town, specialized municipality, village, summer village or hamlet in which the owner of the vehicle maintains the postal address of
 - (A) the person's residence,
 - (B) the business in respect of which the vehicle is used, or
 - (C) within 10 kilometres of the boundaries of that city, town, specialized municipality, village, summer village or hamlet,
 - (ii) solely within Drumheller and area, Grande Cache and area, Crowsnest Pass and area or Fort McMurray and area, as shown on a map for the purposes of this provision that is maintained by the provincial government, and the owner of the vehicle maintains the postal address of the owner's residence or the business in respect of which the vehicle is used in that area,

2 – 59, 2-60, 2-61 - **These plate classes are restricted to the above**

Note: A permit can be obtained to travel outside the areas specified.

Class 2

77(1) The Registrar may classify a commercial vehicle that does not operate under the authority of an operating authority certificate as a Class 2 commercial vehicle if

- (b) the vehicle, other than a passenger car, station-wagon or recreational vehicle, is owned or operated by
 - (i) a farmer or a member of the farmer's family for personal use,
 - (iv) a farmer transporting logs or sawn lumber that
 - (a) is produced from timber grown on the farmer's land, and
 - (b) is being transported from the farmer's land to market,

2-58 – farm plated vehicle – **This class of plate can not be used to haul goods belonging to someone else as outlined in the regulation above.**

(2) A Class 2 commercial vehicle may be used beyond the area referred to in subsection (1)(a) if the vehicle is being used by a person

- (r) on a licence of occupation road,

2-59, 2-60, 2-61 - If the vehicle is used exclusively on a licence of occupation road then no permit is required. If under loaded conditions and the vehicle travels on any highways, then a licensing permit is required.

Class 3

78 The Registrar may classify a commercial vehicle as a Class 3 commercial vehicle if

- (a) the vehicle is engaged only in the transportation of goods owned by the owner of the vehicle,

3-ORD – **Class 3 plates can not be used for hire**

2.4 Fuel Tax Rebates

In some cases, fuel tax rebates may be available to log haulers. Information relating to the Prescribed Rebate Off-Road Percentages (Prop) can be obtained by contacting Tax and Revenue Administration at 780- 427-3044 or on the web at:

www.finance.alberta.ca/publications/tax_rebates/fuel/PROP1.html

LEGAL CONFIGURATIONS AND WEIGHT CHARTS

The following charts will help identify logging configurations that are allowed to operate in Alberta. If a configuration is not listed, then it has not been approved to haul logs in Alberta. The charts have been divided to show those configurations that are allowed both legal and winter weights and those that are allowed legal weights only. Included are the legal weights (minimum registration weight) for each configuration and where to find additional policies on certain types of equipment.

The chart entitled, “*Ban Period Weights*”, shows the maximum allowable ban season weight per axle group. Ban season weights are based on legal weights per axle not seasonal axle weights.

3.1 Testing New Configurations

A study completed by FERIC in 2001, [Western Log Truck Study: Improvements to Dynamic Stability](#), is the criteria Alberta Transportation uses to determine whether a configuration is currently approved for use in Alberta.

Not all configurations operating in Alberta are identified in the study or in the charts provided. Some equipment has been allowed on a limited basis to test new configurations. Test units include but are not limited to the Double Pole Frame Logging Truck and the currently in operation. These units are allowed to operate as part of a test project only. Until all testing is complete these units will not be allowed to operate province-wide. **Changes may be made to the vehicle specifications as part of the testing process. The prototypes (test units) will be grandfathered and allowed to operate but units not part of the testing process must conform to new specifications. Manufacturing of new units should not be undertaken until all testing is complete and approval is granted for the use of new configurations.** Testing of new configurations is on-going and some units are allowed on a limited basis as part of the testing process. This does not constitute the wide-spread use of these units on Alberta highways.

As new equipment is approved for use in Alberta, the Alberta Forest Products Association (AFPA) mills and log trailer manufactures throughout the province will be notified.

3.2 New Configurations and Weights Approved

Alberta Transportation has allowed the use of a quad axle semi-trailer , 9 and 10 axle b-trains and increased winter weights on the 8 axle configurations.

Some of these configurations or weights may not be allowed on all roadways. Routes may be limited due to the capacity of the bridges along a route. Permission to haul on county and municipal roadways must be obtained prior to hauling on roads under the authority of a county or municipal district.

Not all mills can accommodate these configurations or weights so carriers should verify that a mill will accept these new configurations and weights.

Vehicles must be registered for the legal weight the unit can carry (9 and 10 axle configurations). Registration exceeding 63,500 kg is not available at Registry Agencies. To increase the registration of a vehicle beyond 63,500 kg, contact the Central Permit Office at 1-800-662-7138.

Alberta Transportation may require an application be submitted and approval granted prior to hauling with some configurations. See specific policy and requirements.

Quad Axle

The tri-drive tractor and self steer quad semi-trailer has been approved. Prior to operating this type of unit, a carrier must be approved. An application must be filled by the carrier and submitted to Alberta Transportation for approval prior to any permit being issued for a Quad Axle Semi-Trailer. Information and policy is available at www.transportation.alberta.ca

Click on Commercial Transportation

Click on Applications, Permits and Prorate

Click on Log Haul Program

Click on Vehicle Configurations

Click on Quad Axle

Policy, Training Guide, Carrier Application and Mill Application are available.

A mill must be registered with Alberta Transportation prior to a quad axle hauling into a mill

9 and 10 Axle B-Train

An application must be filled out by the carrier and submitted to Alberta Transportation for approval prior to any permit being issued for a 9 or 10 Axle B-Train. Information and policy is available at www.transportation.alberta.ca

Click on Commercial Transportation

Click on Applications, Permits and Prorate

Click on Log Haul Program

Click on Vehicle Configurations

Click on 9 or 10 Axle B-Train

Policy and Carrier Applications are available.

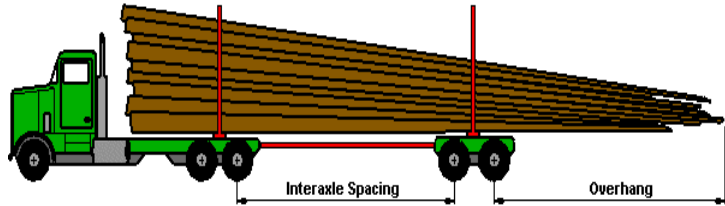
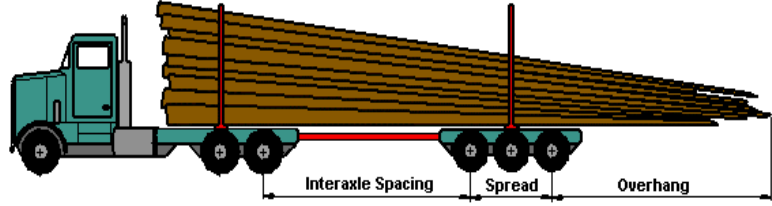
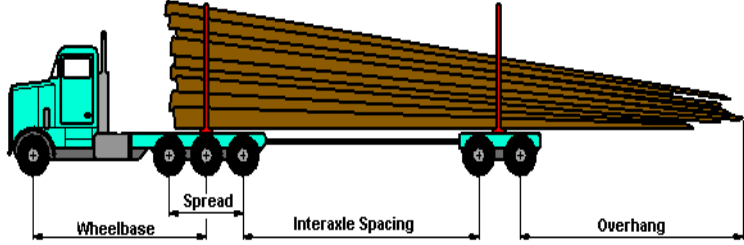
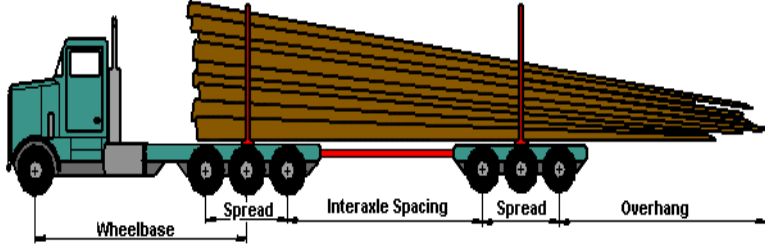
A 9 or 10 Axle B-Train has limited application and may not be allowed to operate on all routes due to the weight capacity of some bridges.

8 Axle Log Trucks

An 8 Axle Log Truck exceeding 65,000 kg during the winter period has limited application and may not be allowed to operate on all routes due to the weight capacity of some bridges.

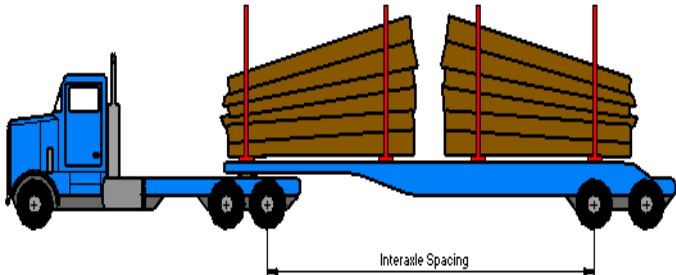
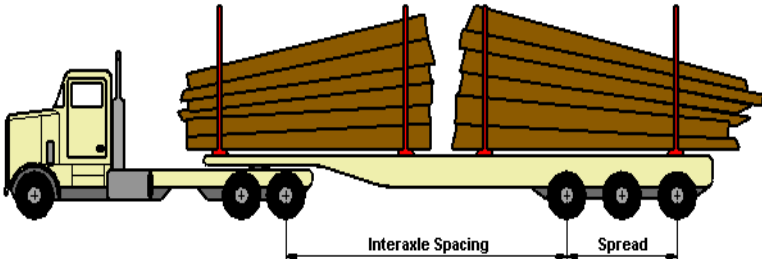
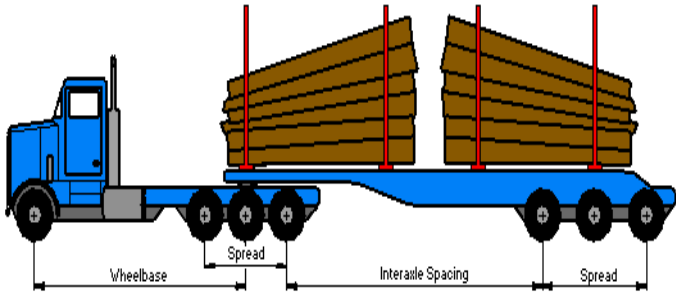
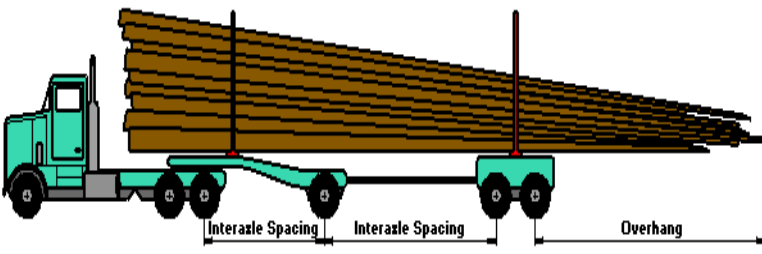
.Not all 8 Axle configurations will be allowed weights exceeding 65,000 kg. Some combinations may require increased track width and or bunk width in order to operate with weights exceeding 65,000 kg during the winter period.

3.3 Configurations Allowed Legal (Summer) and Winter Weight

Tandem Truck - Tandem Pole Trailer		Legal Weight (kg)		
	GVW	39,500 - 41,300		
	Steering	5,500 - 7,300 *		
	Tandem Axles	17,000		
Tandem Truck – Tridem Pole Trailer		Legal Weight (kg)		
	GVW	46,500 - 48,300		
	Steering	5,500 - 7,300 *		
	Tandem Axles	17,000		
	Tridem Axles	21,000 - 24,000 *		
Tridem Drive Truck – Tandem Pole Trailer		Legal Weight (kg)		
	GVW	45,750 - 47,300		
	Steering	5,750 - 7,300 *		
	Drive Axle	23,000		
	Tandem Axle	17,000		
	Require 25% of drive axle weight on steering axle			
	See tridem drive truck policy			
Tridem Drive Truck - Tridem Pole Trailer		Legal Weight (kg)		
	GVW	52,750 - 54,300		
	Steering	5,750 - 7,300 *		
	Drive Axle	23,000		
	Tridem Axle	21,000 - 24,000 *		
	Require 25% of drive axle weight on steering			
	See tridem drive truck policy			

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6
 A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and a mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

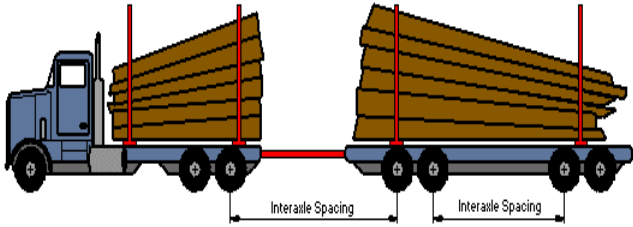
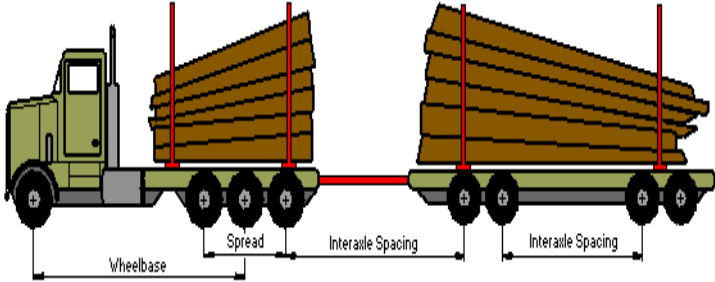
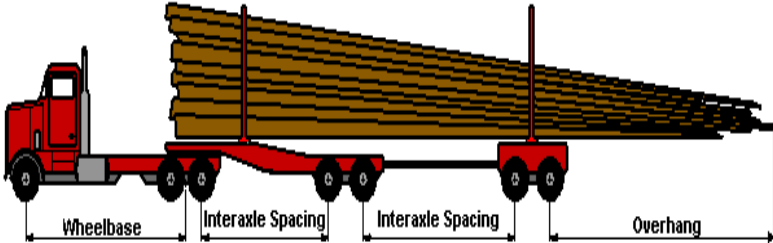
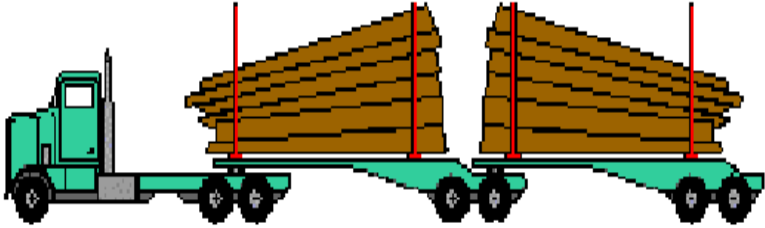
* * Tridem trailer axles require an axle spread of 3.0 metres to obtain a weight of 24,000 kg. If spread is between 2.4 – 2.99 metres maximum legal trailer weight is 21,000 kg

Tandem Tractor - Tandem Semi-Trailer		Legal Weight (kg)	
	GVW	39,500	
	Steering	5,500	
	Tandem Axles	17,000	
Tandem Drive Tractor - Tridem Semi-Trailer		Legal Weight (kg)	
	GVW	46,500	
	Steering	5,500	
	Tandem Axle	17,000	
	Tridem Axle	21,000 - 24,000 *	
Tridem Drive Tractor - Tridem Semi-Trailer		Legal Weight (kg)	
	GVW	53,200 - 54,300	
	Steering	6,200 - 7,300 *	
	Drive Axle	23,000	
	Trailer Axle	21,000 - 24,000 *	
	Require 27% of drive axle weight on steering axle		
See tridem drive tractor policy			
Single Axle Jeep Logger		Legal Weight (kg)	
	GVW	48,600	
	Steering	5,500	
	Single Axle Jeep	9,100	
	Tandem Axle	17,000	

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6

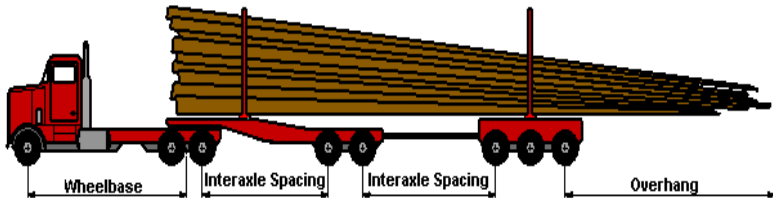
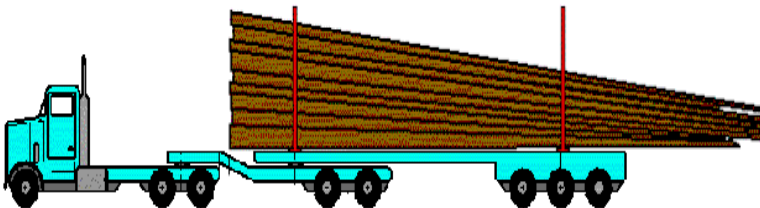
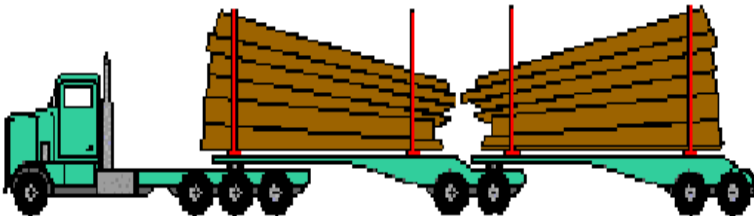
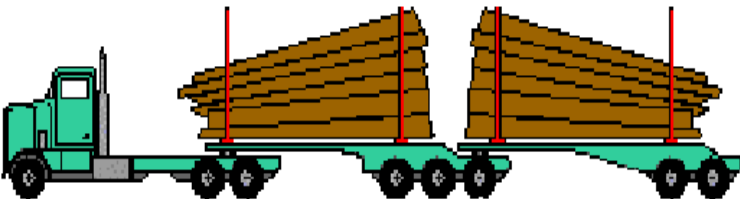
A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and a mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

** Tridem trailer axles require an axle spread of 3.0 metres to obtain a weight of 24,000 kg. If spread is between 2.4 – 2.99 metres maximum legal trailer weight is 21,000 kg

Tandem Drive Truck - 4 Axle Trailer (Full Trailer)		Legal Weight (kg)		
	GVW	53,500 - 55,300		
	Steering	5,500 - 7,300 *		
	Tandem Axles	17,000		
	Maximum Combination Weight on Trailer	31,000		
			Legal Weight (kg)	
	GVW	59,750 - 61,300		
	Steering	5,750 - 7,300 *		
	Tridem Drive	23,000		
	Tandem Axles	17,000		
	Maximum Combination Weight on Trailer	31,000		
			Require 25% of drive axle weight on steering axle	
			See tridem drive truck policy	
		Legal Weight (kg)		
	GVW	56,500		
	Steering	5,500		
	Tandem Axles	17,000		
7 Axle B-Train		Legal Weight (kg)		
	GVW	56,500		
	Steering	5,500		
	Tandem Axles	17,000		

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6
 A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and a mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

* * Tridem trailer axles require an axle spread of 3.0 metres to obtain a weight of 24,000 kg. If spread is between 2.4 – 2.99 metres maximum legal trailer weight is 21,000 kg

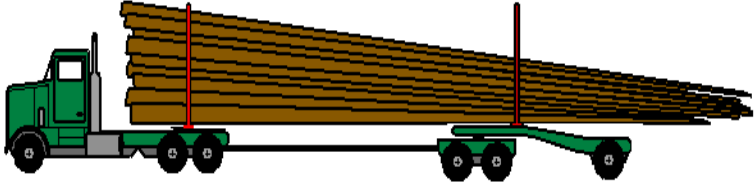
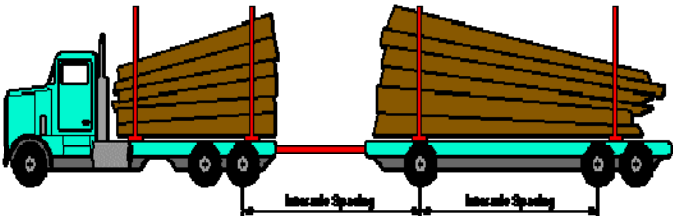
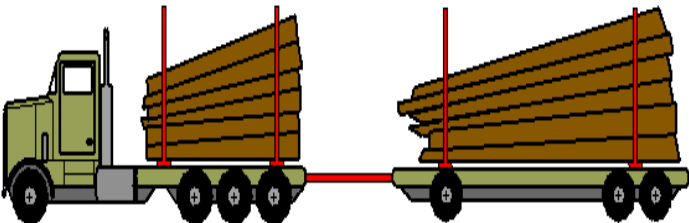
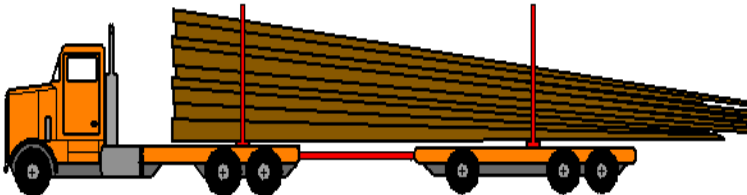
Tandem Axle Jeep Logger - Tridem Pole Trailer		Legal Weight (kg)	
	GVW	56,500	
	Steering	5,500	
	Tandem Axles	17,000	
	Tridem Axles	21,000 - 24,000 *	
Tandem Axle Jeep - Tridem Semi-Trailer		Legal Weight (kg)	
	GVW	63,500	
	Steering	5,500	
	Tandem Axles	17,000	
	Tridem Axles	21,000 - 24,000 *	
Tridem Drive - B-Train		Legal Weight (kg)	
	GVW	63,500	
	Steering	6,200 - 7,300 *	
	Tridem Drive	23,000	
	Tandem Axles	17,000	
	Require 27% of drive axle weight on steering axle		
	See tridem drive tractor policy		
8 Axle B- Train		Legal Weight (kg)	
	GVW	63,500	
	Steering	5,500	
	Tandem Axles	17,000	
	Tridem Axle	21,000 - 24,000 *	

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6

A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and a mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

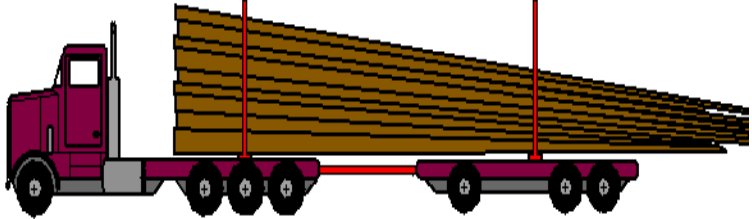
* * Tridem trailer axles require an axle spread of 3.0 metres to obtain a weight of 24,000 kg. If spread is between 2.4 – 2.99 metres maximum legal trailer weight is 21,000 kg

3.4 Configurations Allowed Legal (Summer) Weight Only

Dog Logger	Legal Weight (kg)		
	GVW	48,700 - 50,400	
	Steering	5,500 - 7,300 *	
	Tandem Axles	17,000	
	Single Axle	9,100	
Tandem Drive – 3 Axle Wagon	Legal Weight (kg)		
	GVW	48,700 - 50,400	
	Steering	5,500 - 7,300 *	
	Tandem Axles	17,000	
	Single Axle	9,100	
Tridem Drive - 3 Axle Wagon	Legal Weight (kg)		
	GVW	54,850 - 56,400	
	Steering	5,750 – 7,300 *	
	Tridem Drive	23,000	
	Tandem Axle	17,000	
	Single Axle	9,100	
	Require 25% of drive axle weight on steering axle		
	See tridem drive truck policy		
Tandem Drive - 3 Axle Trailer	Legal Weight (kg)		
	GVW	48,700 - 50,400	
	Steering	5,500 - 7,300 *	
	Tandem Axles	17,000	
	Single Axle	9,100	

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6

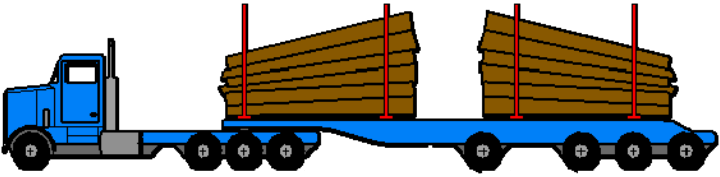
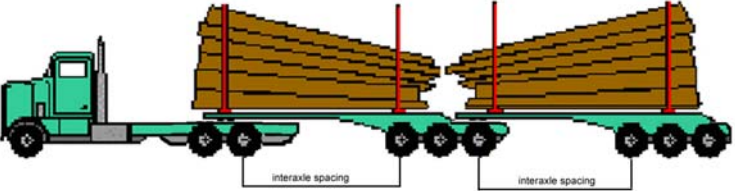
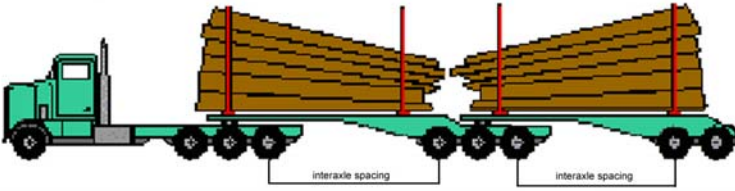
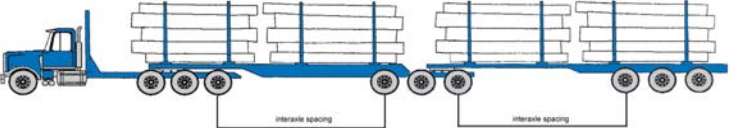
A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A provincial government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

Tridem Drive – 3 Axle Trailer	Legal Weight (kg)	
	GVW	54,850 - 56,400
	Steering	5,750 - 7,300 *
	Tridem Drive	23,000
	Single Axle	9,100
	Tandem Axle	17,000
	Require 25% of drive axle weight on steering axle	
	See tridem drive truck policy	

* Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6

A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A provincial government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit.

3.5 New Configurations

Tri-Drive & Self Steer Quad Semi-Trailer	Legal Weight (kg)	
	GVW	63,400
	Steering	7,300 *
	Tridem Drive	23,000
	Single Axle	9,100
	Tridem Trailer	24,000 **
	Require 27% of drive axle weight on steering axle	
See tridem drive tractor policy		
9 Axle B-Train – See note * * *	Legal Weight (kg)	
	GVW	70,500
	Steering	5,500
	Tandem Axles	17,000
	Tridem Axles	24,000
9 Axle B-Train	Legal Weight (kg)	
	GVW	71,300
	Steering	7,300 *
	Tridem Drive	23,000
	Tandem Axles	24,000
	Require 27% of drive axle weight on steering axle	
See tridem drive tractor policy		
10 Axle B-Train	Legal Weight (kg)	
	GVW	78,300
	Steering	7,300 *
	Tridem Drive	23,000
	Tridem Trailer	24,000
	Require 27% of drive axle weight on steering axle	
See tridem drive tractor policy		

- * Truck weights are based on steering axle tire size, See steering axle weight chart Section 3.6
A logging truck with a steering axle weight in excess of 7,300 kg, due to the tare weight of the truck and a mounted picker, can obtain an annual steering axle overweight permit. See [log picker policy](#). A government weight scale ticket and a completed specification form must be submitted to Central Permit Office prior to issuance of permit
- ** Tridem trailer axles require an axle spread of 3.0 metres to obtain a weight of 24,000 kg. If spread is between 2.4 – 2.99 metres maximum legal trailer weight is 21,000 kg.
- ** *This is considered a temporary unit that can be assembled to make use of existing equipment. This configuration will not be allowed after April 2015. All 9 axle configurations after this date shall be assembled or configured to meet the requirements of a tridem drive 9 axle b-train or the requirements of a 10 axle B-Train logging truck.

3.6 Steering Axle Weight Allowances

STEERING AXLES ARE ALLOWED THE LESSER OF:

1. 7,300 kg or 9,100 kg if a log picker truck (with permit)
2. The capacity of the tire size (stamped on tire)
3. The tire size based on the tire width as shown in the charts below

ALLOWABLE STEERING AXLE WEIGHTS			ALLOWABLE STEERING AXLE WEIGHTS			PICKER STEERING WEIGHTS WITH ANNUAL PERMIT		
Tire Size	Single Steer	Twin Steer	Tire Size	Single Steer	Twin Steer	Tire Size	Tire Size	Single Steer
(inches)	Maximum Weight (kg)	Maximum Weight (kg)	(mm)	Maximum Weight (kg)	Maximum Weight (kg)	(inches)	(mm)	Maximum Weight (kg)
210	5, 100	10, 200	285	5, 700	11, 400			
211	5, 600	11, 200	305	6, 100	12, 200			
212	6, 100	12, 200	315	6, 300	12, 600			
213	6, 600	13, 200	335	6, 700	13, 400			
214	7, 100	13, 600	365	7, 300	13, 600			
215	7, 300	13, 600	385	7, 300	13, 600	215	385	7,700
216	7, 300	13, 600	425	7, 300	13, 600	216	425	8,500
218	7, 300	13, 600	445	7, 300	13, 600	218	445	9,100

3.7 Allowable Weights on Carrying Axles on Banned Highways

%	8 Wheel Tandem	12 Wheel Tridem	12 Wheel Tridem	4 Wheel Single Axle Jeep	Tridem Drive
		Spacing > 2.4	Spacing 3.0 – 3.7		Under 3.0m spread
100	17,000	21,000	24,000	9,100	23,000
90	15,300	18,900	21,600	8,190	20,700
75	12,750	15,750	18,000	6,825	17,250
50	8,500	10,500	12,000	4,550	11,500

Ban Period Weights are based on the percentage of legal axle weights as per the Commercial Vehicle Dimension and Weight Regulations

Ban Period Weights are **NOT** based on the percentage of seasonal axle weights (ex. Not based on the percentage of winter weights indicated on log haul permits)

WINTER WEIGHT AGREEMENT PACKAGE

Winter weight packages are sent out to mills prior to the end of September each year. Included in the package is a:

- Application Form
- [Winter Weight Agreement](#)
- [Appendix A](#) – Weight Monitoring Program for Mills Using Certified Weigh Scales
 - Log Haul – 1% Axle Weight & Dimension Check Form
 - Overweight Report Form
- [Reproducing and Distributing Route Maps Information](#)
- [Winter Weight Log Haul Permit Information](#)
- [Log Haul Route Request](#)
- Implementation and Removal of Winter Log Haul Weights
- Log Haul Safety Audit Checklist
- Truck Registration Summary Checklist

Parts of the package are available online at www.transportation.alberta.ca by selecting “Commercial Transportation,” “Applications, Permits and Prorate,” “Winter Weight Log Haul Program”. Those documents not available online are included in this section of the guide.

The Winter Weight Agreement is to be signed by a mill representative and returned to Transport Engineering along with municipal approvals, a log haul route request form and a map outlining the routes the mill would like to use for the upcoming winter log haul season. Submitting these documents in a timely manner will ensure the new maps are completed prior to the expiry date of the current map.

Once Transport Engineering has received all information, the winter weight agreement will be signed by Transport Engineering, and the new maps completed or approved (for those mills producing their own maps). Both the agreement and maps will be returned to the mill by fax, e-mail or postal mail.

Notification of winter weight commencement will not be sent to a mill that does not have a signed winter weight agreement in place. Commercial Vehicle Enforcement Branch (CVEB) is notified when winter weights commence for each mill. A list of mills with signed winter weight agreements is sent to CVEB.

Maps are not provided or approved for mills that do not have a signed winter weight agreement.

4.1 Highlights of the Winter Weight Agreement

1. Not all log trucks are exempt from reporting to Vehicle Inspection Stations (VIS):
 - logging trucks reporting to a mill that does not use certified weigh scales must report to a VIS along their route if lights are on
2. Logging trucks exempt from reporting to VIS:
 - must report to a mill that uses a certified weigh scale
 - mills are required to monitor and control the weights and dimensions of all trucks hauling into their mills and report to Transport Engineering bi-weekly
 - suitable “Mill Identifier” placard must be affixed to those trucks exempt from reporting to Vehicle Inspection Stations
 - the placard must be clearly visible from the front of the truck
 - this “Mill Identifier” must be shown on the log haul map

3. If signage is displayed requiring logging trucks to report to VIS, then all logging trucks must report to VIS regardless of whether a placard is displayed and the mill is monitoring and controlling weights.
4. If the vehicle is not hauling for the mill identified on the placard then the placard must be removed or covered.
5. Mills exempt from reporting to VIS must:
 - allocate an inspection site of adequate size and at a safe location for a Commercial Vehicle Enforcement Branch (CVEB) officer to conduct log truck inspections
 - design and maintain the inspection site in such a manner that an officer can utilize creeper dollies (graded, snow packed, etc.)
 - provide adequate space within the mill yard to make repairs to units placed out-of-service, prior to the vehicle entering a public roadway
 - allow officers to inspect loaded log trucks as they enter the mill yard or directly after being weighed, any time of day, seven days a week
 - provide safety orientation to officers annually
 - provide officers access to the mill weight scales to check vehicle weights
6. Chip trucks are covered by the winter weight agreement provided:
 - a mill identifier placard is displayed
 - mill monitors and reports loads as per winter weight agreement
7. Mills are required to monitor and control all loaded logging trucks including salvage log trucks entering their yard during the term of the Winter Weight Agreement.
8. Winter Weight Agreement expire:
 - at the end of the winter log haul season as notified by Transport Engineering
9. When winter weights are removed from a mill, all logging trucks are required to report to a VIS if open

4.2 Application Form

Mill Name _____

Mill Address _____

Any Town, AB Postal Code _____

Contact Person: _____

Phone Number: _____

Fax Number: _____

(must have dedicated fax line to receive winter weight notification)

E-mail Address: _____

Trucks weighed at a certified weigh scale ___ No ___ Yes Owner of Scale _____

Winter Weight monitoring contact person: _____

The following documents are enclosed:

Winter Weight Agreement

Route Request Form

Permit Information Package

Winter Weight Notice

A winter weight agreement must be signed and returned to Alberta Transportation before winter weights will be granted on public roads in Alberta for your mill.

Application

- Fill in the requested company information **above** and **return with** the winter weight agreement to:
 - Log Haul Program
 Alberta Transportation
 Room 401-4920 – 51 Street or fax 403- 340-5092
 Red Deer, AB, T4N 6K8
- To obtain a log haul route map, you must do the following:
 - ✓ Complete the information on the Route Request Form
 - ✓ Obtain MD/County approvals
 - ✓ Forward requested information to the Log Haul Program at above address
 - ✓ Mills using certified weigh scales are to provide a copy of their mill identification placard for inclusion on the winter log haul route maps.

Inquiries may be directed to 403- 340-4957

4.3 Implementation and Removal of Winter Weights

You will be notified by TRANSPORT ENGINEERING, RED DEER, prior to the start of winter weight log haul season. Advance notice times may vary due to road status, frost readings and weather forecasts.

Different areas in the province do not accumulate frost depth at the same rate. These freezing rates vary with subgrades, structure types, construction techniques, moisture and temperatures.

Frost depths can increase rapidly with cold temperatures initially, but as the frost depths approach one metre, the freezing rate reduces, may stop, or may take several days to change significantly.

Winter weight log haul starts are generally projected using current area frost readings and area weather forecasts when approaching the required depth of one metre (for pavement).

Frost contour maps will be available for viewing on the Internet. To view, access our website by typing:

<http://www.transportation.alberta.ca/Content/docType260/Production/FrostThawMap.pdf>

Alberta Transportation understands that urgency is critical and hopes you understand that the public investment in and the protection of the road system are of great importance. The conditions are being monitored and discussed by our staff. If conditions change you will be contacted prior to starting and ending dates.

Your cooperation in this matter is greatly appreciated.

Alberta Transportation
Transport Engineering Branch Phone: 403- 340-5189 Fax: 403- 340-5092
Red Deer, Alberta

4.4 Log Haul Safety Audit Checklist

1. Truck No.:	6. Date:
2. Contractor:	7. Time:
3. Truck Owner:	8. Previous Audits:
4. Driver:	9. Driver Orientation I.D. Card: Yes No
5. Form 9 No.:	10. Disposition No.:
11. Previous Suspensions/Warnings:	
CHECKLIST	
12. S.A. Tire Size:	13. Picker: Yes No
14. Valid Permit: Yes No	15. Map Attached: Yes No
16. Tach-o-graph Functional: Yes No	Addendum: Yes No
17. Tach-o-graph Sealed: Yes No	
18. Pre-shift Inspection Complete: Yes No	
WEIGHT	
19. Truck Configuration: (Draw axles & fill in spacing) Type:	
20. Actual Weight:	GVW
21. Allowed Weight:	GVW
22. Overweight:	GVW
ADDITIONAL CHECKS	
23. Wrappers: Good Poor	24. Overhang: _____ metres
25. Bunk Condition: Good Poor	26. Streamers: Good Poor
27. Headache Lights: Good Poor	28. Rear Load Lights: Good Poor
29. Load Height: (____ m): Good Poor	30. Load Width: (____ m) Good Poor
SAFETY EQUIPMENT	
31. Hardhats: Yes No	32. Steel-toed Boots: Yes No
33. Safety Vests: Yes No	34. Safety Glasses: Yes No
ADDITIONAL COMMENTS:	
35. Driver:	36. Auditor:
	37. Auditor:

4.5 Truck Registration Summary List

Hiring Mill: _____ Date: _____
 Owner: _____ Company: _____
 Address: _____ Phone Number: Office/Home _____
 _____ Fax _____
 _____ Cell _____

Truck Registration: Model _____ Year _____ Serial (VIN) Number _____ Licence Plate _____ CVIP _____

Jeep Registration: Year _____ Serial (VIN) Number _____ Licence Plate _____ CVIP _____

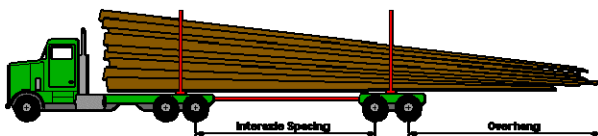
Trailer Registration: Year _____ Serial (VIN) Number _____ Licence Plate _____ CVIP _____

Trailer Registration: Year _____ Serial (VIN) Number _____ Licence Plate _____ CVIP _____

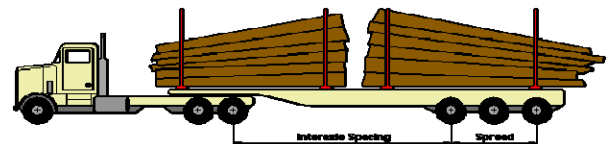
Winter Weight Permit # _____ Winter Permitted Weight (kg) _____ Legal Weight (kg) _____

Steering Axle Permit # _____ TAC Permit # _____ Equipment Exemption Permit # _____

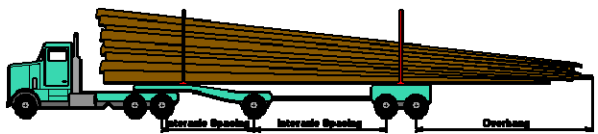
INDICATE WITH A "√" THE TRUCK CONFIGURATION TO BE REGISTERED AND INTERAXLE SPACING ON EQUIPMENT



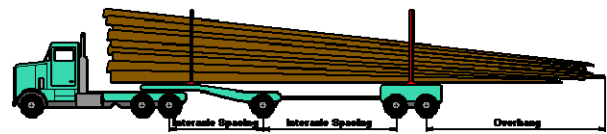
Standard Log Truck
 Minimum Registered Weight **39500 kg**



Tandem Drive Truck – Tridem Semi-Trailer
 Minimum Registered Weight **46500 kg**



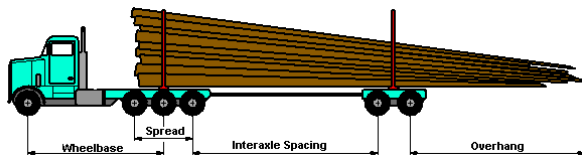
Medium Spread Single Axle Jeep Logger
 Minimum Registered Weight **48600 kg**



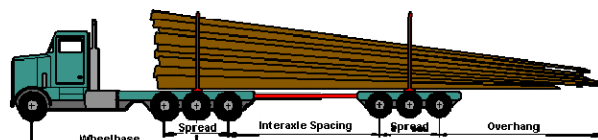
Long Spread Single Axle Jeep Logger
 Minimum Registered Weight **48600 kg**



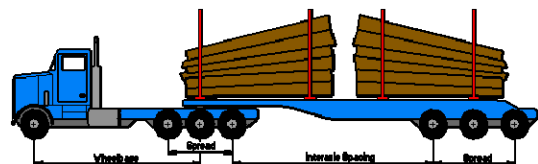
Tandem Axle Jeep Logger
 Minimum Registered Weight **56500 kg**



Tridem Drive Truck – Tandem Pole Trailer
 Minimum Registered Weight **46200 kg**



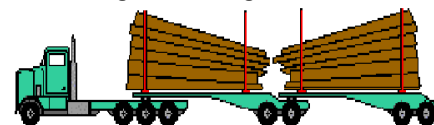
Tridem Drive Truck – Tridem Pole Trailer
 Minimum Registered Weight **53200 kg**



Tridem Drive Truck – Tridem Semi-Trailer
 Minimum Registered Weight **53200 kg**



8 Axle B-Train
 Minimum Registered Weight **63,500 kg**
 Other (Draw diagram of configuration if not shown)



Tridem Drive B-Train
 Minimum Registered Weight **63,500 kg**

Comments: _____

MONITORING WINTER WEIGHTS AND AUDITS

5.1 Winter Weight Monitoring Program for Mills Using Certified Scales

As part of the Winter Weight Agreement, log trucks reporting and weighing at mills having certified weigh scales are exempt from regular reporting to Vehicle Inspection Stations as long as they display a placard approved by Alberta Transportation (AT).

Mills are to monitor and report all overloads to Alberta Transportation, Transport Engineering every two weeks during the period that winter weights are in effect for their mill.

5.2 Identifying Overloads

1. Any scaled gross vehicle weight greater than the allowable gross vehicle weight.
2. Any axle weights scaled by a mill or Commercial Vehicle Enforcement Branch on axle scales, greater than the allowable axle weight as determined by configuration, route or axle spacing.
3. The allowable weights for a “winter weight truck” are per the winter weight permit. (See Section 8 of this guide “Axle Weights Per Route, Configuration and Interaxle Spacing”)
4. Colour coded routes identified on the log haul map are per the weights listed on the winter log haul permit for that configuration during the winter weight period only.
5. All coloured routes identified on the log haul map during seasons/periods other than winter are legal or “Red” routes.
6. The allowable weights for a “legal weight truck” are as per the [Commercial Vehicle Dimension and Weight Regulations AR 315/2002](#). (See Section 3 of this guide *Valid Configurations and Legal Weight Charts*.)

5.3 Overload Targets

Mills are to report all overloads to Transport Engineering every two weeks. Self monitoring and reporting of overloads is an important component to ensure that the winter weight program continues to operate in the manner it was intended. The winter weight program was originally set up to accommodate seasonal winter access to some areas and as an incentive for mills to set up in the province. These reasons have not changed over the years.

Log haul vehicles are normally longer, wider, higher and heavier than other trucks. Most log haul occurs during the winter months when frozen conditions exists, allowing better access to cut blocks while protecting the integrity of Alberta’s highway system and bridges. Allowing loaded log trucks to by-pass Vehicle Inspection Stations and not report during the winter weight period when the mills are the busiest and the majority of logs are transported is an additional benefit and privilege of the program. At the time of conception most Vehicle Inspection Stations had poor access for vehicles carrying loads with long overhang. Because log trucks were exempt from regular reporting to Vehicle Inspection Stations during the winter weight agreement period, a system for monitoring weights was set up.

Targets were established so that a mill levy fee could be charged and to ensure compliance with the weights set out in the conditions of the permit. Mill levy fees are no longer charged but the targets set at that time are still in use.

The overload targets for each weight category are specified as a percentage of all loaded log trucks entering a mill's yard; including log trucks hauling less than winter weights. This includes salvage log haul trucks but excludes trucks travelling entirely on private or licence of Occupation roads. There are four categories of overload weights:

- 0 – 1000 kg
- Loads between 1,000 kg but less than 3,000 kg
- Loads between 3,000 kg but less than 5,000 kg
- Loads over 5,000 kg

Each weight category has a target that must be met for the winter weight program to be effective and for a mill to continue to be part of the winter program. Mills failing to meet the total overload targets at the end of the winter season may be monitored during periods other than the winter period. Continued failure to meet the set targets during other periods may impact the granting of winter weights for the following winter season.

Transport Engineering will work with a mill to decrease the number of overloads so that the targets are met by the end of the winter hauling period. Timely reporting by a mill is one way to ensure a problem is discovered and assistance given prior to the final report. Total overloads can not exceed 5% of all overloads divided by all loaded trucks. The target for each category is:

- 0 – 1000 kg - 5%
- Loads greater than 1,000 kg but less than 3,000 kg - 2%
- Loads greater than 3,000 kg but less than 5,000 kg - 0%
- Loads greater than 5,000 kg - 0 %

As part of the winter weight agreement, mills are to institute a process to control the overloads so that the targets can be achieved. Transport Engineering does not specify the methods or procedures that a mill may implement to control the overloads. Each mill is to set up their own system of control for vehicles entering their yard. If a mill would like assistance or requires help implementing a plan, Transport Engineering can work with the mill to form a plan. Suspensions, fines (driver, contractor, loader), bonus if no overloads, and requiring a carrier to report to open VIS at all times are all methods that have been used by mills to ensure loads are not overweight. Monies collected from fines should be held separate and used to provide training to drivers, carriers and contractors so that overweights do not occur. Administration of overloads is easier to control proactively rather than reactively.

Mills that are receiving/weighing trucks that are under the control of another mill are to report those weights on a separate report identifying the mill responsible for the trucks within two weeks of the removal of the winter weights. (See [Appendix A](#))

The following information is to be reported once every two weeks by e-mail or fax to Transport Engineering (see [Appendix A](#) for details and contact information) and within two weeks of the removal of winter weights for a mill:

1. Total loads to date
2. Overloads greater than 5,000 kg
3. Overloads between 3,000 – 5,000 kg
4. Overloads between 1,000 – 3,000 kg
5. Overloads between 0 – 1,000 kg
6. All overloads, sum of 2, 3, 4, 5
7. Overloads greater than 1,000 kg, sum of 2, 3, 4

A copy of the "Overweight Report for Winter Weight Period" is included in this section of the guide. To obtain an electronic version of this report, contact Transport Engineering as outlined in [Appendix A](#).

5.4 Auditing

Each overload is to be recorded and the following information retained and made available to Alberta Transportation for auditing:

1. Truck licence plate and unit number
2. Configuration and permit number
3. Date and time load was delivered
4. T.M.9 number
5. Cut block location (disposition)
6. Route
7. Allowable weight and scaled weight

As part of the auditing process, each mill is to record and make available to Alberta Transportation the following information on all logging trucks and trailers:

1. Licence plate number, year of tractor, jeep and trailer, jeep and trailers with applicable spacing and track width
2. Unit number
3. Permit number, configuration and allowable weight

Mills are to weigh and record axle weights and dimensions on a random basis for 1% of all trucks entering its yard. A copy of the "[Log Haul – 1% Axle Weight and Dimension Check](#)" has been included in this section of the guide. An electronic version is available by contacting Transport Engineering.

If an audit is conducted, then all information as outlined above must be made available to Alberta Transportation staff. If there are no irregularities or the mill is within the targeted percentages, then no further action will occur. Transport Engineering will determine whether further action is required after completing an audit. If Transport Engineering deems that the mill did not meet the targets as set out in the winter weight agreement or other irregularities were found then further audits and/or action may result. These could include but are not limited to: audits of the contractor, carrier and driver, fines for overweight's to both the carrier and loader operator, carrier profile additions for out-of-service infractions, administrative penalties and down grading of Safety Fitness Certificates. The outcome of an audit(s) and previous performance will determine the disciplinary action that may be taken. This next section should be of interest to all contractors and/or mills hiring carriers.

Mills and/or contractors, drivers and loader operators can all be charged administrative fees and held liable for infractions (vicarious liability). Mills and contractors must show that due diligence on their part has occurred. Additional information is available in [Module 4](#) of the Carrier Services Education Manual.

Alberta Transportation works with commercial carriers to review their safety and maintenance practices and outline compliance expectations. Each carrier's compliance level is monitored and carriers demonstrating compliance problems will face [progressive discipline](#)

An important part of evaluating a carrier's safety compliance is the facility audit. Facility audits are designed to review a carrier's on-highway and safety management activities in considerable detail. During the facility audit, the Auditor will examine the carrier's records and report on demonstrated compliance with the safety standards of the National Safety Code program and its related legislation as implemented in Alberta.

An audit program called, "Assessment of Regulatory Compliance" (ARC), has been developed by Alberta Transportation. In some instances where the provincial government has conducted or

arranged for an ARC audit to be done, carriers may be charged for violations, issued an administrative penalty, conditions placed on their Safety Fitness Certificate or their Safety Fitness Rating downgraded based on evidence collected during the audit. In addition, the Auditor may give the carrier a written action plan containing specific directions on how to improve their driver safety and/or vehicle maintenance program. This Action Plan will often specify dates by which actions need to be taken or information provided to the provincial government.

The facility audit report will provide Alberta Transportation with an understanding of the carrier's degree of compliance. Each carrier's Safety Fitness Rating is evaluated through a review of convictions, collisions, Commercial Vehicle Safety Alliance inspections and facility audits.

Carriers are encouraged to conduct their own internal reviews of their compliance. To help with this, several quizzes have been prepared for several types of commercial truck and bus operations. For those who have a very good understanding of Alberta's transportation legislation and who want to conduct their own facility audit, a copy of the ARC program is available.

Completing the questions in this quiz accurately will considerably increase the safety value for you and your company.

An electronic version of this document can be found at www.transportation.alberta.ca/668.htm along with access to the ARC program "[Audits and Investigations of Motor Carriers Application – Download.](#)"

Questions regarding audits and/or investigations should be directed to Carrier Services at 403-755-6111.

PERMITS

Alberta Transportation monitors, controls and issues permits for the movement of all commercial vehicles, including oversize and overweight vehicles. This helps to ensure safety and minimize inconvenience to the travelling public, as well as reduce damage to roads. Identifying and removing unsafe vehicles from the road can prevent vehicle failure on Alberta's highways and reduce collisions that may result in injuries or death. Through monitoring and enforcing safety standards, Alberta Transportation aims to keep the province's highways safe for all road users.

6.1 Winter Weight / Dimension Permits

Maximum vehicle weight and dimension limits are established to preserve highway infrastructure and to ensure the safety of the travelling public. This includes legal limits for any registered vehicle travelling on any public road, as well as the provision for movement of oversize loads under permit.

Alberta Transportation monitors, controls, and issues permits for the movement of oversize and overweight vehicles for the following purposes:

- To ensure the safety of the traveling public
- To minimize the inconvenience to the traveling public
- To minimize damage to the roadway infrastructure
- To facilitate the movement of commodities that are non-divisible, deemed impractical to divide, or uneconomical to transport at legal dimensions or weights.
- To establish and communicate to the carrier, a set of conditions for the safe movement of the load

6.2 Part I: Winter Weight / Dimension Permit

The winter weight log haul permit consists of two parts: [Part I](#) is the vehicle permit and contains carrier and vehicle information along with any and all attached conditions, in addition to any other conditions specified on the permit. The Part I permit must be used in conjunction with the [Part II](#) map for the permit to be valid. If the map and/or permit are not carried in vehicle, then legal weights and dimensions apply.

Each winter weight / dimension permit is plate specific.

1. A permit is required for each truck and configuration hauling winter weights. Each permit applies to only one configuration during the winter weight period. If a vehicle, during the winter log haul season, uses multiple configurations, then additional permits are required. One permit per configuration is required when hauling winter weights. For example:
 - a. 1 vehicle
 - b. 2 configurations hauling winter weights
 - c. 2 winter weight permits

During other periods of the year, the dimensions on the winter weight permit apply to all configurations as outlined in the section of the permit "Dimensions During Other Periods". The permit is still plate specific and only applies to the vehicle with the plate listed on the permit. If the carrier has other vehicles that do not have a winter log haul permit, then a seasonal dimensional log haul permit is required.

2. Winter weight permits are issued beginning on October 1 each year. These permits expire October 31 of the following year. When applying for the winter log haul permit, request the configuration that you will be using once winter weights are in effect. This permit will cover the dimensions before commencement of winter weights and again after the removal of winter weights in the spring, regardless of the configuration as outlined in the section of the permit "Dimensions During Other Periods". For example, when the carrier applies for the winter weight permit in October, the configuration is a Tandem Jeep Logger. Once winter weights are in effect, the carrier will drop the jeep and use a tridem trailer configuration. The carrier should request a winter weight permit for a tridem trailer as this is the configuration the carrier will be using to haul winter weights.
3. The weights indicated on the permit are to allow increased weights during frozen road conditions. Mills are notified in writing, either by fax or e-mail when winter weights commence or are removed for their mill. A mill must have a dedicated fax machine. If a fax or e-mail does not go through then those mills are notified by phone. A message is left by voice mail/answering machine. Notification is then mailed to mills that did not receive a fax or e-mail. Winter weight removal / commencement is deemed to be effective for each mill on the date stated on the notification not when the mill receives the notice in the mail. The web page as stated in the Winter Weight Agreement, showing the [Winter Weight List](#) has now been reactivated and will be updated when changes are made to the frost/thaw line.
4. Legal weights apply when winter weights are not in effect for a mill.
5. The winter weight permit allows increased dimensions during all periods provided a valid [Part II](#) log haul map is used in conjunction with the permit. During other periods, the dimensions apply to all configurations as stated on the permit for the specified vehicle.
6. Most configurations allow increased dimensions to the following maximums:
 - Overall length when loaded 30.5 metres
 - Width of bunk stakes, including rings and cables 3.2 metres
 - Height of picker 5.3 metres
 - Height of load 4.8 metres
 - Overhang when loaded as stated below
 - Some configurations may limit overall length as stated below
 - a. Rear overhang from center of last axle to end of logs, unless otherwise stated on the attached log haul route map, shall not exceed:
 - 3.0 metres for A-Train, B-Train, C-Train and truck and full trailer combinations
 - 9.0 metres for jeep logger, truck and pole trailer, truck tractor and semi-trailer combinations and tandem jeep/semi-trailer combinations
 - legal overhang for all other combinations
 - b. Front overhang shall not exceed:
 - 3.0 metres from the center of the front bunk of a unit equipped with a pole trailer or from the kingpin for a semi-trailer
 - 4.5 metres from the center of the front bunk for a single or tandem axle jeep
 - 4.5 metres from the kingpin of the rear semi-trailer of a tandem jeep/semi-trailer combination

- c. For a tractor semi-trailer combination transporting short logs:
 - The maximum overall length shall not exceed 25.0 metres
 - The maximum rear overhang from the centre of the rear axle shall not exceed 3.0 metres
 - d. For a truck and full trailer combination the maximum overall length shall not exceed:
 - 26.0 metres for a unit with a tandem drive
 - 28.0 metres for a unit with a tridem drive
 - e. Jeeps are not allowed in combinations with tridem drive units
 - f. The sum of the wheelbase in a tandem jeep/semi-trailer combination shall not exceed 18.0 metres
7. The [Commercial Vehicle Dimension & Weight Regulation AR315/2002](#) applies to all other dimensions.
 8. Carriers must obtain a TAC permit and local road authority approval when gross axle weight on a tridem axle exceeds 17,000 kg on the axle group or GVW exceeds 53,500 kg.
 9. The permit and map must be in possession of the driver at all times. All permits now display the statement: **This permit and all attached conditions must be presented at the request of a peace officer.**
 10. Permit fee is \$200.00.

6.3 Seasonal Log Haul Permit

1. Seasonal log haul permits cover all legal vehicles and configurations.
2. Legal weights apply for those vehicles using a seasonal log haul permit.
3. No overweights allowed.
4. All coloured routes are red regardless of the route colour on the map. Maps are used to identify routes approved for log haul
5. Dimensions:
 - Overall length when loaded30.5 metres
 - Width of bunk stakes, including rings and cables 3.2 metres
 - Height of picker 5.3 metres
 - Height of load 4.8 metres
 - Overhang when loaded as stated below
 - Some configurations may limit overall length as stated below
- a. Rear overhang from center of last axle to end of logs, unless otherwise stated on the attached log haul route map, shall not exceed:
 - 3.0 metres for A-Train, B-Train, C-Train and truck and full trailer combinations
 - 9.0 metres for jeep logger, truck and pole trailer, truck tractor and semi-trailer combinations and tandem jeep/semi-trailer combinations
 - Legal overhang for all other combinations
- b. Front overhang shall not exceed:
 - 3.0 metres from the center of the front bunk of a unit equipped with a pole trailer or from the kingpin for a semi-trailer
 - 4.5 metres from the center of the front bunk for a single or tandem axle jeep
 - 4.5 metres from the kingpin of the rear semi-trailer of a tandem jeep/semi-trailer combination

- c. For a tractor semi-trailer combination transporting short logs:
 - The maximum overall length shall not exceed 25.0 metres
 - The maximum rear overhang from the centre of the rear axle shall not exceed 3.0 metres
 - d. For a truck and full trailer combination the maximum overall length shall not exceed:
 - 26.0 metres for a unit with a tandem drive
 - 28.0 metres for a unit with a tridem drive
 - e. Jeeps are not allowed in combinations with tridem drive units.
 - f. The sum of the wheelbase in a tandem jeep/semi-trailer combination shall not exceed 18.0 metres.
6. The Commercial Vehicle Dimension & Weight Regulation AR315/2002 applies to all other dimensions.
 7. Permit fee is \$60

6.4 Salvage Log Haul Permits

1. Salvage log haul permits are required if the logs hauled are not being transported using a Part II map and the dimensions exceed legal dimensions. Legal weights apply.
2. The permit allows for the transport of logs from a forest cut-block or a salvage location at extended dimensions and legal weights.
3. The term “salvage location” is intended to cover the removal of logs from pipelines, roadway construction projects, farm fields and well sites.
4. The length of the loaded unit (truck, trailer(s) and load) cannot exceed 25 metres.
5. Rear overhang is restricted to 3 metres.
6. Maximum height is 4.8 metres for the load and 5.3 metres for the log picker.
7. Width cannot exceed 3.2 metres including bunk support systems such as rings and cables.
8. Permit fee is \$60.

6.5 Empty Log Bunks

The maximum width for an empty log bunk is 3.2 metres on Alberta highways. For those carriers that haul off-highway and exceed this dimension, permits are not available for travel on public highways to go to repair facilities in cities. If a carrier must travel on public highways, the bunks must be turned so that the overall width does not exceed 3.2 metres empty. Because these units do not require a winter weight, or seasonal or salvage log haul permit, an empty log bunk permit is required, if traveling empty on provincial highways. This permit:

1. Allows overall width of bunk stakes, including cables and rings up to 3.2 m
2. Requires that headache rack lights are on at night
3. Restricts total height to top of bunk stakes to 5.1 m, when pole trailer is loaded on the tractor unit
4. Exempts the vehicle from the requirement of being equipped with a dimensional sign

6.6 Resource Road

Permits and maps are also available for Resource Road Weights. These permits allow increased weights and dimensions over the allowable weights specified on the Winter Log Haul Permit. Approval to allow the increased dimensions and weights must be obtained and granted from the local road authority and Alberta Transportation. A map and permit for “Resource Road” must be used to allow the increased weights and dimensions.

6.7 Chip Trucks

Overweight permits are available during winter weight period for 8 axle B-train chip trucks provided:

1. A permit for “Movement of Over Weight Wood Chips” has been issued and is carried in the truck
2. A map for “Chips” is used in conjunction with the permit.
3. The weight applies only during frozen road conditions to mills that have a winter weight agreement with Alberta Transportation and have been notified that winter weights are in effect for their mill
4. The weight allowance only applies to 8 Axle B-Trains transporting wood chips or hog fuel.
5. Maximum weights do not exceed:

Single axle	500 kg
Tandem axle	1,000 kg
Tridem axle	1,000 kg
Maximum GVW	65,000 kg

Over dimensional permits during non winter period are available for chip trucks provided:

1. Height does not exceed 4.8 metres
2. Weight does not exceed legal limits as per Commercial Vehicle Dimension and Weight Regulation AR315/2002.
3. All other dimensions are as per Commercial Vehicle Dimension and Weight Regulation AR315/2002.
4. The National Safety Code (NSC) Standary 10 applies at all times
5. Load must consists of unsettled wood chips.
6. Any portion of the vehicle above 4.15 metres must be a soft body, (e.g. tarp)
7. The driver must inspect the load within 40 km of origin and make any necessary adjustments to the load or tarp, to ensure load continues to be secured as required.

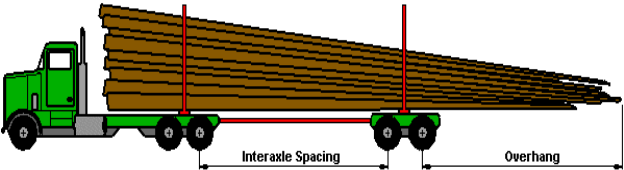
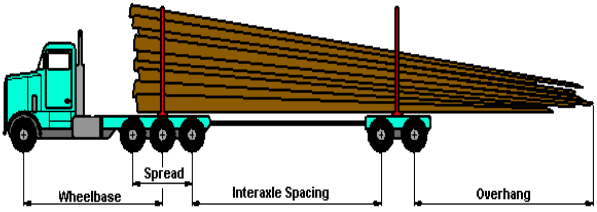
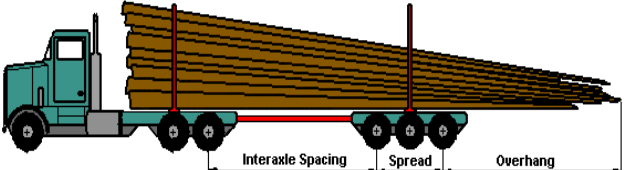
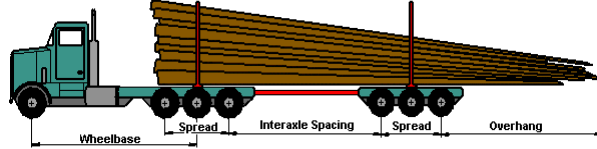
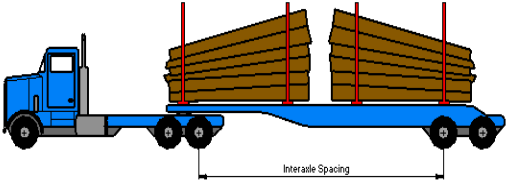
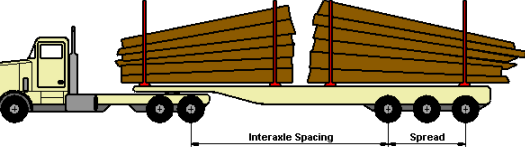
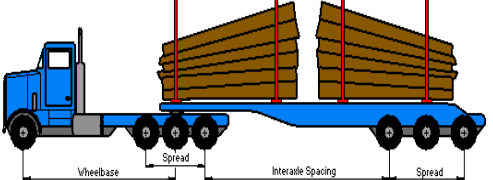
CONFIGURATIONS AND WEIGHT CHARTS

Logging trucks are split into categories for winter weights. The map the carrier requires is dependent on the configuration and is specified in the conditions of the permit. The legal weights listed on the “Maximum GVW per Coloured Route, Configuration and Interaxle Spacing” charts are based on the vehicle being equipped with a minimum tire size of 385 mm (See legal configurations section 3.3 and steering axle weight allowances section 3.6.

7.1 Standard Log Truck

A Standard Log Truck is defined as a configuration having one trailer or a single unit with no trailer including:

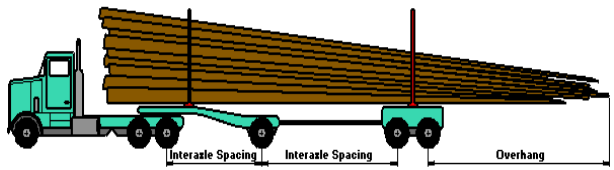
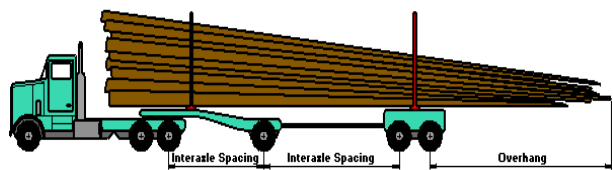
- 5 axle log trucks
- Log trucks with tridem trailers
- Log trucks with twin steer tractor units
- Straight trucks with no trailers
- Tridem drive tractors / trucks with tandem trailer
- Tridem drive tractors / trucks with tridem trailer

<p>Tandem Truck - Tandem Pole Trailer</p> 	<p>Tridem Drive - Tandem Pole Trailer</p> 
<p>Tandem Truck - Tridem Pole Trailer</p> 	<p>Tridem Drive - Tridem Pole Trailer</p> 
<p>Tandem Truck - Tandem Semi-Trailer</p> 	
<p>Tandem Truck - Tridem Semi-Trailer</p> 	<p>Tridem Drive - Tridem Semi-Trailer</p> 

7.2 Single Axle Jeep

A Single Axle Jeep is defined as a configuration having a single axle jeep and a tandem trailer, for example:

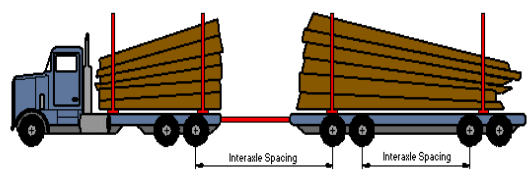
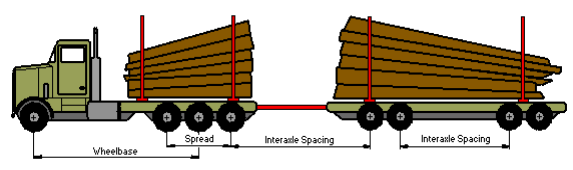
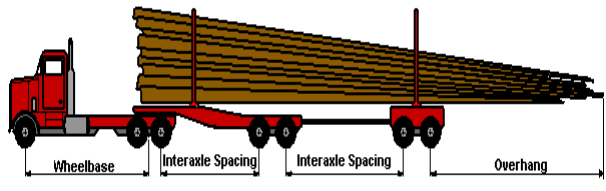
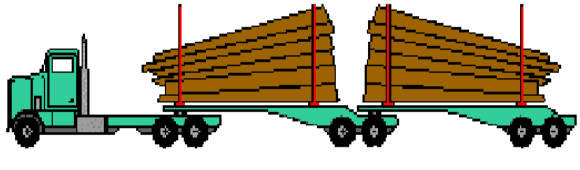
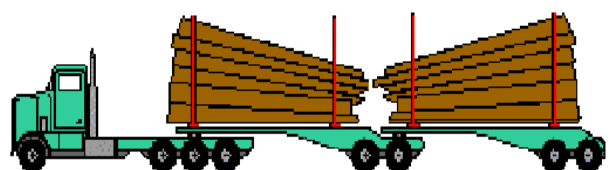
- Single axle jeep loggers

<p>Medium Spread Single Axle Jeep Minimum interaxle spacing between drives and jeep 3.6 metre</p>	<p>Long Spread Single Axle Jeep Minimum interaxle spacing between drives and jeep 4.2 metre</p>
	

7.3 7 Axle Tandem Jeep / B-Train

A 7 Axle Tandem Jeep / B-Train is defined as a configuration having two trailers one of which is a tandem jeep with a tandem trailer or it may be a configuration with a single trailer with two separate tandem axle groups, including:

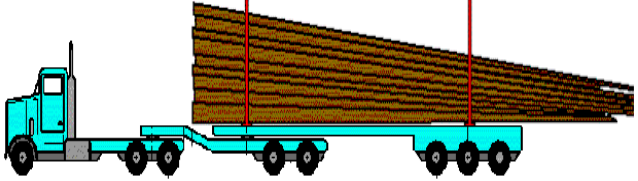
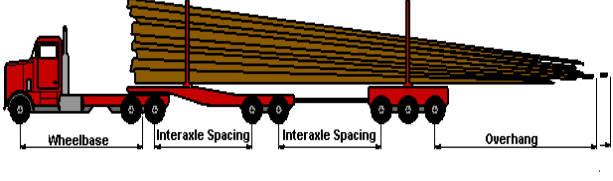
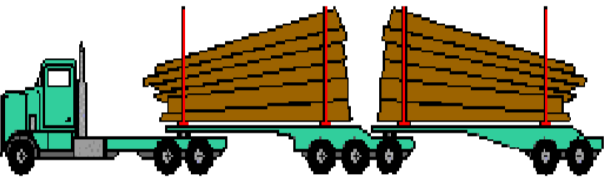
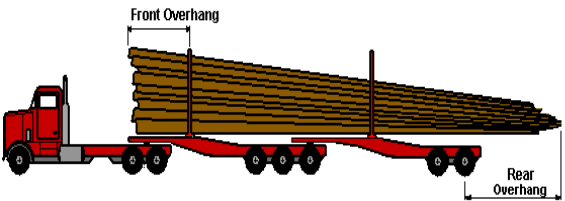
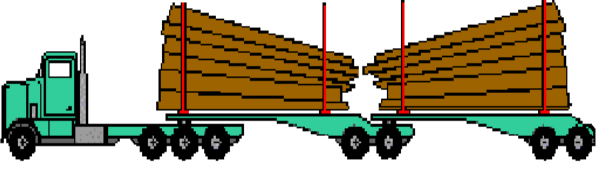
- Tandem axle jeep loggers
- B-Trains
- Trailers with 4 axles (full trailers – wagons)

<p>Log Truck – 4 Axle Trailer</p> 	<p>Tridem Drive – 4 Axle Trailer</p> 
<p>Tandem Axle Jeep Logger</p> 	
<p>7 Axle B-Train</p> 	<p>Tridem Drive – B-Train</p> 

7.4 8 Axle Tandem Jeep / B-Train

An 8 Axle Tandem Jeep / B-Train is defined as a configuration having two trailers one of which is a tandem jeep with a tridem trailer

- Tandem axle jeep loggers
- B-Trains

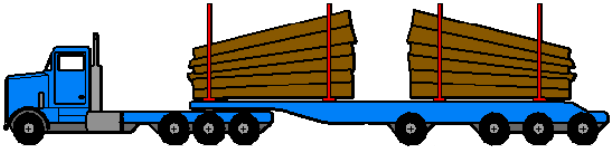
<p>Tandem Jeep – Tridem Semi Trailer</p> 	<p>Tandem Jeep – Tridem Pole Trailer</p> 
<p>8 Axle B-Train - Short Logs</p> 	<p>8 Axle B-Train – Long Logs</p> 
<p>Tridem Drive B-Train</p> 	Empty cell

7.5 Quad Axle Semi –Trailer – Requires Transport Engineering Approval

The quad axle logging truck is a tridem drive tractor and tridem semi-trailer (hayrack) with a single axle mounted ahead of the tridem group on the trailer.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a Quad Axle Semi-Trailer configuration.

See [quad axle semi-axle](#) policy for requirements.

<p>Tridrive Tractor & Self Steer Quad Semi-Trailer</p> 	Empty cell
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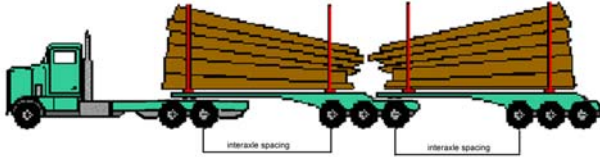
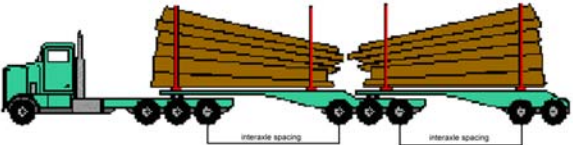
7.6 9 Axle B-Train – Requires Transport Engineering Approval

The 9 axle logging truck is a tandem drive tractor with two tridem trailers or a tridem drive tractor with one tridem trailer and one tandem trailer.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a 9 Axle B-Train configuration

The tandem drive 9 axle b-train is considered a temporary unit that can be assembled to make use of existing equipment. This configuration will not be allowed after April 2015 All 9 axle configurations after this date shall be assembled or configured to meet the requirements of a tridem drive 9 axle b-train or the requirements of a 10 axle b-train logging truck.

See [9 axle b-train](#) policy for requirements

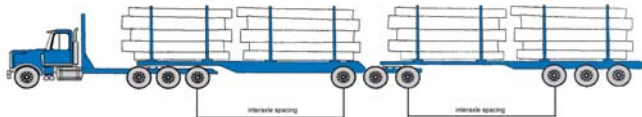
9 Axle B-Train (Tandem Drive)	9 Axle B-Train (Tridem Drive)
	

7.7 10 Axle B-Train – Requires Transport Engineering Approval

The 10 axle b-train is tridem drive truck with 2 tridem trailers.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a 10 Axle B-Train configuration

See [10 axle b-train](#) policy for requirements

10 Axle B-Train	
	

7.8 Maximum GVW Per Configuration on Coloured Route

Legal weight for trucks is based on a minimum front tire size of 385 mm

Legal weight for truck tractors is based on a maximum weight of 5,500 kg

Configuration	GREEN	BLUE	YELLOW	RED (LEGAL)
Standard 5 Axle	55,600	50,000	45,000	39,500
Tandem Truck - Tridem Pole	57,600	52,000	45,500	45,500
Tridem Drive - Tandem Pole	59,300	52,000	47,300	47,300
Tridem Drive - Tridem Pole	61,300	57,000	54,300	54,300
Tridem Drive - Tridem Pole 2.9 m	65,000	57,000	54,300	54,300
Tandem Truck - Tandem Semi	55,600	50,000	45,000	39,500
Tandem Truck - Tridem Semi	57,600	52,000	48,000	45,500
Tridem Drive - Tridem Semi	61,300	57,000	54,300	54,300
Tridem Drive - Tridem Semi 2.9 m	65,000	57,000	54,300	54,300
Tridem Drive - Tridem Semi 2.9m - Picker	65,000	57,000	56,100	56,100
Single Axle Medium Jeep Logger	60,000	60,000	55,000	48,600
Single Axle Long Jeep Logger	60,000	60,000	55,000	48,600
Log Truck + 4 Axle Trailer	60,000	60,000	59,300	55,300
Tridem Drive Log Truck + 4 Axle Trailer	65,000	65,000	61,300	61,300
Tandem Axle Jeep Logger	65,000	65,000	60,000	56,500
7 Axle B-Train	65,000	65,000	60,500	56,500
Tandem Axle Jeep - Tridem Pole Trailer	69,000	69,000	65,000	63,500
Tandem Jeep - Tridem Semi Trailer	74,000	69,000	65,000	63,500
Tridem Drive - B - Train	76,000	71,000	65,000	63,500
8 Axle B-Train	74,000	69,000	65,000	63,500

Configuration	GREEN	BLUE	YELLOW	RED (LEGAL)
Tri-drive & Self Steer Semi-Trailer (Quad)	68,000	65,000	63,500	63,500
9 Axle B-Train (Tandem Drive)	77,500	73,500	70,500	63,500
9 Axle B-Train (Tridem Drive)	79,300	75,300	71,300	63,500
10 Axle B-Train	88,000	78,000	63,500	63,500

Axle weight allowances may be less than the weights shown in this chart due to a minimum interaxle spacing, track width or bunk width requirements. See charts in section 8.3 or specific policy at www.transportation.alberta.ca

Click on

Commercial Transportation

Applications, Permits and Prorate

Log Haul Program

Vehicle Configurations

AXLE WEIGHTS PER ROUTE, CONFIGURATION AND INTERAXLE SPACING

8.1 Axle Weights Per Route and Interaxle Spacing

Configurations must meet all conditions to qualify for full winter weights (Green route)
The charts included in this section have been developed based on the criteria listed below:

1. Winter weights are granted based on the coloured route as per map.
2. Some configurations require a minimum interaxle spacing, track width or bunk width to qualify for full weights as per winter weight/dimension permit.
3. The permit will state interaxle spacing requirement for each coloured route. The weights specified on the permit apply to each configuration. If no interaxle spacing is stated, then minimum requirements as per [Commercial Vehicle Dimension and Weight Regulation 315/2002](#).
4. If interaxle spacing is not met, weights will be reduced as per permit conditions.
5. If the vehicle has an interaxle spacing less than the required minimum for a Green route, the permit may allow the carrier to haul as if the vehicle were on a Blue or Yellow route.
6. Permits will state weights and routes allowed when interaxle spacing is less than the requirement for the Green route.
7. Axle weight and/or GVW may be affected if interaxle is less than the spacing specified on the permit.
8. If interaxle spacing is less than the legal requirement as stated in the [Commercial Vehicle Dimension and Weight Regulation 315/2002](#)
 - a. 5 metres for 2 tandem axle groups
 - b. 5.5 metres for 2 tridem axle groups
 - c. 5.5 metres for a tandem group and a tridem group

then the gross weight for the 2 axle groups is reduced by 500 kg for every 0.1 metre or portion thereof that the interaxle spacing is less than the minimum specified. The knock down weight applies to the legal weight of the axle group not the winter weight as shown on the winter log haul permit. See *Policy for Knock Down Weights* for more information. (Section 9.3)

9. Trailer manufactured after December 31, 2001 require a wide track width between 2.8 – 3.05 metres to qualify for winter weights.
10. Trailers manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the winter hauling season in 2011 if the track width is less than 2.8 metres.
11. Trailers used in 8 axle b-train, tridem drive b-train, tandem jeep/tridem semi-trailer or tandem jeep/tridem pole trailer configurations may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.8 metres. If one trailer is uncoupled in any of these configurations then the trailer must meet the 2.8 – 3.05 metre requirement. See specific policy for track width requirements for these configurations.

8.2 Colour Coded Routes

GREEN routes allow the maximum weights per configuration. Gross vehicle weight may not allow the vehicle to maximize the axle weight allowance. Some configurations may be limited by a cap placed by Alberta Transportation of 65,000 kg. This cap is to allow more routes to be used for log haul during the winter weight period. Not all bridges in the province can accommodate weights greater than 65,000 kg. Interaxle spacing of a configuration also affects the weight allowed by the permit.

BLUE route maximum axle and GVW are based on the limitations and bridge restrictions along the route. Interaxle spacing of a configuration also affects the weight allowed by permit.

YELLOW routes may or may not allow winter weights. This rating is based on the configuration, interaxle spacing and any bridge limitations and restrictions.

RED routes are limited to legal weights only as per the Commercial Vehicle Dimension and Weight Regulation AR 315/2002, unless there is a road ban or a bridge that has a limitation or restriction less than legal weights. Provincial road ban information and the restricted bridge list can be obtained at: www.transportation.alberta.ca,

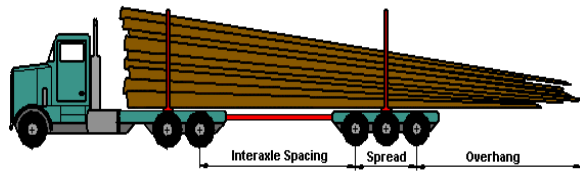
click on Commercial Transportation,
click on Road Restrictions / Bans
click on Road Bans. Or Restricted Bridge List

For information regarding restrictions on municipal or county roads contact the appropriate road authority.

BROWN routes are private, bush or licence of occupation roads. Contact the owner of the road for allowable weights

BLACK routes are non log haul roads. These roads are limited to legal dimensions and weights. Black routes have not been approved for the mill identified on the map

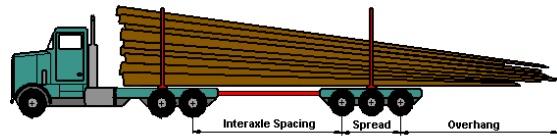
8.3 Axle Weights Per Route, Configuration and Interaxle Spacing Charts



Standard Log Truck

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
"11" tires Maximum GVW	55,600 kg	50,000 kg	45,000- kg	39,600 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering Axle Weight	5,600 kg	5,600 kg	5,600 kg	5,600 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
12" tires Maximum GVW	56,100 kg	50,000 kg	45,000 kg	40,100 kg		
Steering Axle Weight	6,100 kg	6,100 kg	6,100 kg	6,100 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
13" tires Maximum GVW	56,600 kg	50,000 kg	45,000 kg	40,600 kg		
Steering Axle Weight	6,600 kg	6,600 kg	6,600 kg	6,600 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
14" tires Maximum GVW	57,100 kg	50,000 kg	45,000 kg	41,100 kg		
Steering Axle Weight	7,100 kg	7,100 kg	7,100 kg	7,100 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
15" tires Maximum GVW	57,300 kg	50,000 kg	45,000 kg	41,300 kg		
Steering Axle Weight	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
Minimum Interaxle Spacing	7.0 metres	6.0 metres	5.0 metres	<5.0 metres		
See Payload on Steering Axle Policy						

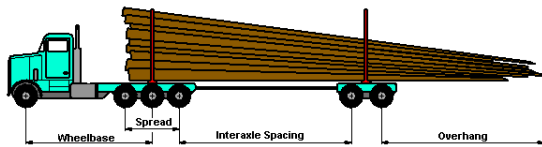
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres.



Tandem Truck - Tridem Pole Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
	Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for Knock Down Weights	Private, Bush, Licence of Occupation Roads
						Non Log Haul Roads
"11" tires Maximum GVW	57,600 kg	55,600 kg	52,600 kg	46,600 kg	46,000 kg	Check with owner for allowable weights Legal Weights and Dimensions Apply
Steering Axle Weight	5,600 kg	5,600 kg	5,600 kg	5,600 kg	5,600 kg	
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	17,000 kg	17,000 kg	
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg	24,000 kg	
12" tires Maximum GVW	58,100 kg	56,100 kg	52,000 kg	47,100 kg	47,100 kg	
Steering Axle Weight	6,100 kg	6,100 kg	6,100 kg	6,100 kg	6,100 kg	
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	17,000 kg	17,000 kg	
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg	24,000 kg	
13" tires Maximum GVW	58,600 kg	56,600 kg	52,000 kg	47,600 kg	47,600 kg	
Steering Axle Weight	6,600 kg	6,600 kg	6,600 kg	6,600 kg	6,600 kg	
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	17,000 kg	17,000 kg	
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg	24,000 kg	
14" tires Maximum GVW	59,100 kg	57,100 kg	52,000 kg	48,100 kg	48,100 kg	
Steering Axle Weight	7,100 kg	7,100 kg	7,100 kg	7,100 kg	7,100 kg	
Tandem Axle Weight	25,000 kg	25,100 kg	22,000 kg	17,000 kg	17,000 kg	
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,100 kg	24,100 kg	
15" tires Maximum GVW	59,300 kg	57,300 kg	52,000 kg	48,600 kg	48,600 kg	
Steering Axle Weight	7,300 kg	7,300 kg	7,300 kg	7,300 kg	7,300 kg	
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	17,000 kg	17,000 kg	
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg	24,000 kg	
Minimum Interaxle Spacing	7.0 metres	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres	
See Payload on Steering Axle Policy						

Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres

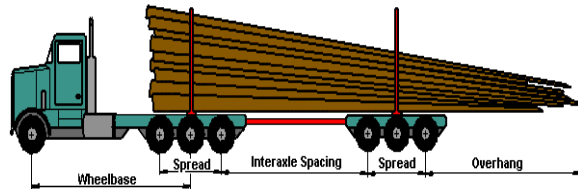


Tridem Drive - Tandem Pole Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for Knock Down Weights	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads

Maximum GVW	59,300 kg	52,000 kg	47,300 kg	47,300 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drives	27,000 kg	25,000 kg	23,000 kg	23,000 kg		
Tandem Axles	25,000 kg	22,000 kg	17,000 kg	17,000 kg		
Minimum Interaxle Spacing	7.0 metres	5.5 metres	5.5 metres	< 5.5 metres		
Require 25% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
See Tridem Drive Truck Policy						

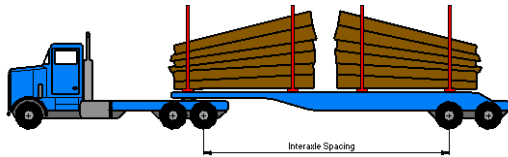
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tridem Drive - Tridem Pole Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	61,300 kg	57,000 kg	54,300 kg	54,300 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drives	27,000 kg	25,000 kg	23,000 kg	23,000 kg		
Tridem Axle Trailer	27,000 kg	25,000 kg	24,000 kg	24,000 kg		
Wide Track Trailer						
Maximum GVW	65,000 kg	57,000 kg	54,300 kg	54,300 kg		
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drive	29,000 kg	25,000 kg	23,000 kg	23,000 kg		
Tridem Trailer	29,000 kg	25,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing	7.0 metres	5.5 metres	5.5 metres	< 5.5 metres		
Require 27% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
See Tridem Drive Tractor Policy						

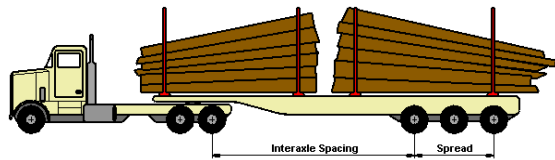
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tandem Truck - Tandem Semi-Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
11" tires Maximum GVW	55,600 kg	50,000 kg	45,000 kg	39,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering Axle Weight	5,600 kg	5,600 kg	5,600 kg	5,500 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
12" tires Maximum GVW	56,100 kg	50,000 kg	45,000 kg	39,500 kg		
Steering Axle Weight	6,100 kg	6,100 kg	6,100 kg	5,500 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
13" tires Maximum GVW	56,600 kg	50,000 kg	45,000 kg	39,500 kg		
Steering Axle Weight	6,600 kg	6,600 kg	6,600 kg	5,500 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
14" tires Maximum GVW	57,100 kg	50,000 kg	45,000 kg	39,500 kg		
Steering Axle Weight	7,100 kg	7,100 kg	7,100 kg	5,500 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
15" tires Maximum GVW	58,300 kg	50,000 kg	45,000 kg	39,500 kg		
Steering Axle Weight	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Axle Weight	25,000 kg	22,000 kg	20,000 kg	17,000 kg		
Minimum Interaxle Spacing	7.0 metres	6.0 metres	5.5 metres	< 5.5 metres		
See Payload on Steering Axle Policy						

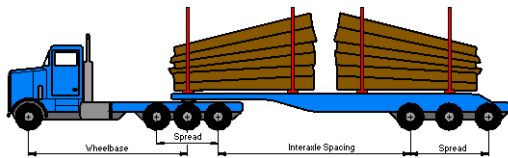
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tandem Truck - Tridem Semi-Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK									
	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads									
11" tires Maximum GVW	57,600 kg	55,600 kg	52,000 kg	48,000 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply									
Steering Axle Weight	5,600 kg	5,600 kg	5,600 kg	5,600 kg			5,500 kg								
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	20,000 kg			17,000 kg								
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg			24,000 kg								
12" tires Maximum GVW	58,100 kg	56,100 kg	52,000 kg	48,000 kg			Check with owner for allowable weights	Legal Weights and Dimensions Apply							
Steering Axle Weight	6,100 kg	6,100 kg	6,100 kg	6,100 kg					5,500 kg						
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	20,000 kg					17,000 kg						
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg					24,000 kg						
13" tires Maximum GVW	58,600 kg	56,600 kg	52,000 kg	48,000 kg					Check with owner for allowable weights	Legal Weights and Dimensions Apply					
Steering Axle Weight	6,600 kg	6,600 kg	6,600 kg	6,600 kg							5,500 kg				
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	20,000 kg							17,000 kg				
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg							24,000 kg				
14" tires Maximum GVW	59,100 kg	57,100 kg	52,000 kg	48,000 kg							Check with owner for allowable weights	Legal Weights and Dimensions Apply			
Steering Axle Weight	7,100 kg	7,100 kg	7,100 kg	7,100 kg									5,500 kg		
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	20,000 kg									17,000 kg		
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg									24,000 kg		
15" tires Maximum GVW	59,300 kg	57,300 kg	52,000 kg	48,000 kg									Check with owner for allowable weights	Legal Weights and Dimensions Apply	
Steering Axle Weight	7,300 kg	7,300 kg	7,300 kg	7,300 kg											5,500 kg
Tandem Axle Weight	25,000 kg	25,000 kg	22,000 kg	20,000 kg											17,000 kg
Tridem Axle Weight	27,000 kg	27,000 kg	25,000 kg	24,000 kg											24,000 kg
Minimum Interaxle Spacing	7.0 metres	5.5 metres	5.5 metres	5.5 metres											< 5.5 metres
See Payload on Steering Axle Policy															

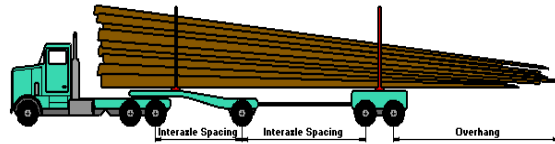
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres.



Tridem Drive - Tridem Semi-Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK		
	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads		
Maximum GVW	61,300 kg	57,000 kg	54,300 kg	54,300 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply		
Steering **	7,800 kg	7,300 kg	7,300 kg	7,300 kg				
Tridem Drive	27,000 kg	25,000 kg	23,000 kg	23,000 kg				
Tridem Axle Trailer	27,000 kg	25,000 kg	24,000 kg	24,000 kg				
Wide Track Trailer								
Maximum GVW	65,000 kg	57,000 kg	54,300 kg	54,300 kg				
Steering **	7,800 kg	7,300 kg	7,300 kg	7,300 kg				
Tridem Drive	29,000 kg	25,000 kg	23,000 kg	23,000 kg				
Tridem Axle	29,000 kg	25,000 kg	24,000 kg	24,000 kg				
Picker Truck - Wide Track Trailer								
Maximum GVW	65,000 kg	57,000 kg	56,100 kg	56,100 kg				
Steering ***	9,100 kg	9,100 kg	9,100 kg	9,100 kg				
Tridem Drive	29,000 kg	25,000 kg	23,000 kg	23,000 kg				
Tridem Axles	29,000 kg	25,000 kg	24,000 kg	24,000 kg				
Minimum Interaxle Spacing	7.0 metres	5.5 metres	5.5 metres	< 5.5 metres				
Require 27% of drive axle weight on steering axle								
** Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>								
*** See Log Picker Policy								
See Tridem Drive Tractor Policy								

Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



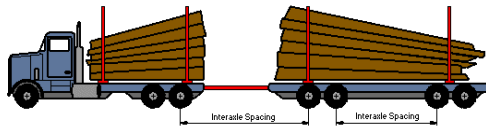
Single Axle Jeep

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads

Medium Spread				
Maximum GVW	60,000 kg	60,000 kg	55,000 kg	48,600 kg
Steering * * *	7,300 kg	7,300 kg	7,300 kg	5,500 kg
Tandem Axle	25,000 kg	22,000 kg	20,000 kg	17,000 kg
Single Axle	12,500 kg	11,000 kg	10,000 kg	9,100 kg
Maximum combined weight on steering, drives and jeep axles	40,000 kg	38,000	35,000 kg	31,600 kg
Minimum interaxle spacing drives to jeep	3.6 metres	3.6 metres	3.6 metres	3.6 metres
Minimum interaxle spacing jeep to trailer	7.0 metres	6.0 metres	5.0 metres	< 5.0 metres
Long Spread				
Maximum GVW	60,000 kg	60,000 kg	55,000 kg	48,600 kg
Steering	7,300 kg	7,300 kg	7,300 kg	5,500 kg
Tandem Axle	25,000 kg	22,000 kg	20,000 kg	17,000 kg
Single Axle	12,500 kg	11,000 kg	10,000 kg	9,100 kg
Maximum combined weight on steering, drives and jeep axles	40,000 kg	38,000 kg	35,000 kg	31,600 kg
Minimum interaxle spacing drives to jeep	4.2 metres	4.2 metres	4.2 metres	4.2 metres
Minimum interaxle spacing jeep to trailer	6.0 metres	5.0 metres	5.0 metres	< 5.0 metres
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>				

Check with owner for allowable weights
Legal Weights and Dimensions Apply

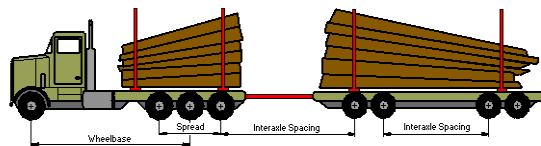
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres.



Log Truck - 4 Axle Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	60,000 kg	60,000 kg	59,300	60,000 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tandem Axles	25,000 kg	23,000 kg	20,000 kg	17,000 kg		
Maximum weight on trailer	32,000 kg	32,000 kg	32,000 kg	31,000 kg		
Minimum Interaxle spacing between any 2 tandem axles	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						

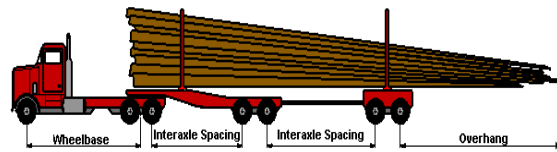
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tridem Drive Truck - 4 Axle Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
	Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	65,000 kg	65,000 kg	61,300 kg	61,300 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Dives	27,000 kg	25,000 kg	23,000 kg	23,000 kg		
Tandem Axles	22,000 kg	20,000 kg	17,000 kg	17,000 kg		
Maximum weight on trailer	44,000 kg	40,000 kg	31,000 kg	31,000 kg		
Minimum Interaxle spacing between drives to trailer	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum Interaxle spacing between tandem axles	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
Require 25% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
See Tridem Drive Truck Policy						

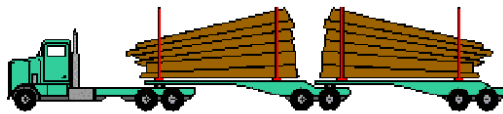
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tandem Axle Jeep Logger

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	65,000 kg	65,000 kg	60,000 kg	56,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tridem Drives	22,000 kg	20,000 kg	20,000 kg	17,000 kg		
Minimum Interaxle Spacing	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						

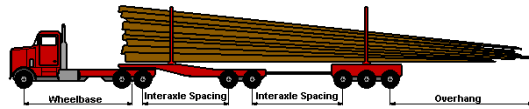
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



7 Axle B-Train

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	65,000 kg	65,000 kg	60,000 kg	56,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering ***	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Axles	22,000 kg	20,000 kg	20,000 kg	17,000 kg		
Minimum Interaxle Spacing between tandem axles	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
*** Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						

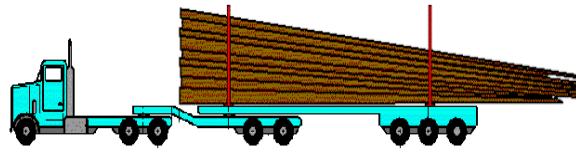
Trailers and jeeps manufactured after December 31, 2001 require a wide track width between 2.8 - 3.05 metres to qualify for winter weights. Trailers and jeeps manufactured prior to December 31, 2001 will continue to qualify for winter weights until the end of the hauling season in 2011 if track width is less than 2.8 metres



Tandem Axle Jeep - Tridem Pole

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing and Track Width		Maximum Weight and Minimum Interaxle Spacing and Track Width	Maximum Weight and Minimum Interaxle Spacing, Track Width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	69,000 kg	69,000 kg	65,000 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering ***	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Axles	22,000 kg	20,000 kg	20,000 kg	17,000 kg		
Tridem Axles	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between Drive and Jeep Axles	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
Minimum Interaxle Spacing Between Jeep and Trailer Axles	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum track width ****	2.9 metres	2.9 metres	As per regulations			
*** Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i> **** If track width is less than 2.9 metres or bunk width is less than 3.05 metres use weights for YELLOW routes						

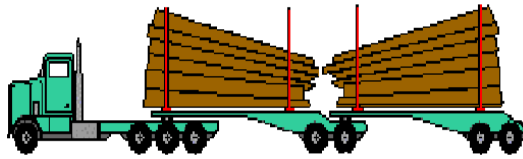
Trailers used in a tandem jeep/tridem pole trailer configuration may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.9 metres. If one trailer is uncoupled then the trailer must meet the 2.9 – 3.05 metre requirement. See specific policy for track width requirements for this configuration.



Tandem Jeep - Tridem Semi-Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk width		Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk width	Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	74,000 kg	69,000 kg	65,000 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering ***	7,300 kg	7,300 kg	5,500 kg	5,500 kg		
Tandem Axles	22,000 kg	20,000 kg	20,000 kg	17,000 kg		
Tridem Axle	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between tandem axles	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum track width ****	2.9 metres	As per regulations				
Minimum bunk width ****	3.05 metres	As per regulations				
*** Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
**** If track width is less than 2.9 metres or bunk width is less than 3.05 metres use weights for BLUE routes						

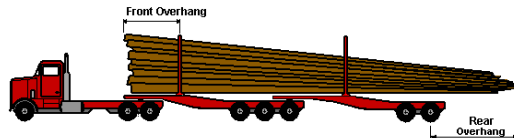
Trailers used in a tandem jeep/tridem semi-trailer configuration may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.9 metres. If one trailer is uncoupled then the trailer must meet the 2.9 – 3.05 metre requirement. See specific policy for track width requirements for this configuration.



Tridem Drive - B-Train

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
	Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk Width	Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk Width	Maximum Weight and Minimum Interaxle Spacing, Track Width and Bunk Width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	76,000 kg	71,000 kg	65,000 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering ***	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tandem Axles	22,000 kg	20,000 kg	20,000 kg	17,000 kg		
Tridem Axle	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between tandems	5.0 metres	5.0 metres	5.0 metres	< 5.0 metres		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum bunk width ****	3.05 metres	3.05 metres	As per regulations			
Require 27% of drive axle weight on steering axle						
*** Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
**** If bunk width is less than 3.05 metres use weights for YELLOW routes						
See Tridem Drive Tractor Policy						

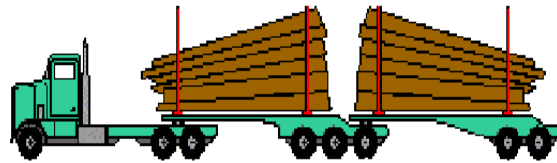
Trailers used in a tridem drive b-train configuration may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.9 metres. If one trailer is uncoupled then the trailer must meet the 2.9 – 3.05 metre requirement. See specific policy for track width requirements for this configuration.



8 Axle B-Train - Long Logs

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing and Track Width		Maximum Weight and Minimum Interaxle Spacing and Track Width	Maximum Weight and Minimum Interaxle Spacing and Track Width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	74,000 kg	69,000 kg	65,000 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Axles	22,000 kg	20,000 kg	17,000 kg	17,000 kg		
Tridem Axles	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum track width * * * *	2.9 metres	As per regulations				
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i> * * * * If track width is less than 2.9 metres use weights for BLUE routes						

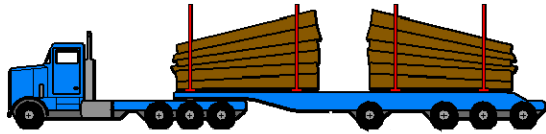
Trailers used in an 8 axle b-train configuration may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.9 metres. If one trailer is uncoupled then the trailer must meet the 2.9 – 3.05 metre requirement. See specific policy for track width requirements for this configurations.



8 Axle B-Train - Short Logs

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing and Track Width		Maximum Weight and Minimum Interaxle Spacing and Track Width	Maximum Weight and Minimum Interaxle Spacing and Track Width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	74,000 kg	69,000 kg	65,000 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Axles	22,000 kg	20,000 kg	17,000 kg	17,000 kg		
Tridem Axles	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	< 5.5 metres		
Minimum track width * * * *	2.9 metres	As per regulations				
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
* * * * If track width is less than 2.9 metres use weights for BLUE routes						

Trailers used in an 8 axle b-train configuration may continue to qualify for winter weights regardless of the manufacture date, if track width is less than 2.9 metres. If one trailer is uncoupled then the trailer must meet the 2.9 – 3.05 metre requirement. See specific policy for track width requirements for this configurations.

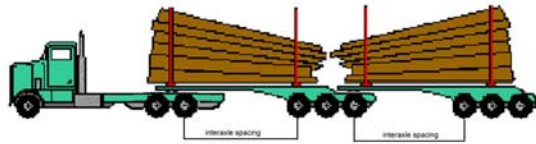


Tri-Drive Tractor & Quad Semi-Trailer

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	68,000 kg	65,000 kg	63,400 kg	63,400 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drive	27,000 kg	25,000 kg	23,000 kg	23,000 kg		
Single Axle	10,000 kg	9,100 kg	9,100 kg	9,100 kg		
Tridem Trailer	27,000 kg	25,000 kg	24,000 kg	24,000 kg		
Maximum combined weight single axle and trailer	34,000 kg	33,100 kg	33,100 kg	33,100 kg		
Minimum Interaxle Spacing Between tridem drive and single axle	5.0 metres	5.0 metres	5.0 metres	5.0 metres		
Minimum Interaxle Spacing between single axle and tridem trailer	2.9 metres	2.9 metres	2.9 metres	2.9 metres		
Maximum Interaxle Spacing Between single axle and tridem trailer	3.0 metres	3.0 metres	3.0 metres	3.0 metres		
Require 27% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires. See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
See Tridem Drive Tractor Policy						

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a Quad Axle Semi-Trailer configuration.

See [quad axle semi-axle](#) policy for requirements.



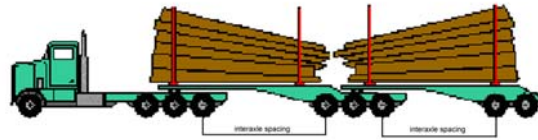
9 Axle B-Train – Tandem Drive

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing and Bunk Width		Maximum Weight and Minimum Interaxle Spacing and Bunk Width	Maximum Weight and Minimum Interaxle Spacing and Bunk Width	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	77,500 kg	73,500 kg	70,500 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering	7,300 kg	7,300 kg	7,300 kg	5,500 kg		
Tandem Drive	22,000 kg	20,000 kg	17,000 kg	17,000 kg		
Tridem Trailer	25,000 kg	24,000 kg	24,000 kg	24,000 kg		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	5.5 metres		
Minimum Interaxle Spacing Between tridem axles	5.5 metres	5.5 metres	5.5 metres	5.5 metres		
Minimum bunk width * * * *	3.05 metres	3.05 metres	3.05 metres			
* * * Steering Axle Weight based on 385 mm tires See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
* * * * If bunk width less than 3.05 metres use weight for RED (Legal) routes						

Requires a Horse Power (HP) to GVW ratio of not less than 1 HP for every 160 kg of GVW.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a 9 axle b-train configuration.

See [9 axle b-train](#) policy for requirements.



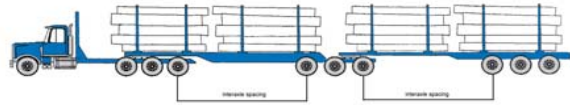
9 Axle B-Train – Tridem Drive

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	79,300 kg	75,300 kg	71,300 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drive	27,000 kg	23,000 kg	23,000 kg	23,000 kg		
Tridem Trailer	27,000 kg	24,000 kg	24,000 kg	24,000 kg		
Tandem Trailer	25,000 kg	17,000 kg	17,000 kg	17,000 kg		
Minimum Interaxle Spacing Between tandem and tridem axles	5.5 metres	5.5 metres	5.5 metres	5.5 metres		
Minimum Interaxle Spacing Between tridem axles	5.5 metres	5.5 metres	5.5 metres	5.5 metres		
Require 27% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires. See Section 3.6 <i>Steering Axle Weight Allowances Chart</i>						
See Tridem Drive Tractor Policy						

Requires a Horse Power (HP) to GVW ratio of not less than 1 HP for every 160 kg of GVW.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a 9 axle b-train configuration.

See [9 axle b-train](#) policy for requirements.



10 Axle B-Train

	GREEN	BLUE	YELLOW	RED (Legal)	BROWN	BLACK
Maximum Weight and Minimum Interaxle Spacing		Maximum Weight and Minimum Interaxle Spacing	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002	No Winter Weights Legal weights per Commercial Dimension and Weight Regulation AR315/2002 or as posted See policy for <i>Knock Down Weights</i>	Private, Bush, Licence of Occupation Roads	Non Log Haul Roads
Maximum GVW	88,000 kg	78,000 kg	63,500 kg	63,500 kg	Check with owner for allowable weights	Legal Weights and Dimensions Apply
Steering * * *	7,300 kg	7,300 kg	7,300 kg	7,300 kg		
Tridem Drive	27,000 kg	23,000 kg	23,000 kg	23,000 kg		
Minimum Interaxle Spacing Between tridem axles	5.5 metres	5.5 metres	5.5 metres	5.5 metres		
Minimum track width * * * *	2.74 metres	2.74 metres	2.74 metres	as per regulations		
Minimum bunk width * * * *	3.05 metres	3.05 metres	3.05 metres			
Require 27% of drive axle weight on steering axle						
* * * Steering Axle Weight based on 385 mm tires. See Section 3.5 <i>Steering Axle Weight Allowances Chart</i> * * * * If track width less than 2.74 metres use weight for RED (Legal) routes * * * * If bunk width less than 3.05 metres use weight for RED (Legal) routes						
See Tridem Drive Tractor Policy						

Requires a Horse Power (HP) to GVW ratio of not less than 1 HP for every 160 kg of GVW.

An application must be submitted to Alberta Transportation – Transport Engineering – prior to a permit being issued. Carriers must have a Safety Fitness rating of Satisfactory or Satisfactory (Unaudited) to be eligible to obtain a permit for a 10 axle b-train configuration.

See [10 axle b-train](#) policy for requirements.

POLICY

Transport Engineering has made available on the Alberta Transportation website a number of policies. These policies outline the allowance for increased weight and dimensions. Some policy is not available on the website but has been included in this section of the guide.

9.1 **Transport Engineering Policy Available on the Web**

To find available policy go to www.transportation.alberta.ca , click on

1. Commercial Transportation
2. Applications, Permits and Prorate
3. Winter Weight Log Haul Program
4. Truck Configurations

For those policies available on the Alberta Transportation website, a link has been provided

Payload on Steering Axle	Medium Spread Single Axle Jeep Logger
Tridem Drive Tractor	Long Spread Single Axle Jeep Logger
Tridem Drive Truck	Log Truck + 4 Axle Trailer
Operation of Single Steer Log Picker	Tridem Drive Log Truck + 4 Axle Trailer
Standard Logging Truck	Tandem Axle Jeep Logger
Tandem Truck – Tridem Pole Trailer	Tandem Axle Jeep / Tridem Pole Trailer
Tridem Drive Truck – Tandem Pole Trailer	7 Axle B-Train Logging Truck
Tridem Drive Truck – Tridem Pole Trailer	Tandem Jeep / Tridem Semi-Trailer
Tandem Truck – Tandem Semi-Trailer	Tridem Drive B-Train Logging Truck
Tandem Truck – Tridem Semi-Trailer	8 Axle B-Train Logging Truck
Tridem Drive Truck – Tridem Semi Trailer	Tridem Drive Truck – Tridem Pole Trailer

9.2 **Knock Down Weights**

As per the Commercial Vehicle Dimension and Weight Regulation AR315/2002, if the interaxle spacing between any 2 axle groups is less than the specified minimum then the gross axle group weight, must be decreased by 500 kg for every 0.1 metre or portion thereof. A chart showing the break down has been included in this section of the guide.

The knock down weight applies to the legal weight of the axle group not the winter weight as shown on the winter log haul permit.

9.3 **Specification Sheet for Log Picker**

A specification (spec) sheet has been included for those carriers with log pickers that are heavier than legal on the steering axle because of the tare weight of the log picker.

Knock down weights as per Commercial Vehicle Dimension and Weight Regulation
AR315/2002

TANDEM – TANDEM			
INTERAXLE SPACING			KGS
00	5.0M	00	34,000
	←————→		
00	4.9	00	33,500
00	4.8	00	33,000
00	4.7	00	32,500
00	4.6	00	32,000
00	4.5	00	31,500
00	4.4	00	31,000
00	4.3	00	30,500
00	4.2	00	30,000
00	4.1	00	29,500
00	4.0	00	29,000
00	3.9	00	28,500
00	3.8	00	28,000
00	3.7	00	27,500
00	3.6	00	27,000
00	3.5	00	26,500

TANDEM - TRIDEM (3.0M - 3.7M)			
INTERAXLE SPACING			KGS
00	5.5M	000	41,000
	←————→		
00	5.4	000	40,500
00	5.3	000	40,000
00	5.2	000	39,500
00	5.1	000	39,000
00	5.0	000	38,500
00	4.9	000	38,000
00	4.8	000	37,500
00	4.7	000	37,000
00	4.6	000	36,500
00	4.5	000	36,000
00	4.4	000	35,500
00	4.3	000	35,000
00	4.2	000	34,500
00	4.1	000	34,000
00	4.0	000	33,500

TANDEM – TRIDEM (2.4M - < 3.0M)			
INTERAXLE SPACING			KGS
00	5.5M	000	38,000
	←————→		
00	5.4	000	37,500
00	5.3	000	37,000
00	5.2	000	36,500
00	5.1	000	36,000
00	5.0	000	35,500
00	4.9	000	35,000
00	4.8	000	34,500
00	4.7	000	34,000
00	4.6	000	33,500
00	4.5	000	33,000
00	4.4	000	32,500
00	4.3	000	32,000
00	4.2	000	31,500
00	4.1	000	31,000
00	4.0	000	30,500

TRIDEM DRIVES 2.8M - TRIDEM (3.0M - 3.7M)			
INTERAXLE SPACING			KGS
000	5.5M	000	47000
	←————→		
000	5.4	000	46,500
000	5.3	000	46,000
000	5.2	000	45,500
000	5.1	000	45,000
000	5.0	000	44,500
000	4.9	000	44,000
000	4.8	000	43,500
000	4.7	000	43,000
000	4.6	000	42,500
000	4.5	000	42,000
000	4.4	000	41,500
000	4.3	000	41000
000	4.2	000	40,500
000	4.1	000	40,000
000	4.0	000	39,500

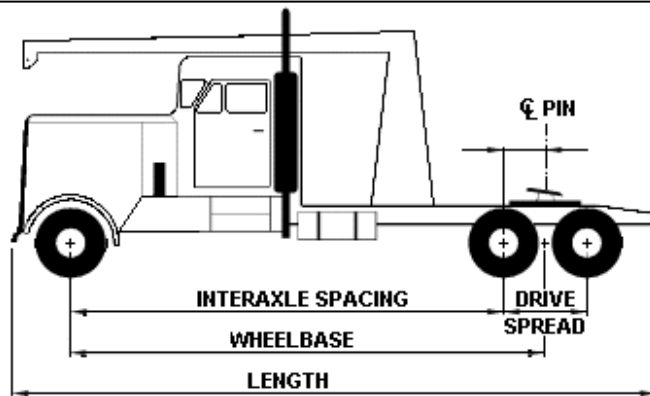
Government of Alberta

SINGLE STEER LOG PICKER PERMIT APPLICATION TRUCK OR TRACTOR SPECIFICATION (ONE SHEET PER UNIT)

Company Name: _____ MVID: _____ Phone: _____
 Address: _____ Fax: _____
 Unit No.: _____ Make: _____ Year: _____ Licence Number: _____
 Serial Number: _____ Registered Weight: _____ kg Fuel Capacity: _____
 Does Truck have a Sleeper?: _____ (Y/N)

AT TIME OF WEIGHING:

Amount of Fuel: _____ Poles Included?: _____
 Number of Chains & Boomers: _____
 Does Truck have a 5th Wheel?: _____ Trailer Attached?: _____



Picker to Front

Picker to Rear

Single Steer Axle Weight: _____ kg _____ kg

Drive Axle Weight: _____ kg _____ kg

Tire Size: _____

Interaxle Spacing: _____ m

Drive Axle Tire Size: _____ m

Drive Axle Spread: _____ m

Wheelbase: _____ m

Length: _____ m

5th Wheel Location: _____ m

WIDTH:

Truck: _____ m

Trailer: _____ m

Date

Authorized Client Signature

Note: Government Weigh Ticket Required

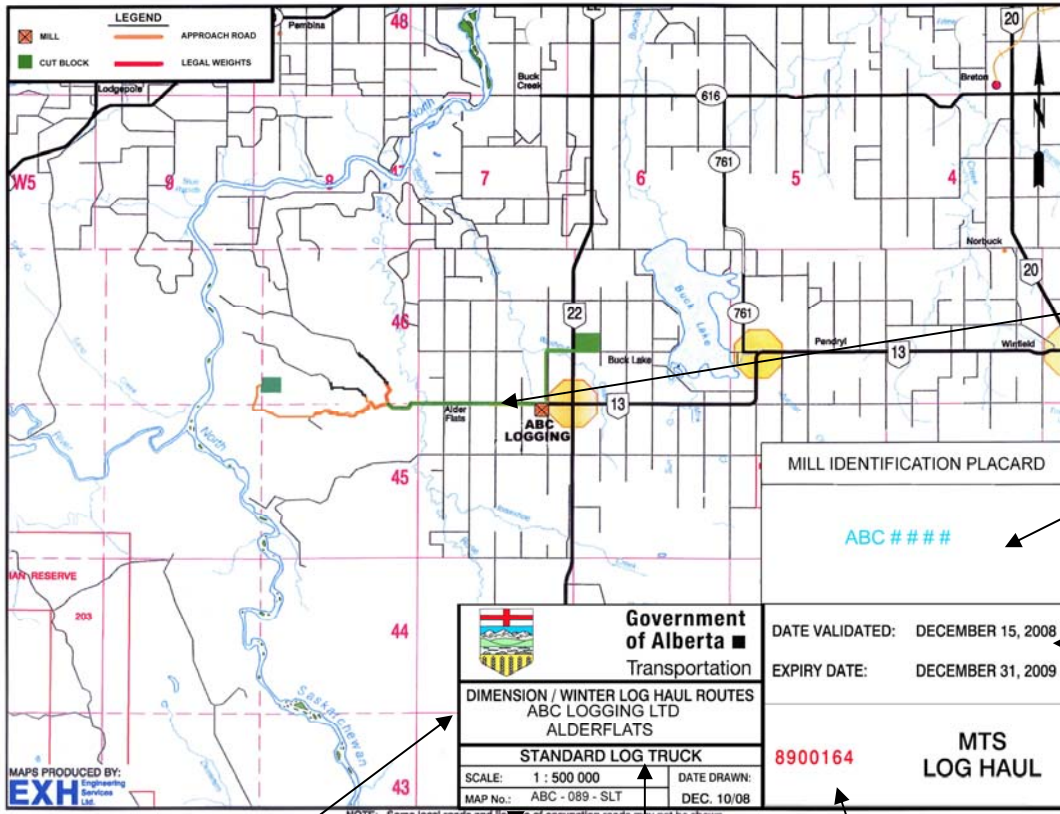
MAPS

The winter weight log haul permit consists of two parts: [Part II](#) is the colour map which shows the approved log haul routes and all route restrictions. Any limitations relating to dimension, overhang, signage, hours of operation, etc. will be noted on the map. The Part II map must be used in conjunction with the [Part I](#) permit for the map to be valid (see Section 6.2). If map and/or permit are not carried in the vehicle, then legal weights and dimensions apply regardless of weights or dimensions allowed by permit or colour route shown on map.

10.1 Maps: Part II Of Permit

1. Mills may [reproduce and distribute](#) their own colour master route computer drawn maps. These maps must be submitted to Transport Engineering for review and validation prior to hauling or expiry date on last season map.
2. For those mills that do not [reproduce and distribute](#) their own computers maps Transport Engineering will prepare the colour master route maps once a request and all county/municipal district approvals have been received from the mill.
3. Most maps expire December 31.
4. Sometimes a map can not be completed prior to the expiry date on the mill's prior map. A letter will be forwarded to the mill, extending the expiry date of the current map. This letter will identify the map number(s) it applies to along with the extension date.
5. Once validation is complete an MTS Log Haul number will be generated. (see map). Each map will have a title block consisting of the mill, configuration, mill placard if applicable and map no.: (see map)
 - ABC is the identifier code for the mill,
 - 089 is the year
 - Configuration Code :

SLT	(standard log truck)
SAJ	(single axle jeep)
7TJB	(7 axle tandem jeep/b-train)
8TJB	(8 axle tandem jeep/b-train)
9A	(9 axle b-train)
10 A	(10 axle b-train)
QUAD	(quad axle semi-trailer)
RES	(resource road)
CHIP	(chip haul)
6. Maps may be either colour or black and white. Black and white maps must be marked to designate different route colours. The copies must be of sufficient quality and detail to adequately illustrate all route limitations. If more than one page is used to reproduce each map, then each page shall contain the title block to properly identify the map, mill, mill placard (if applicable) and configuration.
7. A copy of the Part II map must be carried in the vehicle and used in conjunction with the Part I log haul permit.
8. If a map is not used in conjunction with the log haul permit then legal weights and dimensions apply regardless of weights or dimensions listed on permits.



Green Route

Mill Placard

Effective and expiry date

Title Block

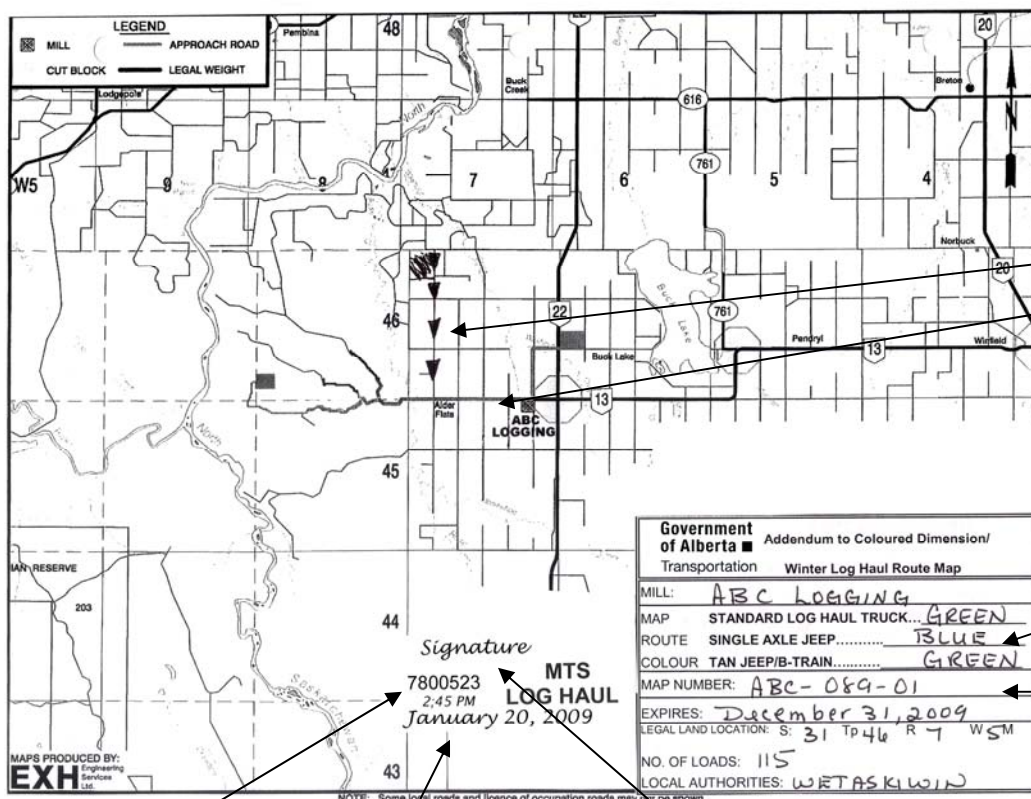
Mill Code

Configuration

MTS Map Number

10.2 Addendums

1. Addendums are additions or add on's to a map
2. Addendums are black and white specific location maps showing the location and route to an existing route on a current valid colour map.
3. Addendums will have a title block which includes:
 - Name of mill
 - Route colour for each configuration
 - Expiry date
 - Legal land location of cut block
 - Local authorities that the mill has contacted if applicable
 - Map number (ABC-078-01 where 01 is the addendum number)
4. Some mills have multiple addendums issued during the season.
5. Addendums apply to all configurations as listed on the title block.
6. Routes from the cutblock to the existing route will be shown with arrows indicating the roads that the addendum applies to.
7. Each addendum will have: (see addendum example)
 - MTS Log Haul number
 - Signature Transport Engineering (TE) employee and effective date and time
8. Restrictions relating to dimension overhang, signing, hours of operations etc. will be noted on the addendum.



New Route
Existing route on valid map

Title Block
Configuration route colour
Addendum Number

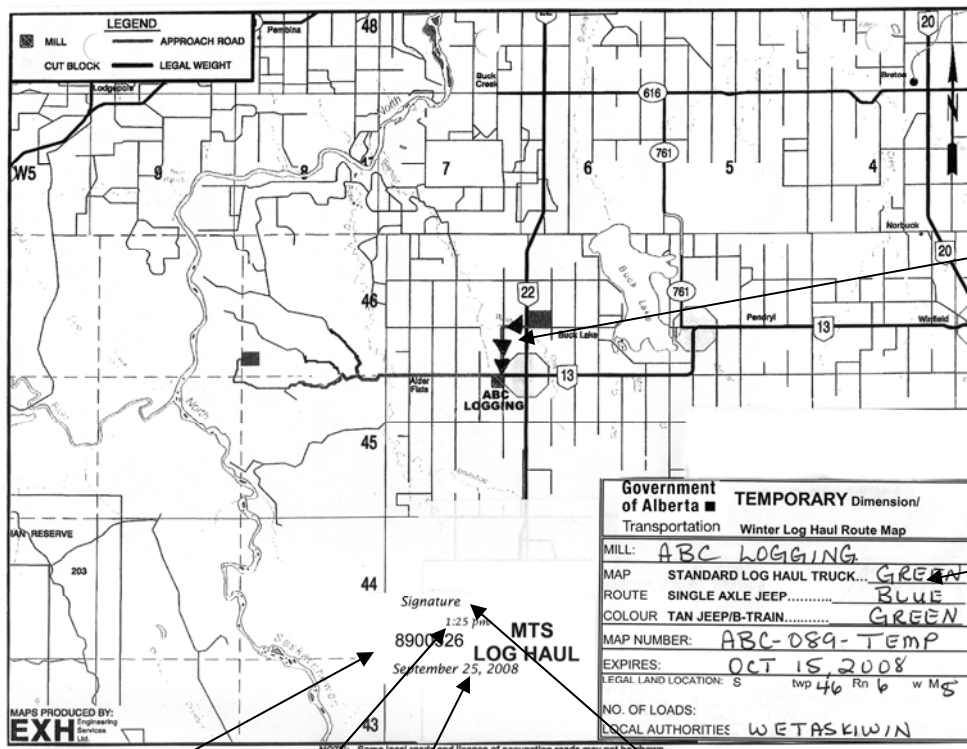
MTS Log Haul Number

Effective date and time

Signature TE employee

10.3 Temporary Maps

1. Temporary maps are only issued and produced if a mill did not have a map for the previous year or the map expired prior to the request for a new map and:
 - Mill requires the map prior to the colour map arriving by postal mail
 - Mill does not have access to e-mail
 - Mill is unable to access via e-mail adobe pdf files
2. If a mill had a map the previous year and the new map can not be produced prior to the expiry date on the current map then an extension letter is given to the mill.
3. Temporary maps are only produced and issued by Transport Engineering.
4. Temporary maps are black and white.
5. Temporary maps will have a title block which includes:
 - Name of mill
 - Route colour for each configuration
 - Expiry date
 - Legal land location of cut block
 - Local authorities that the mill has contacted if applicable
 - Map number (ABC-078-TEMP)
6. Each temporary map will have: (see temporary example)
 - MTS Log Haul number
 - Engineering (TE) employee and effective date and time



Route

Title Block

Configuration
Route Colour

Temporary
Number

MTS Map
Number

Effective date
and time

Signature of TE
Employee

DOCUMENTATION

Each vehicle should have a method for storing and keeping documents that are required when requested by a Peace Officer. All documentation should be easily accessible and a driver should know where to find all paperwork. Some documentation is required by regulations or as part of the permit condition. Having all documentation available saves time.

Any paperwork that is expired should be discarded or stored in some place other than with the current valid documentation, e.g. insurance cards, registrations, maps and permits. It saves time and frustration if the Peace Officer does not have to search through a lot of expired documents to find the valid documents.

Each mill when hiring a contractor or carrier should request certain documentation. When documentation is requested by Alberta Transportation, some mills are unable to provide the requested information. Verifying that a carrier has proper documentation will confirm that a mill has performed due diligence

Mills and/or contractors, drivers and loader operators can all be charged administrative fees and held liable for infractions (vicarious liability). Mills and contractors must show that due diligence on their part has occurred. Additional information is available in [Module 4](#) of the Carrier Services Education Manual.

11.1 **Documents to be Carried in Vehicle**

- √ Valid operator's licence (proper class)
- √ Valid vehicle registration (including trailer registrations)
- √ Valid cab card for out of province carriers
- √ Driver logs or duty status records (if applicable)
- √ Valid Safety Fitness Certificate
- √ Valid vehicle insurance
- √ Trip inspection report
- √ Valid log haul map and addendums
- √ Valid log haul permit (with **all** attached conditions)
- √ Valid annual log picker steering axle permit (if applicable)
- √ Valid tridem drive exemption permit (if applicable)
- √ Valid TAC permit (if applicable)
- √ Valid Commercial Vehicle Inspection Program (CVIP) sticker and documentation
- √ TM9

Note: Drivers should know where these documents are and be able to produce them. Expired documents should not be carried in vehicle.

All permits now display the statement: **This permit and all attached conditions must be presented at the request of a peace officer.**

11.2 Documentation Mills / Contractors Should be Requesting

- √ Valid operator's licence (proper class)
- √ Driver abstract
- √ Driver / contractor references
- √ Valid vehicle registration
- √ Valid vehicle insurance
- √ Valid Safety Fitness Certificate
- √ Carrier profile
 - a carrier can obtain 2 nil fee profiles / year by calling 403 755-6111 or at www.travis.gov.ab.ca
 - follow instructions on line to register for this service
- √ Valid CVIP
- √ Valid permit with **all** attached conditions
 - verify plate, configuration and weight on permit are the same as plate, configuration and weight on file with mill
 - most permits can be viewed on line at www.travis.gov.ab.ca
 - must register to use this service
- √ Written safety plan
- √ Written maintenance plan

PREVENTIVE MAINTENANCE, RECORD KEEPING AND VEHICLE FILES

A guideline has been developed by Carrier Services to aid carriers in writing maintenance and safety plans: - National Safety Code Safety and Maintenance Program Development Guidelines. This guide is available on line at:

www.transportation.alberta.ca/Content/docType276/Production/Sample_Truck_Program.doc

12.1 National Safety Code Legislation

The Province of Alberta, other Canadian jurisdictions, the Government of Canada, and the Transportation Industry developed the National Safety Code (NSC) to assist in reducing the number and severity of collisions. Each jurisdiction, including Alberta has used the NSC guides in drafting their own transportation safety legislation. This approach promotes uniformity across Canada and helps to ensure that the transportation industry remains as viable and sustainable as possible.

National Safety Code legislation applies to Alberta carriers who have commercial vehicles registered that are:

- Trucks, tractors or trailers or a combination of these vehicles that are registered to Provincially regulated motor carriers and have a registered gross weight of 11,794 kilograms or more; (company vehicles do not travel outside Alberta into other jurisdictions)
- Trucks, tractors or trailers or a combination of these vehicles that are registered to Federally regulated motor carriers and have a registered gross weight greater than 4,500 kilograms. (company vehicles travel outside Alberta into other jurisdictions or vehicles registered in another jurisdiction travel into Alberta)

The carrier Safety Fitness Certificate will state whether a carrier is a provincially or federally regulated carrier. All carriers, contractors, mills and drivers should be aware of the regulations relating to the transportation of goods in the jurisdiction they operate regarding preventive maintenance, record keeping, vehicle files and safety plans. Legislation relating to National Safety Code requirements may differ in other jurisdictions. It is the carrier and driver's responsibility to know the requirements for each jurisdiction in which the driver operates.

All carriers who own one or more of the vehicles listed above must hold a National Safety Code rating. Unless exempted, all carriers must develop and implement written preventive maintenance and safety plans to ensure compliance with the regulation so that no vehicle is dispatched in an unsafe condition. Written maintenance and safety plans are a requirement when applying for a Safety Fitness Certificate.

Additional information can be obtained regarding [Safety](#) and [Maintenance](#) Plans or by contacting Carrier Services at 403 755-6111.

HOURS OF SERVICE

13. HOURS OF SERVICE

Background

In Alberta, the *Drivers' Hours of Service Regulation, AR317/2002*, under the *Traffic Safety Act*, governs the maximum allowable driving times and minimum required off-duty times for commercial vehicle drivers. The regulation governs drivers who operate buses with a seating capacity of 11 or more including the driver and trucks with a registered weight of 11,794 kilograms (kg) or more, and who are employed to drive commercial vehicles, or who operate commercial vehicles as part of their employment (i.e. trades people). This regulation only governs carriers who operate commercial vehicles solely within the province (intra-provincial undertakings). Carriers operating commercial vehicles outside of Alberta (extra-provincial undertaking) are governed by the federal regulation. The federal regulation applies to drivers of trucks registered in excess of 4,500 kg and to drivers of buses with a seating capacity of 11 or more including the driver.

The New Federal Regulation

On November 16, 2005 Transport Canada published a new *Commercial Vehicle Drivers' Hours of Service Regulation* in Canada Gazette Part II, with implementation scheduled for January 1, 2007. This new regulation is based on the revised National Safety Code Standard #9.

The federal, provincial and territorial governments, in conjunction with the trucking and bus industry and other stakeholders, negotiated significant changes and improvements to the national standard. These improvements and changes were developed over the past decade as a result of stakeholder input. The process was carried out under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA). The development was a collaborative approach reflecting the interests of a wide variety of stakeholders.

Further input was received from many sources. A panel of academic experts in shift work, sleep and human performance was consulted. Also, an independent consultant was engaged by Transport Canada to gather information from over 60 stakeholders across Canada. Lastly, the Minister of Transport invited the House of Commons Standing Committee on Transport to examine the issue. The committee held hearings and allowed a range of interested parties to provide their viewpoints.

This extensive consultation process led to significant improvements to the national standard. As a result highway safety will be significantly enhanced. The following fatigue management rules will contribute to highway safety:

1. Drivers will have more of an opportunity to rest in order to recover from daily and cumulative fatigue.
2. Drivers will be required to take 10 hours off in a day and be restricted to a maximum 16 hour work shift.
3. Drivers will be encouraged to follow a regular schedule, rather than shifting work/rest schedules.

The rules are also simplified to make them easier to understand, comply with and enforce.

The Information Package

A short description of the proposed changes to the federal regulation is provided. As noted, a great deal of research and stakeholder consultation has gone into the regulation, with Alberta's involvement. It is anticipated that as this reflects a cross-Canada and cross-border attempt to harmonize these rules, provincial regulations across the country will essentially adopt the federal regulation as it has been proposed.

The new federal Commercial Vehicle Drivers' Hours of Service Regulation can be accessed through the following link, <http://www.tc.gc.ca/eng/roadsafety/safedrivers-commercialdrivers-hoursof-service-index-110.htm>

An Application Guide to assist in interpretation of the regulation is also available at www.ccmta.ca

Key Changes To The Federal Regulation

1. Under the previous regulation, a driver could drive up to 16 hours in a calendar day. There was no specified minimum off-duty time for a day.

Under the new regulation, a driver must take 10 hours off in a day, a day being defined as a 24-hour period that begins at the hour designated by the carrier for the duration of the driver's cycle. Off-duty time taken in periods of less than 30 minutes will not count towards the 10 hour off-duty requirement.

As well, under the new regulation, a driver is not permitted to drive once he/she reaches 13 hours of driving or 14 hours on-duty in a day.

2. Under the previous regulation, a driver could start his/her work shift after taking at least 8 consecutive hours of off-duty time. The driver cannot drive after 13 hours of driving or after 15 hours on-duty in a work shift.

Under the new regulation, the driver will have to have at least 8 consecutive hours of off-duty time in order to commence a shift. The driver will not be able to drive after:

- 13 hours of driving;
- 14 hours of on-duty; or after
- 16 hours of time has elapsed since the conclusion of the most recent period of 8 or more consecutive hours of off-duty time. The 16 hours of elapsed time includes all duty statuses including off-duty periods of less than 8 consecutive hours which can restart the 16 hour shift.

3. The previous regulation allowed a driver, once in seven days (twice for buses), to reduce the off-duty time prior to commencing the next work shift to not less than 4 hours if the time reduced is immediately added to the next 8 hours of off-duty time.

Under the new regulation, this option has been eliminated and replaced with an option to defer 2 of the 10 hours of off-duty time in a day to the following day by adding the 2 hours to the 8 consecutive hours of off-duty time taken on the second day. This provision can be exercised every second day if a driver chooses. This option is not available if the driver is operating under a permit or exercising the sleeper berth option.

4. The previous regulation allowed a driver to split the required 8 consecutive hours of off-duty time into two periods if the time is taken in a sleeper berth and neither period is less than 2 hours.

Under the new regulation drivers are allowed to split the 8 consecutive hours of off-duty in a sleeper berth as follows:

- for a single driver, neither period can be shorter than 2 hours and the total of the 2 periods must be at least 10 hours;
- for team drivers, neither period can be shorter than 4 hours and the total of the 2 periods must be at least 8 hours.

Both single and team drivers are required to comply with the daily off-duty and driving requirements. A driver can not drive after 16 hours of elapsed time. The 16 hours is calculated by including all on-duty time/driving time, off-duty time not spent in the sleeper and any sleeper berth time that does not meet the minimum time set out in the previous paragraph. Sleeper berth periods meeting the minimum requirements are not included in the 16 hours.

5. The previous federal regulation provided a driver with the option to comply with one of three cumulative cycles, with the ability to switch from one cycle to another. Only under the 14 day cycle is the driver required to take 24 hours of off-duty time upon accumulating 75 hours of on-duty time in order to start driving again.

The new regulation reduces the three cycles to two cycles as follows:

- Cycle 1 - no driving after accumulating 70 hours of on-duty time in any seven days; or
- Cycle 2 – no driving after accumulating 120 hours of on-duty time in any 14 days.

A driver must declare on the log, the cycle which he/she is operating under. Regardless of the cycle followed, a driver is required to take at least 24 consecutive hours of off-duty time in the proceeding 14 days. A driver following cycle 2 is required to take at least 24 consecutive hours of off-duty time upon accumulating 70 hours of on-duty time. Cycle switching is not permitted except under certain circumstances. Drivers will be able to switch cycles and restart cycles by taking at least 36 hours of off-duty time for cycle 1 or switching from cycle 1 to cycle 2, and 72 hours of off-duty time for cycle 2 or switching from cycle 2 to cycle 1.

6. The previous regulation does not specify standards for sleeper berth design.

The new regulation requires sleeper berths to meet specific dimensions as well as other design criteria generally accepted as an industry standard. Details can be found in Schedule 1 of the new federal regulation.

7. The previous federal regulation allowed a driver who is operating an oil well service vehicle to be exempt from the cycle requirements if the driver obtains a permit from a provincial director. Waiting and standby time can be included as off-duty time if the driver performs no work; however it cannot be included as off-duty time for the purpose of meeting the minimum 8 consecutive hours of off-duty time required to restart the shift.

This oil well service vehicle permit option will continue under the new federal regulation. The permit will exempt a driver from complying with cycle requirements; however the driver will be required to take at least three periods of off-duty time, each at least 24 hours long in any period of 24 days. These periods do not have to be taken consecutively. Waiting and standby time will be treated as described above, however the time will be included as part of the 16 hours of elapsed time.

8. Previously, a driver was exempt from completing a daily log if the driver did not operate beyond a radius of 160 kilometers from the home terminal, returns to the home terminal and is released from work within 15 hours from the commencement of the work shift.

Under the new regulation, this option is available to a driver as long as the driver returns to the home terminal each day and begins at least 8 consecutive hours of off-duty time. The carrier must maintain accurate records showing the elected cycle for each day, the driver's duty statuses and the hour at which each duty status begins and ends, as well as the total number of hours spent in each status. The carrier must maintain these records for at least 6 months.

9. The previous regulation exempted recreational vehicles from hours of service rules. The new regulation will allow a commercial vehicle to be exempt from regulatory requirements when driven for personal use if the following criteria are met:
 - if the vehicle is unloaded;
 - any trailers have been unhitched;
 - the distance traveled does not exceed 75 kilometers in a day;
 - the odometer reading before and after is recorded on the log; and
 - the vehicle is not subject to an out-of-service declaration.
10. Other changes made to the regulation include:
 - Drivers are required to carry at least 14 days worth of logs regardless of what cycle they are operating under.
 - Motor carriers, shippers, consignees or any other person is responsible for ensuring that a driver does not drive if:
 - o the driver is fatigued to a point where it is unsafe or driving would jeopardize highway safety;
 - o the driver is subject to an out-of-service declaration; or
 - o the driver in doing so, would contravene the regulation.
 - A motor carrier is required to monitor each driver's compliance to all regulatory requirements, to take remedial action and to record all information related to the incident.
 - Similar changes have also been introduced for north of the 60th parallel.

CARGO SECUREMENT

On February 1st 2005, Alberta passed legislation that adopted the National Safety Code (NSC) Standard 10, titled Cargo Securement. This standard specifies how a carrier and driver must transport cargo when using a commercial vehicle registered for more than 4,500 kilograms. In general, the standard requires that the cargo must be secured so that it cannot:

- Leak, spill, blow off, fall through, or otherwise be dislodged from the vehicle; or
- Shift upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

A copy of the NSC Standard 10 can be obtained through the internet at: www.ccmta.ca

NSC Standard 10, Cargo Securement, covers both general securement procedures as well as those for specific commodities including: Logs; Dressed Lumber; Metal Coils; Paper Rolls; Concrete Pipe; Intermodal Containers; Vehicles as Cargo; Roll-on/Roll-off and Hook Lift Containers; and Boulders.

This standard contains the minimum requirements that all cargo securement systems must meet. This would include the use of tie downs, anchor points, friction mats, dunnage, etc.

Standard 10 was adopted by the Alberta [Commercial Vehicle Safety Regulation AR121/2009](#), section 17. A copy of this regulation can be obtained from the Queen's Printer.

Commercial vehicles registered in Alberta for 4,500 kilograms must secure their cargo so that it meets section 65 of the *Commercial Vehicle Equipment Regulation (AR122/2009)*. This regulation is also available from the Queen's Printer. It is recommended that all commercial carriers and drivers should use the securement criteria outlined in Standard 10 when securing goods, even when operating smaller vehicles.

This information is intended only as a brief introduction to the Regulation and the Standard. Commercial carriers and drivers are strongly encouraged to obtain copies of the Standard and of the Regulation and to ensure that they understand and meet their responsibilities under both.

More Information:

More information on general regulatory compliance may be found in the *Traffic Safety Act* and regulations that are available through:

Queen's Printer: Edmonton:
 780- 427-4952
 Web site: www.qp.gov.ab.ca

Questions on Cargo Securement can be directed to:

Vehicle Safety Section: Edmonton:
780- 427-8901

Web site: www.transportation.alberta.ca
(toll free in Alberta by first dialing 310-0000)

14.1 Load Securement Condition

In addition to the NSC Standard 10, Cargo Securement, all log trucks operating under a log haul permit are subject to the following conditions as set out in the *Attached Conditions for Load Security of Logs*. A copy of the condition is included.

General:

The following conditions for the load security of the logs shall apply in addition to any other conditions specified for this permit.

Except for the exemptions that are identified in this permit; the Cargo Securement Regulation and the National Safety Code (NSC) Standard 10 apply to all other requirement for cargo securement. In addition, the following conditions also apply:

The Driver Must:

- Inspect the load and make any necessary adjustments to the load and/or wrappers or tiedowns, before entering a public highway from a private road, and at all mandatory and/or approved wrapper station check points as marked on the "Validated Part II Log Haul Map". Driver must add securement devices as necessary to ensure that the load is adequately secured.

For purposes of clarification, the following apply with respect to National Safety Code (NSC):

- Ultra High Molecular Weight Poly Ethylene (UHMWPE) rope is considered suitable for use as a tiedown over logs. **Note:** UHMWPE rope has a significantly higher working load limit than the default working load limits for synthetic fibre rope in the NSC 10 Standard; Part 3 Default Working Load Limits; Section 5 - Synthetic Fibre Rope.
- Tiedowns using UHMWPE rope must be marked by the manufacturer with a WLL that has included a safety factor of 5 to 1; rope must be marked as such.
- UHMWPE ropes cannot be used when the WLL mark is missing or not readable, or ropes are significantly frayed.
- Minimum UHMWPE tiedown strength: 10mm (3/8") - 12 strand UHMWPE rope marked with a WLL of at least 1360kg and attached to an end chain using a suitable splicing method such as a buried eye splice.
- All outer logs shall rest solidly against, and be in contact with at least two stakes prior to leaving loading site. In the event that shifting occurs during transport and an outer log fails to contact two stakes, the log must be secured with a minimum of two wrappers so that the log is in contact with the rest of the load.

NOTE: Logs must be loaded to avoid shifting which may result in logs not resting solidly against, and be in contact with at least two stakes. Every effort must be made to ensure the load is secured as required by the Cargo Securement Regulation and the National safety Code (NSC) Standard 10.

Longwood Loaded Lengthwise:

Pole trailers:

Despite NSC standard 10, section 40:

- Logs must be secured with a minimum three tiedowns or wrappers, each with a minimum working load limit (WLL) of at least 1360kg.
- Where the distance between the bunk stakes is less than 10 metres: one wrapper is centered between the bunk stakes, and the other wrappers are within 1 metre of the bunk stakes.
- Where the distance between bunks exceeds 10 metres, three load encircling wrappers or tiedowns must be used, with one wrapper centered between the bunks and the others wrappers at least 3 m on each side of the center and within 2 metres of the bunk stake.

Frame or flatbed vehicles:

- The aggregate working limit of tiedowns used to secure each stack shall be at least 1/6 of the weight of the stack.
- Despite NSC standard 10, section 39: Box/block loads (any loads which have logs reversed) must be secured with a minimum of 4 tiedowns.

Transported Empty Logging Trailers:

- When a transported empty pole trailer is mounted in a designed structure on the logging truck that prevents movement to the front, rear, and both sides; will require one tiedown with a (WLL) of at least 50% of the weight of the trailer being carried.

Shortwood Loaded Lengthwise:

- Despite NSC Standard 10 Interpretation of "shortwood": logs between 4.9 and 5.3 metres may be secured in the manner specified for shortwood, and may be included with shortwood stacks. This allows for slight variances during initial cutting process.