

9-AXLE B-TRAINS IN BRITISH COLUMBIA

A safer and more efficient log hauling vehicle for the future

The 9-axle B-train, a new more efficient log hauling truck, has been accepted for implementation in B.C. Prior to introduction, FPIinnovations conducted formal assessments of truck stability, braking, turning, and pavement impacts. This flyer offers a high level summary of the safety and efficiency benefits offered by 9-axle log B-trains.

VEHICLE STABILITY

These new trucks meet the highest standard for truck dynamic performance in B.C. FPIinnovations conducted a formal dynamic performance assessment of these configurations which was reviewed and accepted by the B.C. Ministry of Transportation and Infrastructure. Although new to B.C., 9-axle units have been operating in Alberta and Saskatchewan since 2009.

FEWER TRUCKS

Converting a portion of the current log hauling truck fleets to 9-axle B-trains will result in fewer trucks which will help address chronic driver shortages in the forest industry. It will also reduce pavement damage, traffic congestion, and, potentially, reduce the risk of crashes.

EFFICIENCY

Moving large volumes of goods with higher payload trucks is more efficient. The 9-axle B-trains carry about 18% more payload, on average, than 8-axle B-trains. The efficiency gain in payload will help protect the B.C. forest industry by making local companies more competitive.

STOPPING DISTANCE

The stopping performance of the new 9-axle B-trains is as good as or better than that of other B.C. log trucks. This is because there are more wheels and brakes per tonne of truck in the new configuration.





REDUCED PAVEMENT IMPACTS

Using a new method developed by FPInnovations, the B.C. Ministry of Transportation and Infrastructure estimates 9-axle B-trains to generate 8% less pavement damage than 8-axle super B-trains. This reduction in damage will help the public's pocketbook by reducing pavement maintenance activities and extending pavement life.



PROVINCIAL HIGHWAY APPROVAL PROCESS

The 9-axle B-trains are being introduced to B.C.'s highways on a route-by-route basis, depending on the industry's needs. The B.C. Ministry of Transportation and Infrastructure grants route approvals and has a formal process for assessing bridge sufficiency and road fit for the 9-axle B-trains.

REDUCED GREENHOUSE GASES

Because these trucks carry larger payloads, they need fewer trips and about 8% less fuel to move a set volume of logs. It is estimated that switching from 8-axle super B-trains to 9-axle B-trains for log hauling in B.C. will reduce annual greenhouse gas (CO₂e) production by over 17,400 tonnes (8%).

FOREST SERVICE ROAD APPROVAL PROCESS

The 9-axle B-trains are being introduced to B.C.'s forest service roads on a route-by-route basis, depending on the industry's needs. The B.C. Ministry of Forests, Lands, Natural Resource Operations and Rural Development authorizes the use of 9-axle B-trains on forest service roads based on a formal review of bridge sufficiency and road fit.

TURNING ABILITY

Modelling of swept path and the corresponding road width requirements indicates that 9-axle B-trains have comparable off-tracking performance to the 8-axle B-trains currently operating in B.C.



**FOR MORE
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