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**4.0 Commodity/Load Oversize Guidelines and Permits**

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4.1 DEFINITIONS

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**4.1 DEFINITIONS**

**“Bundle”** means articles that have been unitized for the purpose of securing them as a single article with a uniform shape.

**“End to end”** refers to objects resting one after the other in such a way that the addition of an object affects the length of the load.

**“Log”** means the unprocessed trunk of a tree that, at the point of harvest, is de-limbed and cut to lengths convenient for transportation and milling.

**“Load Length”** refers to the length of the load only, excluding the vehicle combination.

**“Multiple objects”** are objects that are divisible in relation to the dimension being considered. For example, pipe loaded side-by-side would be a multiple object for width when the width of the loaded vehicle is being considered.

**“Non-reducible load”**, for oversize permits, means any load or vehicle exceeding applicable size limits that, if separated into smaller loads or vehicles, would:

- a) Compromise the intended use or destroy the value of the load or vehicle;
- b) Require more than 8 hours to dismantle using appropriate equipment; or
- c) Require efforts beyond ‘reasonable measures’ to minimize load dimensions, where ‘reasonable’ measures include:
  - the use of lowbed trailers to minimize or eliminate excess height; and
  - orientation of the load in a manner which minimizes or eliminates the extent to which the load is over-dimensional.

A non-reducible over-dimensional load may consist of multiple objects, provided a second over-dimensional condition is not created (i.e., several objects which are over-width can be transported on the same vehicle provided an overlength situation is not also created). Note: A definition of ‘non-reducible load’ for overweight permits can be found at the beginning of Chapter 6.

**“Peace River Area”** comprises an area from the BC/AB Border on the East to the Pine Pass (Azuzetta Lake) in the West, and from the Monkman Park area in the South to the BC/YT and NWT Borders in the North. The Peace River at Taylor further divides this area into the North and South Peace areas respectively.

**“Pole”** means the unprocessed trunk of a tree that, at the point of harvest, is de-limbed and cut so as to maximize trunk length within the practical and legal or permissible limits of transportation.

**“Side by side”** refers to objects resting next to each other in such a way that the addition of an object affects the width of the load.

**“Stacked”** refers to objects resting on top of each other in such a way that the addition of an object affects the height of the load.

**“T-Form”** means the conditions of transport imposed for loads and/or vehicles. Conditions can be, but are not limited to, pilot car requirements, light and flag requirements, and operating hours.

**“Trim”** means the part of the pole at either end which would be considered waste wood (e.g., rot or too small a tip) that could not conceivably be utilized as part of the pole when the pole is in the finished state.

**“Unitized”** means wrapped, banded or bound together so that several articles can be handled as a single article of cargo or behave as a single article.

4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

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**4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES****4.2.1 Reducible Load Policy for Oversize Permits**

Single trip and term permits are available to the dimensions and under the conditions shown in 4.2.2 to 4.2.6, with exceptions for term and single trip permits in the table at 4.2.7.A and for single trip permits only at 4.2.7.B. Multiple commodities can be transported with one term permit provided all applicable T-Forms are requested and attached to the permit.

Requests to exceed any of the dimensions listed in this chapter must be made to a Commercial Transport Advisor. See 6-4 Extraordinary Loads for more information.

**4.2.2 Scope of the Reducible Load Policy**

- i) Non-reducible loads may be loaded to the dimensions indicated in this document.
- ii) Multiple objects may be loaded side by side as per section 4.2.4.
- iii) Multiple objects may be loaded end to end as per section 4.2.5.
- iv) Multiple objects may be stacked on top of each other as per section 4.2.6.
- v) Multiple objects shall not be loaded end to end, side by side and stacked on top of each other at the same time (not all three; in some cases, objects may be loaded in two of these three directions).
- vi) This policy does not apply to logging vehicles and loads.
- vii) Notwithstanding section 4.2.2(v), building products (manufactured composite and solid wood products), culverts, pipe and steel products and hay bales may be loaded end to end, side by side and stacked on top of each other at the same time, provided that they are secured according to their respective cargo securement regulations and policies for BC.
- viii) This policy does not apply to objects that are transported in a vehicle or container that is enclosed on all sides and strong enough to contain them (i.e. construction aggregates, firewood, stumps, log debris or logs).
- ix) For the purposes of this policy, if a cargo is unitized, each unit of that commodity shall be considered one object. A bundle shall be considered as one object.
- x) This permit applies to multi-trip moves. Loads exceeding the dimensions allowed may qualify for single trip permits subject to a route analysis.
- xi) This permit does not apply to equipment permanently mounted on a vehicle.

**4.2.3 General Conditions**

- i) Multiple objects loaded side by side or stacked shall be loaded in a manner to minimize the length of the loaded vehicle.
- ii) An object shall not extend beyond the end of the deck of a truck or trailer, or the end support points, by more than one third of the length of the object.

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**4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES**

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- iii) An object shall be loaded such that its longest dimension is oriented along the length of the vehicle.
- iv) This permit applies to the dimensions specified for the loaded vehicle. All other dimensions, including those for the empty vehicle, are to conform to the legal dimensions in the regulations.
- v) The dimensions in this permit may not be combined with the dimensions of any other permit unless the other permit specifically allows it.

**4.2.4 Maximum Dimensions for Width**

- i) Unless noted otherwise, the following maximum dimensions for width shall apply:
  - For a non-reducible load: 3.8 m
  - For multiple objects loaded side by side: 3.2 m
- ii) Multiple objects loaded side by side may have a gap between them for dunnage, wrappers, etc. but in no case shall this gap exceed 0.1 m in width.
- iii) When objects are loaded side by side, a minimum of 65% of the object shall be supported by the deck of the trailer or by auxiliary supports such as cradles, to a maximum overall width of 3.2 m. In no case shall a lateral overhang exceed 0.6 m. If the lateral overhangs are unequal, the larger shall be on the right side (curb side) of the vehicle.
- iv) Round hay bales and frame extensions on trucks, semi-trailers and trailers used only for round hay bales will be allowed to a maximum of 3.5 m overall width only when loaded, as per section 4-4.

**4.2.5 Maximum Dimensions for Length****4.2.5.A Single objects or multiple objects loaded side by side and/or stacked**

- i) The maximum overall length for a tractor/semi-trailer vehicle combination is 25 m, except as specified in 4.2.5.A.ii. The maximum length for a single vehicle is 12.5 m (16 m with load).
- ii) Additional allowances are permitted for non-reducible loads and for pipe and steel products, as follows:
  - 27.5 m for one non-reducible object on an expando semi-trailer, a manned steering trailer, a self-steering trailer, or on lowbed equipment with or without jeeps/boosters,
  - 31 m for bridge beams on the logging vehicle configurations outlined in Section 4.5.2,
  - 31 m for pipe and steel products (bridge beams, rebar, pilings, reinforcing steel, etc.) on expando semi-trailers, or 27.5 m on hi-boy semi-trailers, provided that:
    - the kingpin to last axle of the semi-trailer (KPLA) does not exceed 18.3 m,
    - front projection from the kingpin forward (FPK) does not exceed 3 m,

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## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

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- rear projection from the turn centre to the end of the load (RPT) does not exceed 6.5 m,
- overlength rebar is not loaded so that the rear overhang obscures the trailer lights, and
- overall length of pipe is limited to 20 m.
- Front projection from the kingpin forward (FPK): 3 m
- Maximum rear projection from the turn centre to the end of the load (RPT): 6.5 m

### 4.2.5.B Multiple objects loaded end to end

- i) Multiple objects may be transported end to end, in a two or three vehicle combination (excluding logging truck / pole trailer combinations), provided the last bundle or object has more than two thirds of its length resting on the rearmost trailer.
- ii) The following maximum dimensions for length shall apply:
  - Overall length of a two vehicle combination: 25 m
  - Overall length of an A or C-Train: 26 m (legal length)
  - Overall length of a B-Train: 27.5 m (legal length)
  - Front projection from the kingpin forward (FPK): 3 m
  - Maximum rear projection from the turn centre to the end of the load (RPT): 6.5 m
  - Rear overhang on the front trailer of a three vehicle combination (A, B or C-Train) to be no more than 35% of trailer wheelbase
- iii) This policy covers multiple objects loaded end to end on tractor semi-trailer combinations only. It does not cover dimensions greater than legal length for any other vehicle type.

### 4.2.6 Maximum Dimensions for Height

- i) Unless noted otherwise, the following maximum dimensions shall apply:
  - Overall height including vehicle and load outside the Peace River Region — 4.3 m
  - Overall height including vehicle and load in the Peace River Region — 5.33 m

### 4.2.7 Exceptions to Reducible Load Policy by Commodity

Some commodities have exceptions to the reducible load policy, as shown in the next two tables. 4.2.7.A shows exceptions available on term or single trip permits. 4.2.7.B shows exceptions available on single trip permits only.

## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

**4.2.7.A. Commodity Dimension Exceptions up to Term Permit Sizes**

Single Trip and term permits are available for these commodities to the dimensions listed.

**Commercial Transport**  
Weight and Dimension Policy

Maximum Dimensions													
		OAH	OAL	OAW	FPB	FPK	FPU	RPA	RPB	RPR	RPT	Additional Comments	T-Form
1.	Auto carriers, stinger steered	See Section 5.3.11 for loaded and unloaded permit allowances											
2.	Auto carriers, non-stinger steered	4.3 m	25 m*				1 m				6.5 m	*multiple objects loaded end to end on tractor semi-trailer combinations only.  The last object must have more than two thirds of its length resting on the rearmost trailer.	
2.	Bridge Beams on approved logging configurations	See Section 4.5.5 for guidelines and permit information											
3.	Boomsticks	See Section 4.5.5 for guidelines and permit information											
4.	Bridge beams — <u>using approved logging configurations ONLY</u>		31 m			3 m			6.5 m			<ul style="list-style-type: none"><li>• Approved Configurations:<ul style="list-style-type: none"><li>— Tandem or tridem drive truck trailers and tandem or tridem axle pole trailers with log bunks and compensating reaches</li></ul></li><li>• Maximum length of bridge beams is 26.5 m</li><li>• Maximum interbunk spacing 17 m</li><li>• Vehicle and load must be complaint with requirements as set out in 4.5.5</li><li>• Bridge beams transported on different trailers follow #13 of the Commodities Chart</li></ul>	
5.	Decked Up Logging Trailers	See Section 4.5.6 for guidelines and permit information											

**LEGEND**

"OAH"	means overall height measured from the ground to the top of the vehicle and/or load.	"FPU"	means the front projection measure from the bumper forward.
"OAL"	means overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.	"RPA"	means the rear projection measured beyond the centre of the last axle in the last axle group to the end of the load.
"OAW"	means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.	"RPB"	means the rear projection measured beyond bunk to the end of the load.
"FPB"	means the front projection measured from the bunk forward.	"RPR"	means the rear projection measured from the rear (end) of the trailer to the end of the load.
"FPK"	means the the front projection measured from over the kingpin forward.	"RPT"	means the rear projection measured beyond the turn centre on the trailer to the end of the load.

## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

## 4.2.7.A. Commodity Dimension Exceptions up to Term Permit Sizes

Single Trip and term permits are available for these commodities to the dimensions listed.

## Commercial Transport

Weight and Dimension Policy

Maximum Dimensions													
		OAH	OAL	OAW	FPB	FPK	FPU	RPA	RPB	RPR	RPT	Additional Comments	T-Form
6.	Garbage bins						3 m				6.5 m	<p>* Front projection exceeding 1 m is ONLY permitted for empty bins</p> <p>* Vehicles transporting bins must be compliant with National Safety Code 10“Cargo Securement Standard”, lighting and flagging requirements as required by the Motor Vehicle Act Regulations, and any conditions as required by the cities and municipalities operated within</p> <p>* Industry may install lights where it’s bevelled or have magnetic plug-in units at each end of the bin (similar to tow trucks)</p> <p>* A garbage truck is not considered oversize by reason of the front forks projection unless the overall length exceeds 12.5 m. However, lighting and flagging requirements as required by the Motor Vehicle Act Regulations S.4.20 must be complied with.</p>	1000
7.	Hay Bales	See Section 4.4 for guidelines and permit information											

## LEGEND

"OAH"	means overall height measured from the ground to the top of the vehicle and/or load.	"FPU"	means the front projection measure from the bumper forward.
"OAL"	means overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.	"RPA"	means the rear projection measured beyond the centre of the last axle in the last axle group to the end of the load.
"OAW"	means the overall width measured from the widest point on the left side of the vehicle and/or load to the other widest point on the right side of the vehicle and/or load.	"RPB"	means the rear projection measured beyond bunk to the end of the load.
"FPB"	means the front projection measured from the bunk forward.	"RPR"	means the rear projection measured from the rear (end) of the trailer to the end of the load.
"FPK"	means the the front projection measured from over the kingpin forward.	"RPT"	means the rear projection measured beyond the turn centre on the trailer to the end of the load.



## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

## 4.2.7.A. Commodity Dimension Exceptions up to Term Permit Sizes

Single Trip and term permits are available for these commodities to the dimensions listed.

Commercial Transport  
Weight and Dimension Policy

Maximum Dimensions													
		OAH	OAL	OAW	FPB	FPK	FPU	RPA	RPB	RPR	RPT	Additional Comments	T-Form
8.	Intermodal containers with sides	4.3 m*										<ul style="list-style-type: none"> <li>Intermodal containers must be compliant with the National Safety Code Standard 10 – Cargo Securement regardless of the allowances provided for by this section</li> <li>Empty Intermodal Containers may be transported end to end to dimensions set in 4.2.5.B</li> <li>Intermodal Containers with sides may be transported end to end, in a two or three vehicle combination (excluding logging truck/pole trailer combinations), provided the last container has more than two thirds of its length resting on the rearmost trailer.</li> </ul> <p>* On a highboy trailer only. Containers on container chassis are limited to legal height</p>	1000
9.	Intermodal containers and open sided (flatracks)	4.3 m*		3.8 m*								* For non-reducible loads; reducible loads transported on these semi-trailers as per section 4.2 Reducible Load Policy	
10.	Laminated Beams – (refer to 4.5)											<ul style="list-style-type: none"> <li>Laminated beams loaded on an approved logging configuration up to 20.1 m will be treated as long logs (4.5.1. refers) provided cargo securement standards have been applied.</li> </ul>	
11.	Logs and Other Raw Wood Products	See Section 4.5 for guidelines and permit information											
12.	Mobile homes, modular buildings and houseboats	See Section 4.3 for guidelines and permit information											1000, 1000S
13.	Pipe and steel products (bridge beams, rebar, pilings, reinforcing steel, etc.)	4.3 m*	31 m	3.2 m		3 m					6.5 m	<ul style="list-style-type: none"> <li>Overall length of pipe is limited to 20 m for term permits</li> <li>* 5.33m in the Peace River Region</li> </ul> <p>Notes:</p> <ol style="list-style-type: none"> <li>Overlength rebar shall not be loaded so the rear overhang obscures the trailer lights</li> <li>If using an expando semi-trailer, the kingpin to centre of the last axle of the trailer must not exceed 18.3 m</li> </ol>	1000

## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

**4.2.7.A. Commodity Dimension Exceptions up to Term Permit Sizes**

Single Trip and term permits are available for these commodities to the dimensions listed.

**Commercial Transport**  
Weight and Dimension Policy

Maximum Dimensions													
		OAH	OAL	OAW	FPB	FPK	FPU	RPA	RPB	RPR	RPT	Additional Comments	T-Form
14.	Pulp bales – (refer to 4.5)	See Section 4.5.4 for guidelines and permit information											
15.	Wood Chips and milled process wood residuals – (refer to 4.5)	See Section 4.5.4 for guidelines and permit information											

## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

## 4.2.7.B. Commodity Dimension Exceptions for Single Trip Permits Only

**Commercial Transport**  
Weight and Dimension Policy

Maximum Dimensions											
		OAH	OAL	OAW	FPK	FPB	RPB	RPA	RPT	Additional Comments	T-Form
A	Automobiles, campers and boats – stinger steered transporters ONLY	See Section 5.3.11 for loaded and unloaded permit allowances									
B	Brushcutters (PEACE RIVER AREA ONLY)	5.33 m		3.81 - 4.57 m						<ul style="list-style-type: none"><li>• Oversize signs to the front and rear of the vehicles</li><li>• 1 or 2 amber rotating or strobe lights on the power unit; flags on all extremities</li><li>• One pilot car</li><li>• No travel on Hwy 97 North of the junction of Hwy 97 and Hwy 77 (if exceeding 4.4 m)</li><li>• Brushcutter must be turned to make width as narrow as possible</li><li>• Extreme edge of brushcutter must not project more than 1 m on traffic side</li><li>• Overall length must be legal; if not legal length, other policy applies</li><li>• Brushcutters with stub axles welded on for towing are considered implements of husbandry and will not require permits</li></ul>	N/A
C	Grader tractor blades, buckets, etc.			3.81 - 4.4 m						<ul style="list-style-type: none"><li>• Travel cannot exceed 80 km</li><li>• No travel through any tunnels or snowsheds on Hwy 1 except Cassiar tunnel in Vancouver</li><li>• Travel is not permitted over two lane sections of the Hope-Princeton Hwy</li><li>• Piece may remain attached to equipment during transport</li></ul>	1000
D	Intermodal containers and open sided (flatracks)	4.4 m*		4.4 m**						<ul style="list-style-type: none"><li>* Containers which would exceed 4.4 m OAH on a hiboy must be transported on a lowbed semi-trailer, to a maximum height of 4.72 m</li><li>**Open sided containers only</li></ul>	1000
E	Logs and Other Raw Wood Products	See Section 4.5 for guidelines and permit information									

## 4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

## 4.2.7.B. Commodity Dimension Exceptions for Single Trip Permits Only

Commercial Transport  
Weight and Dimension Policy

Maximum Dimensions											
		OAH	OAL	OAW	FPK	FPB	RPB	RPA	RPT	Additional Comments	T-Form
F	Manufactured homes, modular buildings and houseboats	See Section 4.3 for guidelines and permit information									
G	Non-reducible loads	4.88 m*	46 m**	5 m***	3 m				7.5 m****	* Structures and overhead clearances may restrict height to less than 4.88 m, 5.33 m in the Peace River Area **See commodity-specific limits. *** On approved routes only, or 5 m in the Peace River Area **** – 6.5 m on a truck; – 7.5 m applies to loads on semi-trailers only – 8.5 m for appropriate loads on an expando semi-trailer, per 5.3.12.C  • For non-reducible loads exceeding these sizes, please refer to 6-4 Extraordinary Loads  • Loads over 4.4 m in OAH, except Peace River Area, must be transported on a lowbed semi-trailer	
H	Pipe and steel products (bridge beams, rebar, pilings, reinforcing steel, etc.)	4.3 m	46 m	3.2 m	3 m				6.5 m	• Load length exceeding 31 m requires steering trailers  • Load length exceeding 36 m is to be transported on manned steering trailers or remotely steered trailers, as per section 5.3.12.F of this manual  Notes: 1. Overlength rebar shall not be loaded so the rear overhang obscures the trailer lights  2. If using an expando semi-trailer, the kingpin to centre of the last axle of the trailer must not exceed 18.3 m  3. A single bridge beam or girder may be considered under G. Non-Reducible Loads	1000

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4.2 REDUCIBLE AND NON-REDUCIBLE COMMODITIES

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**4.2.8 Overweight Guidelines****4.2.8.A. Single Trip Overweight Permits**

## i) Reducible Loads

Overweight single trip permits are issued for the following reducible commodities ONLY:

- a) Overload permits may be granted to a maximum of 3,500 kg for a reducible load consisting of two large components and if one piece were removed it would result in the vehicle being greatly underweight, whereas if the full load were carried, a small overload on the axle(s) or in gross weight up to 3,500 kg would result.
- b) Overload permits may be granted for up to two unattached additional pieces which belong to a component or machine being transported on the same vehicle (e.g., buckets, blades, C frames, rippers, etc.) UNLESS TRAVELLING ON A RESTRICTED ROUTE (e.g., an excavator travelling on a route that is restricted to 64,000 kgs must be stripped to its lowest possible weight and must not exceed road rating). Overload permit issuers must be descriptively accurate in noting in the permit comments section exactly what comprises the load (e.g., 980 Loader, 2 Buckets).

## ii) Non-Reducible Loads

Refer to Chapter 6 – Heavy Haul Guidelines and Permits for more information.

**4.2.8.B. Term Overweight Permits**

Currently, there are no term overweight permits available when transporting reducible or non-reducible commodities.

However, term overweight permits are available for vehicles such as tow trucks and fixed equipment. For more information, please refer to Chapter 5 – Vehicle Guidelines and Permits.

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

### Abbreviations:

<b>ATW</b>	means the axle track width measured from the outside face of the tire on one side of the vehicle to the outside face of the corresponding tire on the other side, at any point above the lowest point of the rims on those tires.
<b>BSL</b>	means basic structure length measured from the extreme rear (including eave or any other protrusion) to the outside face of the front structure, but not including eaves and/or bay windows over the front hitch
<b>BSW</b>	means basic structure width, excluding eaves but including structural components such as bay windows
<b>FPH</b>	means front projection, measured over the front hitch, for eaves and/or bay windows only
<b>FPK</b>	Means front projection, measured from the kingpin forward, for eaves and/or bay windows only
<b>GCVW</b>	Means gross combination vehicle weight, for all vehicles in the combination combined
<b>KPLA</b>	means the distance from the kingpin to the centre of the last axle, on a semi-trailer
<b>OA H</b>	Means the overall height, measured from the ground to the top of the vehicle and/or load
<b>OAL</b>	means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load
<b>OAW</b>	means the overall width measured from the widest point on the left side of the vehicle and/or load to the widest point on the right side of the vehicle and/or load (including all projections such as door handles, drip mouldings, etc.)
<b>RPA</b>	means the rear projection measured from the centre of the last axle in the last axle group to the end of the vehicle and/or load
<b>RPT</b>	means the rear projection measured from the turn centre (centre of the last axle group) to the end of the vehicle and/or load

### 4.3.1 Application

This section applies to all manufactured homes, modular buildings (including skid/camp shacks, park model trailers, half houses, and bunk houses) and other manufactured building units used in resource and other industries, and houseboats. These loads must meet the dimensional limits described below and be transported with the additional safety requirements and conditions as outlined in Forms CVSE1000, CVSE1000S, CVSE1001, CVSE1002.

### 4.3.2 Manufactured Home Relocation Permits

For all manufactured homes moved within the Province, imported into the Province, or when relocating a used home from within the Province to a place outside the Province, a valid Transport Permit issued by the Manufactured Home Registry is required before a transport permit may be issued.

#### 4.3.2.A. Applying for a Transport Permit

Information on how to apply for a 'Transport a Manufactured Home' Permit can be found at the following website: [www.bcregistryservices.gov.bc.ca/bcreg/mhrpg/mhforms.page](http://www.bcregistryservices.gov.bc.ca/bcreg/mhrpg/mhforms.page)

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**4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS**

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**4.3.2.B. Exemptions from Obtaining Manufactured Home Registry Transport Permits**

A manufactured home of any of the following classes is exempt from the operation of the Act:

- a) a floating home;
- b) a camper;
- c) a travel or tourist trailer;
- d) a park model trailer built to Canadian Standards Association standards in the CAN/ CSA-Z241 series, Park Model Trailers;
- e) a manufactured home being transported in or through BC (i) from a manufacturer's place of business within BC directly to a location outside BC, or (ii) from a location outside BC directly to another location outside BC.
- f) A Transport Permit is not required if it is in the Non Residential Exempt Status.

If a manufactured home is used as a bunkhouse it is exempt from the operation of the Act during that use. (S.4 Manufactured Home Regulation).

"bunkhouse" means a manufactured home owned or leased by an employer to provide sleeping accommodation for 2 or more employees during the term of their employment.

**4.3.2.C. Manufactured Home Registry Permit Number Required for Ministry of Transportation and Infrastructure Permit**

Companies must produce an authorized copy (electronic copies allowed) of the Manufactured Home Registry Permit when applying for an oversize and/or overweight permit. This permit expires 30 days from date of issue. If transporting a multi-section home, one number is used for all sections. The number received from the Manufactured Home Registry will be entered on the permit.

**4.3.3 Established Manufactured Homes and Modular Buildings**

Multi-section manufactured homes and modular buildings that have already been established on a foundation, and have been attached on a more permanent basis (i.e. shared walls, flooring, ceiling, etc.) may be moved using existing house moving policy (CVSE1052). This allowance only applies for units moved within a distance of 110 km or less. These units must be registered with the Manufactured Home Registry and will require a new manufactured home relocation permit. Brand new manufactured homes and/or modular buildings are not permitted to use the Structures Policy from the CVSE1052 as moving policy.

**4.3.4 Park Model Homes**

These dwellings are typically used for recreation, camping or seasonal use. Park Model Homes are not classified as manufactured homes, and do not require a relocation permit. Park Model trailers are CSA approved under certification CSA-Z241 and the certification for use of ball hitches and electric brakes, if applicable. Park Models may have attached axles, or they may be transported on dollies.

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4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

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**4.3.4.A Tire Loading and Axles for Park Model Homes:**

- i) Single or dual tires are allowed subject to a tire loading limit of a maximum 100 kg per centimetre of tire width or up to 3,000 kg/tire.
- ii) All limited use park model axles must be new and meet the Canadian Standard Association's (CSA) CAN3D313-M1985 trailer running gear standards, or the latest version from CSA.
- iii) If single tires are used for each wheel, each axle cannot exceed 4,000 kg, or the manufacturer's maximum axle weight rating; whichever is less.
- iv) A conventional manufactured home float trailer (pony trailer) equipped with a pintle hitch may also be used to transport a Park Model Trailer.

**4.3.4.B Dimensions and Travel Conditions for Park Model Homes:**

The maximum gross floor area in a Park Model Home is 50 square metres. See 4.3.5.A, 4.3.5.B and 4.3.5.C for other dimensional limits.

Up to 3.8 m overall width (OAW), Park Model Homes may be transported at any time and day, including General Holidays, under conditions from Category A and B of Form CVSE1000, and Form CVSE1000S.

Over 3.8 m and up to 4.4 m OAW, including all eaves, bay windows or other projections, Park Model Homes may be transported with travel times and conditions per Form CVSE1000, Category C.

Over 4.4 m and up to 4.8 m OAW, including all eaves, bay windows, or other projections, Park Model Homes may be transported with travel times and conditions per Form CVSE1001. Travel outside of the pre-approved 5 m wide routes will require an Extraordinary Load Approval.

**4.3.5 Definitions, Requirements and Permit Allowances**

**Brakes** must be air, air-hydraulic, or vacuum-hydraulic, and must meet the braking requirements of the Motor Vehicle Act Regulations. Electric brakes are not acceptable unless otherwise specified within the policy for a certain size or type of manufactured home.

**Empty travel:** Equipment that can be made smaller for empty travel should be made smaller. Pilot cars may be transported on empty dollies for return trips, if appropriately secured.

**Flags:** Red or orange flags must be mounted on all four corners.

**Four axles** are acceptable on the trailer/home provided the four axles are in a single axle group and the maximum weight and axle spread for a tridem (3.7 m) is not exceeded.

**Frames:** Frames must be bolted or chained together and have cross beams for support.

**Hitches:** Only gooseneck, 5th wheel or pintle hitches are acceptable. (Ball hitches are only allowed for trailers/homes to a maximum of 6000 kg on the trailer/home axles.)

**Lights** (brake, signal, tail) must be attached to the rear of the structure.



## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

**Peace River Area** comprises the area from the BC/AB Border on the East to the Pine Pass (Azuzetta Lake) in the West, and from the Monkman Park area in the South to the BC/YT and NWT Borders in the North.

**Running gear/axle track width:** Only dual-wheeled, tandem or tridem axle running gear shall be permitted (or four axles that fit within a 3.7 m axle spread.) Dolly axle track width must be a minimum of 50% of the BSW. Semi-trailer axle track width is maximum 3.2 m; outriggers may be used to extend the deck to support the load.

**Semi-trailer length:** Non-steering expando semi-trailers can be expanded to 18.3 m from kingpin to centre of last axle when loaded (this limit does not apply in the Peace.) Semi-trailer lowbed wheelbase up to a maximum 15.25 m and lowbed overall length up to a maximum 18.3 m will be permitted empty or loaded. Trailer wheelbase must be maximized before exceeding 5 m RPA.

Exceptions allowing non-steering semi-trailers to exceed 18.3 m from kingpin to centre of last axle may be granted by the Manager, Commercial Transport where the proposed route allows. When possible, analysis necessary to consider such requests will be conducted in-house by the Ministry.

**Weight:** Except for the loads described in sub-sections 4.3.5.D and 4.3.5.E, structures are limited to legal axle unit weights from the Commercial Transport Regulations. Overweight permits are available for structures described in sub-sections 4.3.5.D and 4.3.5.E to these limits:

Single Steer	Single Axle	Tandem Axle (8 or 16 wheel) <sup>a</sup>	16 Wheel Tandem Axle <sup>b</sup>	Tridem Axle (12 or 24 wheel) <sup>a</sup>	GCVW
9,100 kg	11,000 kg	23,000 kg	31,000 kg	28,000 kg	63,500 kg

<sup>a</sup> To accommodate use of smaller tires for height reduction, 16-wheel and 24-wheel axle groups may be used at regular tandem and tridem permit weights, including on routes that are not pre-approved for wheelers.

<sup>b</sup> On pre-approved wheeler routes shown in section 6.3.3.D only.

Bridge Formula applies. Spacing requirements from the Heavy Haul Quick Reference Chart generally apply, except for equipment not covered by the chart. See section 6.3.2, Chapter 6, for details.

Maximum tire loading limits from the Commercial Transport Regulations apply, including:

- Maximum 100 kg/cm of tire width, and
- Maximum 3000 kg/tire, except on the steering axle of the power unit.

Dollies used for overweight loads must have air or spring suspension and air or air-hydraulic brakes which meet the requirements of the Motor Vehicle Act Regulations, and a valid CVIP inspection decal.

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

**NOTE:** To request a variance to a minimum or maximum dimension or weight in Section 4.3, 5.3.12, or 6.3.2, please send all particulars of your request, including a drawing showing all measurements, to [Commercial.Transport@gov.bc.ca](mailto:Commercial.Transport@gov.bc.ca). If the dimensions of your load are such that an Extraordinary Load Approval is needed (4.3.5.C, D and E), a variance request may be included with your [Extraordinary Load Approval Request](#), and the Extraordinary Load team will consult with other members of Commercial Transport as needed.

#### 4.3.5.A Manufactured homes, modular buildings and houseboats, up to and including 3.8 m overall width

Single trip and term permits are pre-approved to these maximum dimensions.

Structures that require permits for height only (all other dimensions legal as per the Commercial Transport Regulations) are permitted to run under the general conditions of Form CVSE1000 / Form CVSE1000S.

OAH	OAL	BSL	OAW	FPH/K	RPA	RPT
<b>Dimensions are maximums unless stated otherwise.</b>						
<b>Transported on Frames with Attached Axles</b>						
4.3 m Term <sup>a</sup> 4.88 m <sup>ab</sup> Single Trip <sup>a</sup>	24.4 m Unit <sup>c</sup> 31.5 m <sup>d</sup> Combination	20.5 m	3.8 m	1.0 m	6.5 m	n/a
<b>Transported on Semi-Trailers</b>						
4.3 m Term <sup>a</sup> 4.88 m <sup>ab</sup> Single Trip <sup>a</sup>	Same, and max 18.3 m KPLA	20.5 m	3.8 m <sup>e</sup>	3.0 m	n/a	6.5 m

<sup>a</sup> 5.33 m in the Peace River Area.

<sup>b</sup> Exceptions to exceed 4.88 m OAH (5.33 m in the Peace) may be requested through the Extraordinary Load Program. Note that maximum OAH for BC Ferries is 4.57 m.

<sup>c</sup> Including hitch.

<sup>d</sup> 30.5 m if the towing unit has only one drive axle. Some BC routes are limited to 29 m OAL.

<sup>e</sup> Maximum 3.2 m axle track width, but outriggers may be used to extend the deck for structural support.

Table 4.3.5.A Manufactured and Modular Homes ≤ 3.8 m OAW.

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

**4.3.5.B Manufactured homes, modular buildings and houseboats exceeding 3.8 m overall width, up to and including 4.4 m overall width**

Single trip permits are pre-approved to these maximum dimensions.

OAH	OAL	BSL	OAW	FPH/K	RPA	RPT	ATW
<b>Dimensions are maximums unless stated otherwise.</b>							
<b>Transported on Frames with Attached Axles</b>							
4.88 m <sup>a</sup>	24.4 m Unit <sup>b</sup> 31.5 m <sup>c</sup> Combination	20.5 m	4.4 m (see Figure 1)	1.0 m	6.5 m	n/a	3.2 m
<b>Transported on Semi-Trailers</b>							
4.88 m <sup>a</sup>	31.5 m <sup>d</sup> Combination 18.3 m KPLA	20.5 m	4.4 m (see Figure 1) <sup>e</sup>	3.0 m	n/a	7.5 m <sup>f</sup>	3.2 m

<sup>a</sup> 5.33 m in the Peace River Area.

<sup>b</sup> Exception to exceed 4.88m OAH (5.33 m in the Peace and 4.72 m for houseboats only) may be requested through the Extraordinary Load Program. Note that maximum OAH for BC Ferries is 4.57 m. To request approval to obtain permits for other routes, please submit an [Extraordinary Load Approval Request](#) to [ExtraOrdLoads.DC@gov.bc.ca](mailto:ExtraOrdLoads.DC@gov.bc.ca).

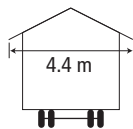
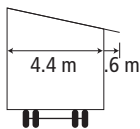
<sup>c</sup> Including hitch.

<sup>d</sup> 30.5 m if the towing unit has only one drive axle. Some BC routes are limited to 29 m OAL.

<sup>e</sup> Maximum 3.2 m axle track width, but outriggers may be used to extend the deck for structural support.

<sup>f</sup> As per the CVSE 1000, one additional pilot car is required for rear projection over 6.5 m, in addition to those required based on the OAW and OAL.

Table 4.3.5.B Manufactured and Modular Homes > 3.8 m OAW and ≤ 4.4 m OAW.

**One eave on the shoulder side:**

Permits for structures with 4.4 m box width plus one eave may be issued under this section provided the additional width from the eave is maximum 0.6 m, and the eave is loaded on the right (shoulder) side.

**4.3.5.C Manufactured homes, modular buildings and houseboats exceeding 4.4 m overall width, up to and including 5.0 m overall width**

Single trip permits are pre-approved to these maximum dimensions, provided travel is entirely on routes described on Form [CVSE1001](#), or in the Peace River Area (as per conditions on Form [CVSE1002](#)). Park Model Homes will be accepted up to 4.88 m OAW, provided the gross floor area does not exceed 50 square metres.

To request approval to obtain permits for other routes, please submit an [Extraordinary Load Approval Request](#) to [ExtraOrdLoads.DC@gov.bc.ca](mailto:ExtraOrdLoads.DC@gov.bc.ca).

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

OAH	OAL	BSL	OAW	FPH/K	RPA	RPT	ATW
<b>Dimensions are maximums unless stated otherwise.</b>							
<b>Transported on Frames with Attached Axles</b>							
4.88 m <sup>a</sup>	24.4 m Unit <sup>b</sup> 31.5 m <sup>c</sup> Combination	23.16 m	5.0 m	1.0 m	6.9 m	n/a	3.2 m
<b>Transported on Semi-Trailers</b>							
Same	31.5 m <sup>c</sup> Combination 18.3 m KPLA	23.16 m	5.0 m <sup>d</sup>	3.0 m	n/a	7.5 m <sup>e</sup>	3.2 m

Note 1: Exceptions to exceed 4.88 m OAH may be requested through the Extraordinary Load Program.

<sup>a</sup> Or as specified for your route on Form [CVSE1001](#) outside of the Peace River Area. In the Peace, maximum OAH is 5.33 m.

<sup>b</sup> Including hitch.

<sup>c</sup> 30.5 m if the towing unit has only one drive axle, 31.5 m for 2-vehicle combinations, 32.0 m for 3 or more vehicle combinations. Some BC routes are limited to 29 m OAL.

<sup>d</sup> Maximum 3.2 m axle track width, but outriggers may be used to extend the deck for structural support.

<sup>e</sup> As per the CVSE 1000, one additional pilot car is required for rear projection over 6.5 m, in addition to those required based on the OAW and OAL.

For travel conditions, see Form [CVSE1001](#), Form [CVSE1002](#), and/or your Extraordinary Load Approval.

Table 4.3.5.C Manufactured and Modular Homes > 4.4 m OAW and ≤ 5.0 m OAW.

#### 4.3.5.D Manufactured homes, modular buildings and houseboats exceeding 5.0 m overall width, up to and including 6.1 m overall width

Single trip oversize permits are pre-approved to these maximum dimensions on some routes in the Peace River Area, as per conditions on Form [CVSE1002](#). Otherwise, Extraordinary Load Approvals are required at these dimensions.

Minimum 3 pilot cars, but many transporters find 4 pilot cars necessary due to limited sightlines with these loads.

Single trip overweight permits are available using the weight guidelines at the beginning of Section 4.3.5.

To request approval to obtain oversize and/or overweight permits for routes that are not pre-approved, or to request a variance to the dimensions shown in this table, please submit an Extraordinary Load Approval Request to [ExtraOrdLoads.DC@gov.bc.ca](mailto:ExtraOrdLoads.DC@gov.bc.ca).

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

OAH	OAL	BSL	OAW	FPH/K	RPA	RPT	ATW
<b>Dimensions are maximums unless stated otherwise.</b>							
<b>Transported on Frames with Attached Axles</b>							
4.88 m <sup>a</sup>	24.4 m Unit <sup>b</sup> 36 m <sup>c</sup> Combination	23.16 m	6.0 m <sup>d</sup>	3.0 m	6.9 m	n/a	3.2 m or 50% load width <sup>g</sup>
<b>Transported on Semi-Trailers</b>							
4.88 m <sup>a</sup>	31.5 m <sup>c</sup> Combination 18.3 m KPLA	23.16 m	6.0 m <sup>de</sup>	3.0 m	n/a	7.5 m <sup>f</sup>	3.2 m or 50% load width <sup>g</sup>
Note 1: Exceptions to exceed 4.88 m OAH may be requested through the Extraordinary Load Program.							

<sup>a</sup> Or as specified, if using routes from Form CVSE1001 outside of the Peace River Area. In the Peace, maximum OAH is 5.33 m.

<sup>b</sup> Including hitch. Only pintle hitches or kingpin/fifth wheels are accepted.

<sup>c</sup> On the power unit, minimum interaxle spacing between the steering axle and the first drive axle is 3 m. Some BC routes are limited to 29 m OAL.

<sup>d</sup> Maximum 2 m overhang per side, beyond axle track width.

<sup>e</sup> Maximum 3.2 m axle track width, but outriggers may be used to extend the deck for structural support.

<sup>f</sup> As per the CVSE 1000, one additional pilot car is required for rear projection over 6.5 m, in addition to those required based on the OAW and OAL.

<sup>g</sup> Dolly axle track width must be a minimum of 50% of the BSW. Semi-trailer axle track width is maximum 3.2 m. Use of clip-ons may be considered for increasing axle track width.

For travel conditions, see Form CVSE1002 (in the Peace River Area) and/or your Extraordinary Load Approval.

Table 4.3.5.D Manufactured and Modular Homes > 5.0 m OAW and ≤ 6.1 m OAW.

#### 4.3.5.E Manufactured homes, modular buildings and houseboats exceeding 6.1 m overall width

Single trip oversize permits are available on a case by case basis, depending on routing. Extraordinary Load Approvals and signed CVSE1052 forms are required — please note that both authorization documents are needed before a permit can be issued. (Note: No Extraordinary Load Approval is needed until exceeding 6.1 m OAW on pre-approved routes from form CVSE1002 in the Peace River Area.)

Minimum 3 pilot cars, but many transporters find 4 pilot cars necessary due to limited sightlines with these loads. Additional cars may also be required by signers of the CVSE1052 form.

Single trip overweight permits are available using the axle spacings and weights described in the Heavy Haul Quick Reference Chart at section 6.3.2, Chapter 6, of this manual.

## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

To request approval to obtain oversize permits and/or overweight permits for routes that are not pre-approved, or to request a variance to the dimensions shown in this table, please submit your Extraordinary Load Approval Request to [ExtraOrdLoads.DC@gov.bc.ca](mailto:ExtraOrdLoads.DC@gov.bc.ca).

OAH	OAL	BSL	OAW	FPH/K	RPA	RPT	ATW
<b>Dimensions are maximums unless stated otherwise.</b>							
<b>Transported on Frames with Attached Axles</b>							
4.88 m <sup>a</sup>	24.4 m Unit <sup>b</sup> 36 m <sup>c</sup> Combination	23.16 m	By route limitations <sup>d</sup>	3.0 m	6.9 m	n/a	3.2 m or 50% load width <sup>g</sup>
<b>Transported on Semi-Trailers</b>							
4.88 m <sup>a</sup>	31.5 m <sup>c</sup> Combination 18.3 m KPLA	23.16 m	By route limitations <sup>de</sup>	3.0 m	n/a	7.5 m <sup>f</sup>	3.2 m or 50% load width <sup>g</sup>
Note 1: Exceptions to exceed 4.88 m OAH may be requested through the Extraordinary Load Program.							

<sup>a</sup> Or as specified, if using routes from Form [CVSE1001](#) outside of the Peace River Area. In the Peace, maximum OAH is 5.33 m.

<sup>b</sup> Including hitch. Only pintle hitches or kingpin/fifth wheels are accepted.

<sup>c</sup> On the power unit, minimum interaxle spacing between the steering axle and the first drive axle is 3 m. Some BC routes are limited to 29 m OA.

<sup>d</sup> Maximum 2 m overhang on the side closest to opposing traffic, beyond axle track width.

<sup>e</sup> Maximum 3.2 m axle track width, but outriggers may be used to extend the deck for structural support. Use of clip-ons may be considered for increasing axle track width.

<sup>f</sup> As per the CVSE 1000, one additional pilot car is required for rear projection over 6.5 m, in addition to those required based on the OAW and OAL.

<sup>g</sup> Dolly axle track width must be a minimum of 50% of the BSW. Semi-trailer axle track width is maximum 3.2 m. In some cases, this will make dollies more suitable than semi-trailers. Use of clip-ons may be considered for increasing axle track width.

For travel conditions, see Form [CVSE1002](#) (in the Peace River Area) and/or your Extraordinary Load Approval.

Table 4.3.5.E Manufactured and Modular Homes > 6.1 m OAW.

#### 4.3.5.F Multiple buildings (not including houseboats) transported on float trailers up to and including 4.4 m overall width

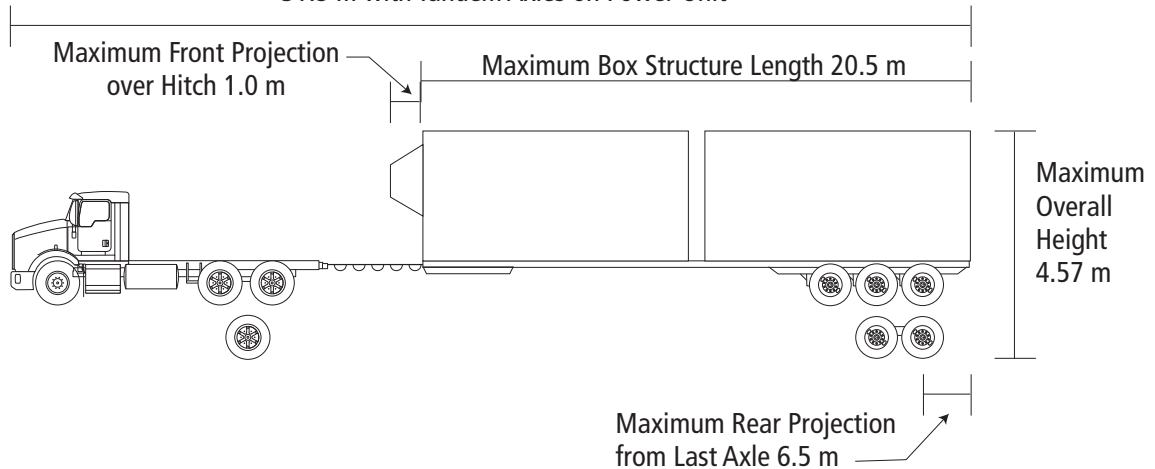
Height exceptions and all other requirements and conditions as per Section 4.3.5.B

**Float trailer** means an expandable trailer designed and used exclusively for the movement of manufactured and modular homes and buildings, including skid shacks and bunkhouses that do not have steel frames. Dollies may be temporarily or permanently attached.

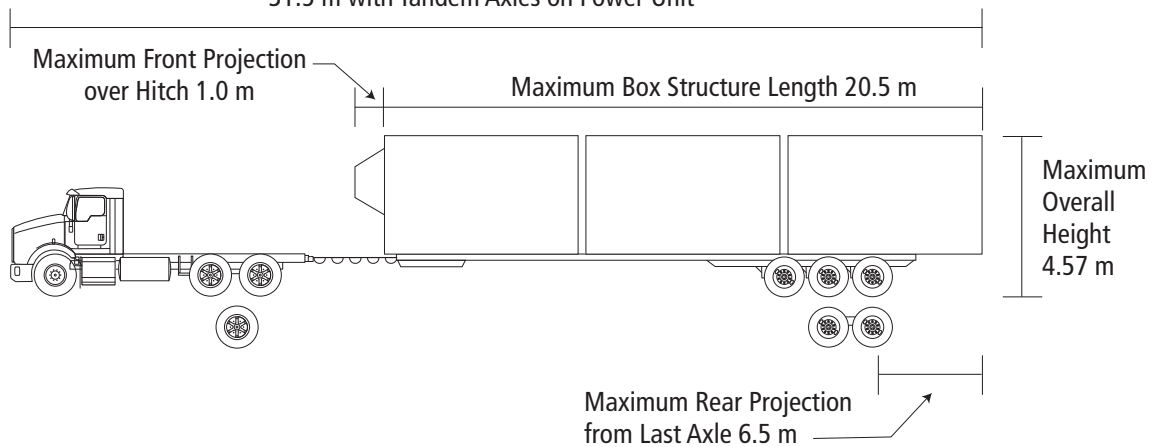
## 4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

**i) Two Buildings**

Maximum Overall Combination Length  
30.5 m with Single Drive Axle on Power Unit  
31.5 m with Tandem Axles on Power Unit

**ii) Three Buildings**

Maximum Overall Combination Length  
30.5 m with Single Drive Axle on Power Unit  
31.5 m with Tandem Axles on Power Unit



4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS

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**4.3.6 Routing Exceptions for Manufactured Homes and Modular Buildings****4.3.6.A BC Factories to US Border Crossings in the Lower Mainland and Port of Vancouver**

- a) Running gear may be up to 3.2 m wide
- b) Tire Loading and Axles:
  - I) single or dual tires are allowed subject to a tire loading limit of a maximum 100 kg per cm of tire width
  - II) all limited-use manufactured home axles must be new and meet the Canadian Standard Associations (CSA) CAN3D313-M1985 Trailer Running Gear standards, or the latest revision from CSA
  - III) if single tires are used for each wheel, each axle cannot exceed 4,000 kg or the axle manufacturer's maximum axle weight rating, whichever is the lesser
- c) A maximum of five (5) axles are allowed, with interaxle spacing positioned at equal-distance, and the total manufactured home axle spread is to be within the conventional tridem axle spread limits of 3.7 m maximum and 2.4 m minimum, and when two axles are used the tandem axle spread must be no greater than 1.85 m
- d) All manufactured home axles must be equipped with operating brakes on all wheels
- e) Routes are restricted to be single trip one way only, i.e., from BC factories to the closest (practical) border crossing
- f) Unless otherwise specified in this section, all applicable sections in the Motor Vehicle Act and Regulations and Commercial Transport Act and Regulations are applicable, e.g., emergency breakaway/automatic brake application, minimum brake deceleration capability, and brake stopping distances requirements, etc.
- g) Conditions as per applicable T-Forms and/or Extraordinary Load Approval.

**4.3.6.B US Carriers Coming into BC on Hwy 15 to Point Roberts**

**Routing:** Hwy 15, Hwy 10, Hwy 91, Nordel Way, Hwy 91 Connector, Hwy 17, and 56 Street (not under the jurisdiction of MoTI — applicant to contact the Corporation of Delta for authorization to use their road) to Point Roberts

- a) Home must be of US origin with a U.S. destination (no pick up or drop off permitted along the route).
- b) Running gear width may be up to 3.2 m wide.
- c) Single or dual tires are allowed subject to a tire loading limit of a maximum 100 kg per centimetre of tire width.
- d) Up to a maximum of five axles are allowed, with interaxle spacing positioned at equal-distance, and the total manufactured home axle spread is to be within the conventional tridem axle spread limits of 3.7 m maximum and 2.4 m minimum, and when two axles are used the tandem axle spread must be no greater than 1.85 m.



**4.3 MANUFACTURED HOMES, MODULAR BUILDINGS AND HOUSEBOATS**

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- e) All manufactured home axles must be equipped with operating brakes on all wheels.
- f) If single tires are used for each wheel, each axle cannot exceed 4,000 kg, or the axle manufacturer's maximum axle weight rating, whichever is the lesser.
- g) The route is restricted to be single trip one-way only.
- h) Overall height not to exceed 4.88 m on roads that are under the jurisdiction of the Ministry of Transportation and Infrastructure. Applicant to ensure proper authorization for overheight is obtained through the Corporation of Delta if height exceeds 4.57m. Applicant is responsible for all clearances.
- i) Overall width not to exceed 5 m.
- j) Unless otherwise specified in this permit condition, all applicable sections in the Motor Vehicle Act and Regulations and Commercial Transport Act and Regulations are applicable, e.g. emergency breakaway/automatic brake application, minimum brake deceleration capability, and brake stopping distances requirements, etc.
- k) Conditions as per applicable T-Forms. Daylight travel is permitted if the length and width fall within CVSE1000/1000S sizes or less, but the height is over 4.57 m up to 4.88 m.

## 4.4 HAY BALES

## 4.4 HAY BALES

This section outlines policy for hay bales being transported under permit.

## 4.4.1 Rectangular Hay Bales

## 4.4.1.A – Dimensions for Transporting Rectangular Hay Bales

Type of Bale	Height	Width	Additional Comments
Rectangular (small)	4.3 m	3.05 m	- See Note 2
Rectangular (large)	4.4 m (hiboy) 4.57 m (lowbed)	3.05 m	- See Notes 1 & 2

Note 1: Peace River area shall be permitted up to 4.8 m in height or three bales high (lowbed only)

Note 2: Not valid over 4.3 m in height on Highway 1 west of Abbotsford AND Highway 1 Revelstoke to Glacier National Parks inclusively, and Highway 3B. Further, on these routes only, carriers may choose to secure rectangular hay bales using either the General Requirements of NSC Standard 10 or the standards set out in this section of policy.

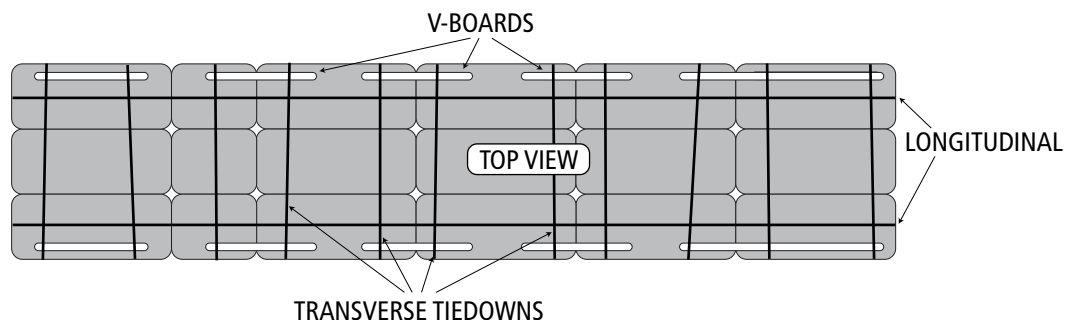
## 4.4.1.B – Load Securement for Rectangular Hay Bales

Hay Bales being transported under permits must be secured by complying with either option a or b as outlined below. At legal dimensions the general requirements of NSC Standard 10 apply.

Bales must be loaded so they interlock within tiers. Different loading patterns should be used for consecutive tiers to reduce lengths of the vertical interfaces between bales. A load of bales is most stable if each is placed with its largest face down. Bales should not be loaded with the longest dimension placed vertically.

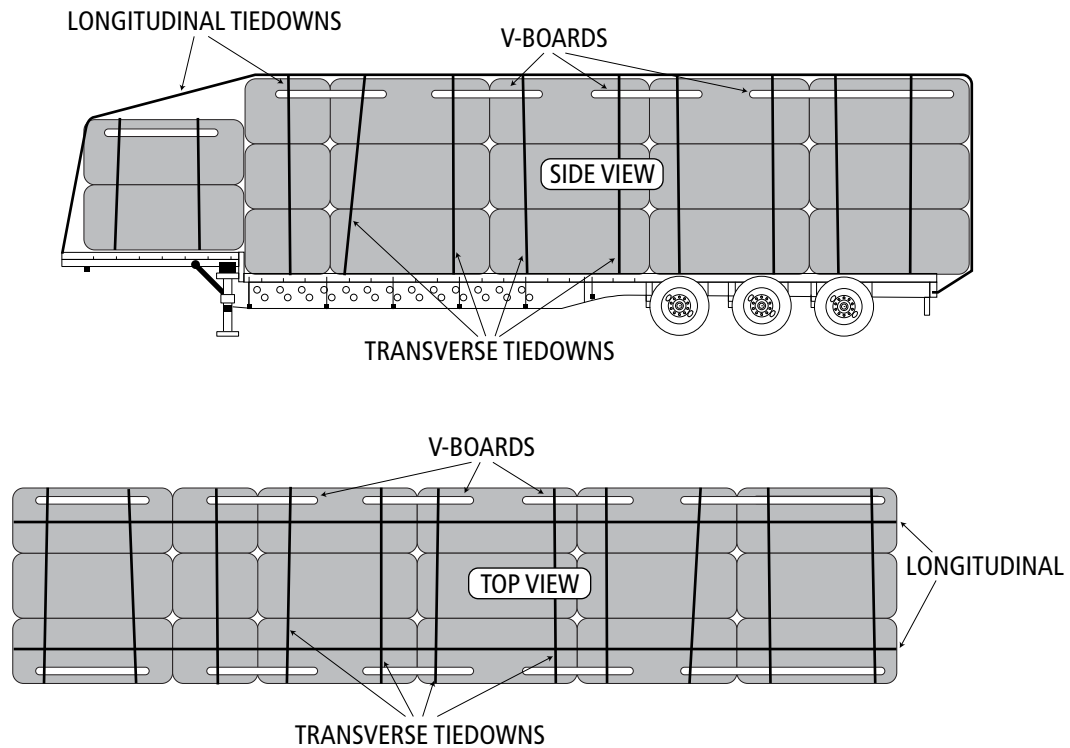
**Option a:**

The load must be secured with transverse tiedowns. As a guide, the minimum number of transverse tiedowns must be determined by the length of the load divided by 1.8 m, rounded to the next whole number. Note that if the minimum number of tiedowns is not sufficient to ensure that each bale in the top tier is secured, more tiedowns should be used, or v-boards may be used together with at least the minimum number of tiedowns, to ensure that each bale is secured. At least two longitudinal tiedowns must be used over the top of the load.

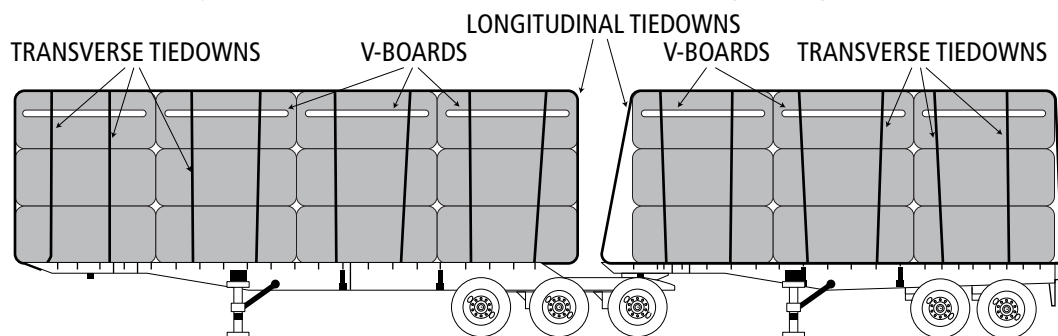
**Loads Using V-Boards (Optional)****Hiboy B-train with v-boards placed over seams between bales:**

## 4.4 HAY BALES

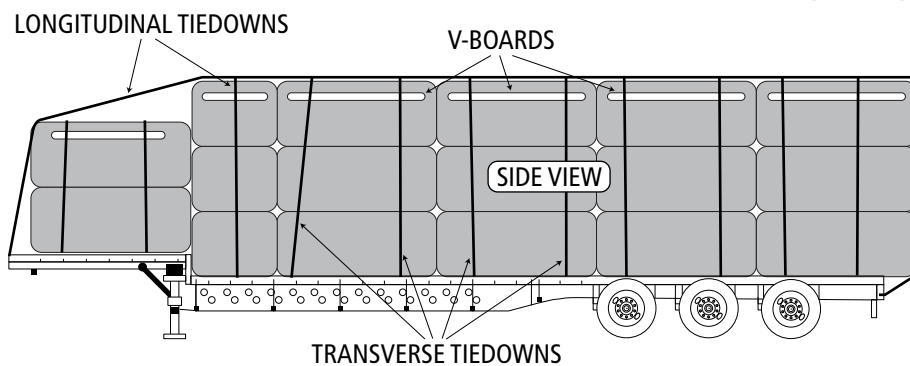
**Dropdeck or lowbed semi-trailer with v-boards placed over the seams between bales:**



**Hiboy B-train with each v-board placed along a single bale:**



**Dropdeck or lowbed semi-trailer with each v-board placed along a single bale:**



#### 4.4 HAY BALES

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**Option b:**

The load must be secured in accordance with the requirements of National Safety Code Standard 10. Hay bales shall be firmly immobilized or secured on or within a vehicle by structures of adequate strength, blocking, bracing, dunnage or dunnage bags, shoring bars, tiedowns or a combination of these.

#### 4.4.2 Round Hay Bales

**4.4.2.A – Dimensions for Transporting Round Hay Bales**

Width: – 3.5 m

– 3.84 m in the Peace River Region, with one pilot car at all times if over 3.5m

Height: – 4.57 m

– 4.8 m is allowed in the Peace River Region and from the BC/AB border entering at Yoho National Park, Kootenay National Park and Crowsnest Pass to an area encompassing Golden, Radium, Invermere, Kimberley, Cranbrook, and all points between, except the Iron Gates Tunnel on Hwy 93 east of Radium Hot Springs, which is limited to 4.5 m OAH

**4.4.2.B – Frame Extensions for Round Hay Bales**

- a) Frame extensions on trucks, semi-trailers and trailers used only for round hay bales will be allowed to a maximum of 3.5 m overall width only when loaded. These extensions must be folded up to 3.05 m wide when travelling empty. Note: Trucks are restricted to a maximum overall length of 12.5 m. If the truck was manufactured after December 31, 1992, the rear projection is restricted to 4.0 m.
- b) Frame extensions used to support the hay bales as load securement devices are allowed to exceed legal semi-trailer length provided other legal dimensions such as legal overall combination length, legal rear overhang, etc., are not exceeded. When empty all legal dimensions apply and these extensions (load securement devices) are only legally allowed to exceed trailer length by 30 cm to the front and 10 cm to the rear.
- c) Front extensions allowed to a maximum of 2.0 m radius of articulation point (Reference CTAR 7.16(2)). Rear extensions allowed to 35% of semi-trailer wheelbase (Reference CTAR 7.18(2)) but not to exceed 1.2 m from bed or body of trailer or semi-trailer.

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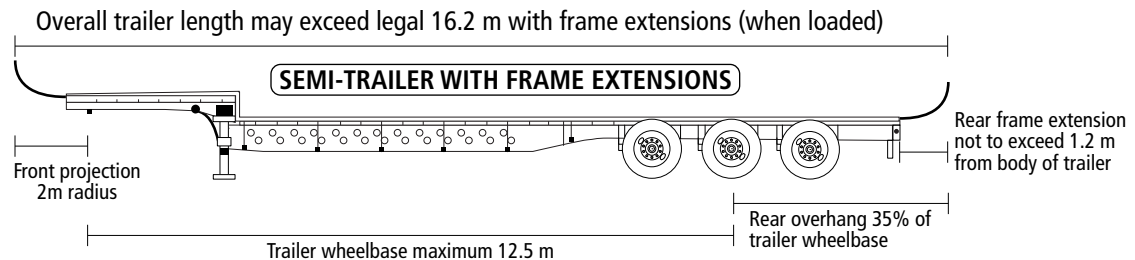
**Note: Non-TAC Vehicles: Front extensions allowed to a maximum of 2.25 m radius of articulation point. (Reference CTAR 7.15(2)(a)). Rear extensions allowed to 5.0 m from the last axle (Ref CTAR 7.17(2)(b)), but not to exceed 1.2 m from bed or body of trailer or semi-trailer.**

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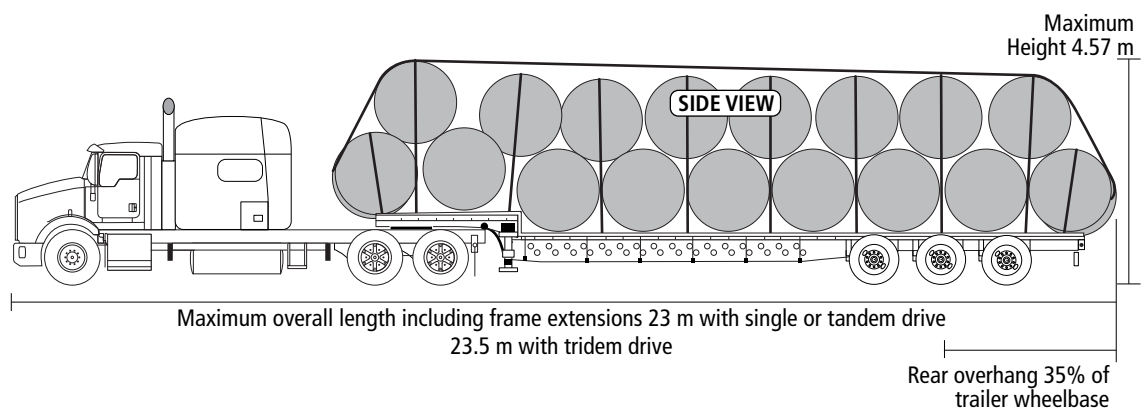
## 4.4 HAY BALES

d) These frame extensions referred to in Paragraphs (a)(b) and (c) must be of adequate strength to support the load.

- Trailer must conform to legal dimensions when empty.



- Overall vehicle combination length must not exceed 23.5m.



## 4.4.2.C. Load Securement for Round Hay Bales

Hay Bales being transported under permits must be secured by complying with either option a or b as outlined below. At legal dimensions the general requirements of NSC Standard 10 apply.

**Option a:**

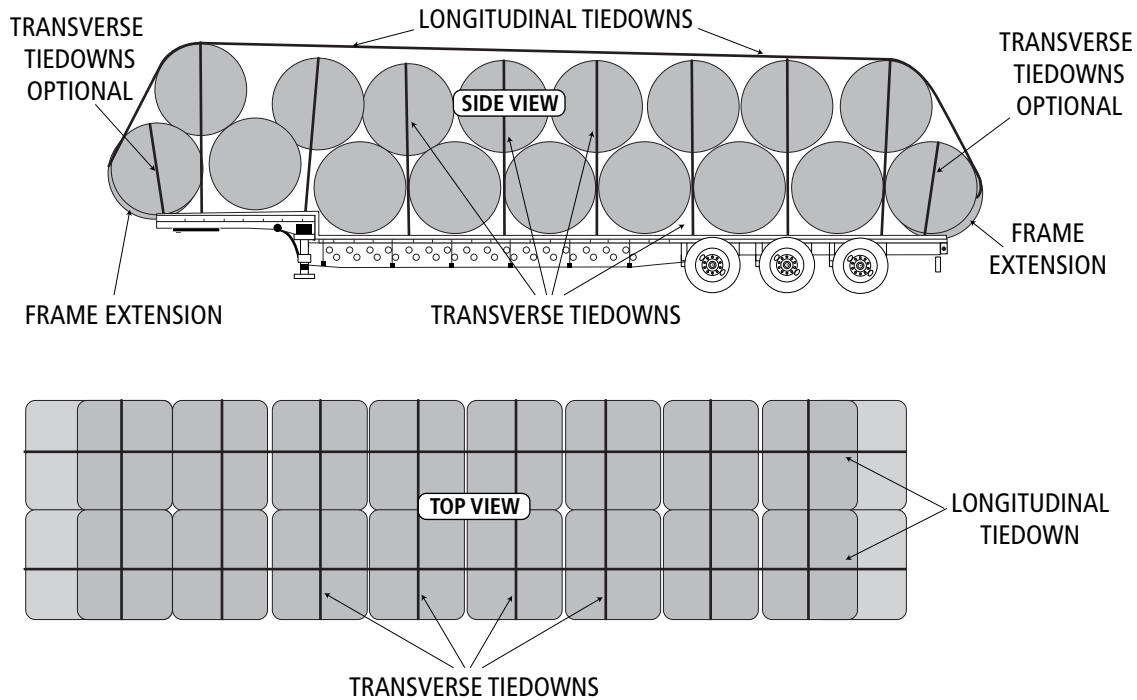
Bales **must** not be loaded in a second tier if there is room on the deck for an additional bale. Bales in the second tier should be loaded consecutively in the well(s) formed by the bales in the tier beneath. Bales **must** not be loaded more than two tiers.

Round bales loaded **transversely** can only be transported if the bottom tier is secured against rolling by headboards, stakes or frame extensions on the front and rear that are either part of the vehicle structure or firmly mounted to the vehicle. If the front and rear of the upper tier of bale loads are against headboards, stake or frame extensions, longitudinal tiedowns are not required, but each transverse row of bales must be secured by a transverse tiedown. If the front and rear of the upper tier is not secured against a headboard, stakes or frame extensions, at least one longitudinal tiedown must be placed over each longitudinal row of bales.

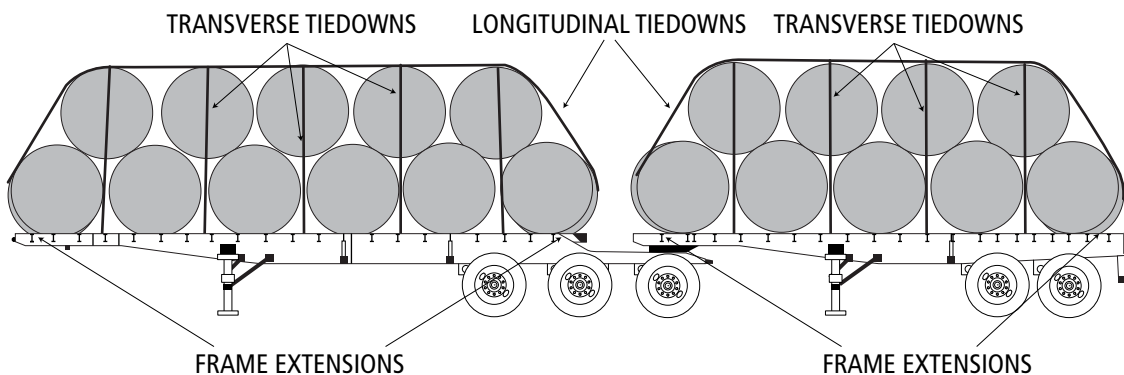
## 4.4 HAY BALES

Round bales loaded pipe style should be continuously loaded, front to rear, without space between the rows. The bales tend to roll across the vehicle, so they can be transported only if the bottom tier is secured to control rolling.

Drop deck or lowbed semi-trailer using longitudinal tiedowns:

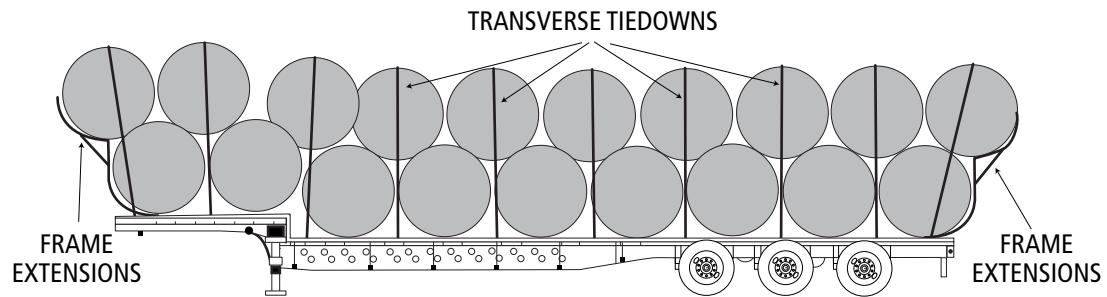


Hiboy B-Train using longitudinal tiedowns:



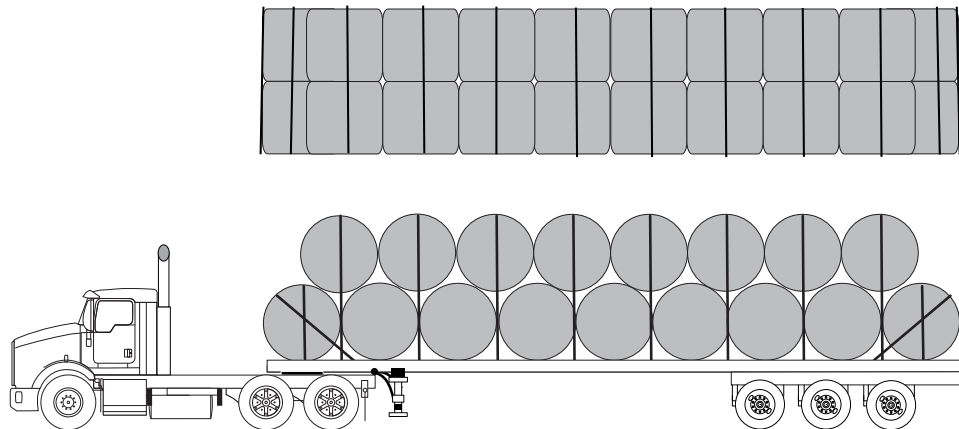
#### 4.4 HAY BALES

Drop deck or lowbed semi-trailer using front and rear extensions to support the second tier, which eliminates the requirement to use longitudinal tiedowns:

**Option b:**

The load must be secured in accordance with the requirements of National Safety Code Standard 10. Hay bales shall be firmly immobilized or secured on or within a vehicle by structures of adequate strength, blocking, bracing, dunnage or dunnage bags, shoring bars, tiedowns or a combination of these.

Providing the above and all other requirements of National Safety Code Standard 10 are met, the below diagram of tie down placement is acceptable.



## 4.5 LOGS AND RELATED COMMODITIES

In British Columbia, logging vehicle configurations are covered in Appendices B, D, F, G, H and I of the Commercial Transport Regulations and in Section 5.3.5 of this manual. The tables in this section show configurations and dimensions for which permits are available without letters of authorization.

**“Boomstick”** means a log with a hole bored in either end, for chaining together to secure the perimeter of a floating log boom; the industry standard is 20 m long. For transport by commercial vehicle, boomsticks exceeding 20.1 m long are allowed to maximum 25 m, with 3 m FPB and 8.25 m RPB, on the configurations described in section 4.5.2 only. The top must be a minimum of 35 cm diameter.

**“Laminated beams”** are beams resulting from the build-up of layers of wood whether the method of lamination was gluing under pressure, mechanical nailing or bolting, or a combination.

**“Pole”** means a log, or unprocessed pole (trim on, not debarked).

**“Processed Pole”** means a pole that has been to a secondary manufacturer and has been cut to length (trim removed), debarked and may be pressure treated or untreated.

**“Pulp bales”** means a large bundle of fibrous material prepared by chemically or mechanically separating cellulose fibres from wood, fibre crops or waste paper that has been compressed and secured by wires hoops, cords or the like, for shipping.

**“Trim”** means the part of the pole at either end which would be considered waste wood (e.g. rot or too small a tip) that could not conceivably be utilized as part of the pole when the pole is in a finished state.

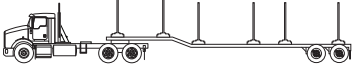
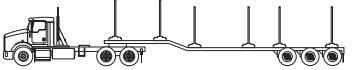
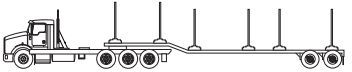

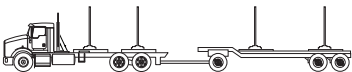

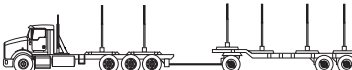
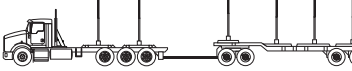
**“Wood chips and mill processed wood residuals”** means all machine-processed wood chips, shavings from planar mills, sawdust and hog fuel from sawmills etc. Also, any wood residuals derived from portable sawmills and from fixed or mobile biomass processing machines, (e.g. wood pelleting machines), and wood chips and wood waste from truck or trailer mounted chippers. These wood chips and mill processed wood residuals consist entirely of wooden material and are not usually mixed with any soil, earth, or dirt.

### 4.5.1 Logs, Poles and Boomsticks up to 20.1 m Long


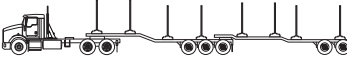
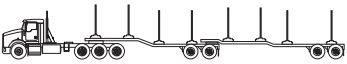


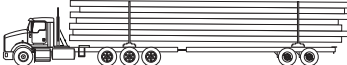
Single trip and term permits are available for the following vehicles and loads. If poles are transported on a single vehicle (a truck) without a trailer, maximum OAL is 16 m.



## 4.5 LOGS AND RELATED COMMODITIES

4.5.1 Logs, Poles and Boomsticks up to 20.1 m Long										
Configurations	Log Types	OAL	TTERO	FPB	FPK	RPB	RPT	OAW	ATW	Additional Comments
	Short/Long Logs, Poles & Boomsticks	25 m			3 m		6.5 m			
	Short/Long Logs, Poles & Boomsticks	25 m			3 m		6.5 m			
	Short/Long Logs, Poles & Boomsticks	25 m			3 m		6.5 m			
	Short/Long Logs, Poles & Boomsticks	25 m			3 m		6.5 m	2.9 m*	Min. 2.5 m	*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. For off-highway 3.2 m wide bunks, refer to 5.3.5.B.
	Short Log	25 m	5 m		3 m		6.5 m			
	Short Log	25 m	5 m		3 m		6.5 m			
	Short Log		5 m		3 m		6.5 m	2.9 m*	Min. 2.5 m	*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake.
	Short Log	27.5 m**	5 m		3 m		6.5 m***	2.9 m*		*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. ** Weight from 7.26 CTR not allowed if trailer track width is under 2.5 m. *** Front projection must be fully utilized before exceeding 5 m rear projection

## 4.5 LOGS AND RELATED COMMODITIES

4.5.1 Logs, Poles and Boomsticks up to 20.1 m Long										
Configurations	Log Types	OAL	TTERO	FPB	FPK	RPB	RPT	OAW	ATW	Additional Comments
	Short Log	27.5 m**			3 m		6.5 m	2.9 m*		*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. ** Weight from 7.26 CTR not allowed if trailer track width is under 2.5 m
	Short Log	27.5 m**			3 m		6.5 m	2.9 m*		*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. ** Weight from 7.26 CTR not allowed if trailer track width is under 2.5 m
	Short Log	27.5 m**			3 m		6.5 m	2.9 m*		*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. ** Weight from 7.26 CTR not allowed if trailer track width is under 2.5 m
	Long Logs, Poles & Boomsticks	25 m								
	Long Logs, Poles & Boomsticks	25 m								
	Long Logs, Poles & Boomsticks	25 m								

**“OAL”** means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load

**“TTERO”** means a truck or truck tractor’s effective rear overhang measured from the turn centre of the drive axle group to the end of the vehicle or load

**“FPB”** means the front projection measured from the front bunk forward to the front of the load

**“FPK”** means the front projection measured from over the kingpin or turntable centre forward to the front of the vehicle and/or load

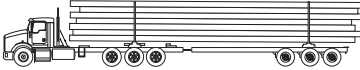
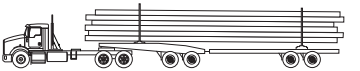


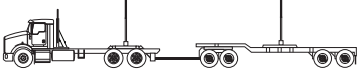

**“RPB”** means the rear projection measured beyond the rear bunk to the end of the load

**“RPT”** means the rear projection measured beyond the turn centre on the trailer to the end of the vehicle and/or load

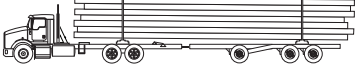
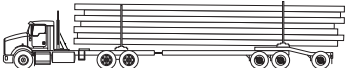
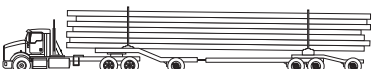


**“OAW”** means the overall width measured from the widest point on the left side of the vehicle and /or load to the widest point on the right side of the vehicle and/or load

**“ATW”** means the axle track width, or overall width of an axle across the outside faces of the tires, measured at any point above the lowest point of the rim.

## 4.5 LOGS AND RELATED COMMODITIES

4.5.1 Logs, Poles and Boomsticks up to 20.1 m Long										
Configurations	Log Types	OAL	TTERO	FPB	FPK	RPB	RPT	OAW	ATW	Additional Comments
	Long Logs, Poles & Boomsticks	27.5 m**		3.5 m		6.5 m***		2.9 m*	Min. 2.5 m	*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. ** See 4.5.2 for conditions over 25 m when transporting Poles or Boomsticks *** Front projection must be fully utilized before exceeding 5 m rear projection
	Long Logs Poles & Boomsticks	25 m								
	Long Logs Poles & Boomsticks	25 m								
	Long Logs Poles & Boomsticks	25 m						2.9 m*	Min. 2.5 m	*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake.
	Long Logs Poles & Boomsticks	25 m								
	Long Logs Poles & Boomsticks	27.5 m**		3.5 m		6.5 m***		2.9 m*	Min. 2.5 m	*ROUTING AS PER CVSE 1013 when utilizing 2.9 m wide bunks retro-reflective markings are to be applied to the lower half of the stakes on the front of each front stake and the rear of each rear stake. For off-highway 3.2 m wide bunks, refer to 5.3.5.B. ** Maximum 25 m OAL when transporting Poles or Boomsticks *** Front projection must be fully utilized before exceeding 5 m rear projection

## 4.5 LOGS AND RELATED COMMODITIES

4.5.1 Logs, Poles and Boomsticks up to 20.1 m Long										
Configurations	Log Types	OAL	TTERO	FPB	FPK	RPB	RPT	OAW	ATW	Additional Comments
	Long Logs (Sjostrum) Pole Trailer	25 m								
	Long Log, Dog Logger	25 m								
	Long Log, Jeep and Dog Logger	25 m			3 m*					*Single axle jeep will be allowed permits to 3 m forward of kingpin or to a maximum of 4.5 m ahead of front bunk, whichever is less
	Long Logs Single Jeep Pole Trailer	25 m			3 m*					*Single axle jeep will be allowed permits to 3 metres forward of kingpin or to a maximum of 4.5 m ahead of front bunk, whichever is less
	Long Logs Single Jeep, Tri-axle Pole Trailer	25 m			3 m*					*Single axle jeep will be allowed permits to 3 m forward of kingpin or to a maximum of 4.5 m ahead of front bunk, whichever is less

**4.5.1.A Load Security Under These Permits**

When operating under permit, where the distance between bunks exceeds 10 m on the configurations shown above, three load-encircling binders shall be used, one centred between the bunks and the others approximately 3 m on each side of the centre.

Where short logs are carried in the same load, they shall be banded or additional binders used.

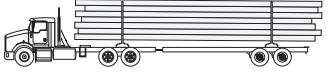
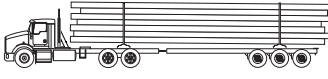
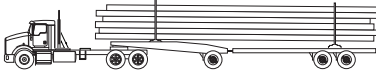
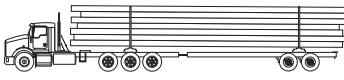
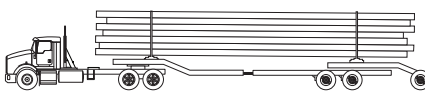
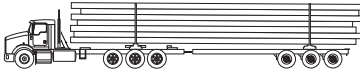
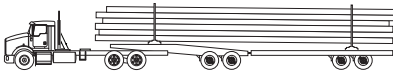
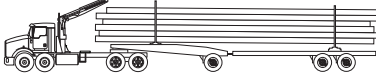
For unprocessed pole lengths that are tapered at one end, where the bulk of the weight rests on the deck and the tapered end makes up the rear projection, up to 50% of the object's length may be in the rear projection.

## 4.5 LOGS AND RELATED COMMODITIES

## 4.5.2 Boomsticks, Poles and Processed Poles over 20.1 m Long

## Term and Single Trip Permits

Term and single trip permits are available for these configurations only<sup>1</sup>, to the dimensions and with the conditions show below:

Configurations	Log Types	OAL	FPB	RPB	Additional Comments
 Standard 5-axle logging truck/pole trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	*If over 27.5 m OAL, a stinger and compensating reach must be used.  ** 10 m in hours of daylight, but FPB must be fully utilized before RPB may exceed 9 m.  <sup>1</sup> See 4.5.2.A
 6-axle logging truck/tridem axle pole trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	10 m*	9 m**	
 6-axle logging truck/jeep/pole trailer combination	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	
 6-axle tridem drive tractor/tandem pole trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	
 6-axle logging truck/pole trailer/dog logger	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	6.75 m	
 7-axle tridem drive tractor/tridem axle pole trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	<sup>2</sup> Boomsticks are allowed to 25 m OAL with 3 m FPB and 8.25 m RPB, on these configurations only.
 7-axle tandem jeep combination with pole trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	
 Tandem Steer Logging Truck with Installed Crane/Jeep/Tandem Pole Trailer	Boomsticks <sup>2</sup> , Poles, Processed Poles	34 m*	8 m*	9 m**	

**"OAL"** means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load

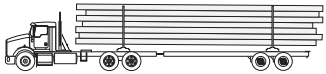
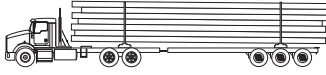

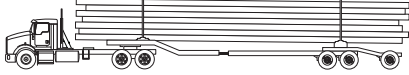

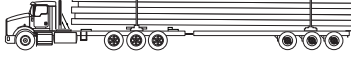
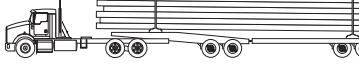
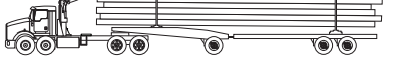
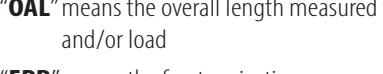
**"FPB"** means the front projection measured from the front bunk forward to the front of the load

**"RPB"** means the rear projection measured beyond the rear bunk to the end of the load

## 4.5 LOGS AND RELATED COMMODITIES

## Single Trip Permits

Single trip permits are available for these configurations only\* to the dimensions and with the conditions shown below:

Configurations	Log Types	OAL	FPB	RPB	Additional Comments
 Standard 5-axle logging truck/pole trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>to exceed 27.5 m OAL, to 34 m OAL, a stinger and compensating reach must be used.</li> </ul>
 6-axle logging truck/tridem axle pole trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>to exceed 34 m OAL, bunks must be a minimum of 15 m apart.</li> </ul>
 6-axle logging truck/jeep/pole trailer combination	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>to exceed 34 m OAL, each single pole must not exceed 1 m of trim.</li> </ul>
 6-axle logging truck/pole trailer/dog logger	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>in order to exceed 9 m RPB, at least 3 m of FPB must be in use.</li> </ul>
 6-axle logging truck/pole trailer/dog logger	Poles, Processed Poles*	40 m*	8 m	6.75 m	<ul style="list-style-type: none"> <li>point of articulation must be approximately one-sixth of the total distance between bunks for tandem drive logging trucks and one quarter of the total distance between bunks for tridem drive tractors (no stinger required for tridem drive tractor operation)</li> </ul>
 6-axle tridem logging truck/tandem pole trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>for travel in hours of darkness, FPB may not exceed 7 m</li> <li>for travel in hours of darkness, RPB may not exceed 9 m</li> </ul>
 7-axle Tridem Logging Truck/Tridem Pole Trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li>1 See 4.5.2.A</li> </ul>
 7-axle Logging truck/Tandem Jeep/Tandem Pole Trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li><b>Unprocessed</b> poles may be transported on these configurations to 40 m in OAL, regardless of load length.</li> </ul>
 Tandem Steer Logging Truck with Installed Crane/Jeep/ Tandem Pole Trailer	Poles, Processed Poles*	40 m*	10 m	10 m	<ul style="list-style-type: none"> <li><b>Processed</b> poles in excess of 36 m (load length) must be transported with manned steering trailers or remotely steered trailers as per section 5.3.12.F of this manual.</li> </ul>

"OAL" means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load

"FPB" means the front projection measured from the front bunk forward to the front of the load

"RPB" means the rear projection measured beyond the rear bunk to the end of the load

## 4.5 LOGS AND RELATED COMMODITIES

**4.5.2.A Allowances for triaxle pole trailers**

Some vehicle combinations not shown in this section, including triaxle pole trailers (with and without sjostrum axle units), have been previously approved for the movement of boomsticks, poles and processed poles. Operators of these combinations may continue to obtain permits with these restrictions:

- Maximum overall length for a combination including a triaxle pole trailer and a jeep is 25 m.
- Maximum overall length for other combinations including a triaxle pole trailer is 27 m.

To qualify for this allowance, the applicant must present a copy of a permit issued prior to July 1, 2012 on which this allowance was granted.

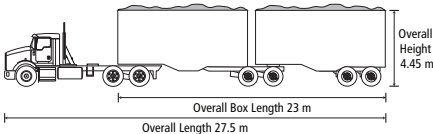
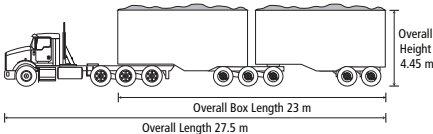
**4.5.3 Laminated Beams**

Laminated beams loaded on an approved logging configuration up to 20.1 m will be treated as long logs (4.5.1. refers) and laminated beams exceeding 20.1 m in length loaded on an approved logging configuration shall be treated as processed poles (4.5.2 refers), provided all cargo securement standards have been applied.

For permissible dimensions for empty travel, and allowances for the use of logging vehicles to transport bridge beams, see section 5.3.5.

**4.5.4. Wood Chips and Mill Processed Wood Residuals, and Pulp Bales****Term and Single Trip Permits**

Term and single trip permits are available for the configurations described in this section, to the dimensions and with the conditions shown. All truck tractors in combination with wood chip semi-trailers or wood chip B trains are authorized to haul reducible loads of wood residual to the maximum loaded height of 4.3 m. The actual trailer height must be no more than 4.15 m. Pulp Bales must be loaded in walled B-Train/chip truck configurations only.

"Super B" Configurations	OAH	Additional Comments
 <p>Tandem drive B-Train (Super B-Train)</p>	4.45 m* Wood Chips and Other Residual 4.15 m Pulp Bales	* Only the trailer's tarp and the load may occupy the space above 4.3 m height, and the trailer's side wall height must be no more than 4.15 m. <b>Route Specific</b> – This commodity is restricted to routes described on Form CVSE 1012. In the event there is a conflict between the CVSE 1012 attached to the permit and the latest CVSE1012 posted on the CVSE website, the online version will take precedence.
 <p>Tridem drive B-Train (Super B-Train)</p>	4.45 m* Wood Chips and Other Residual 4.15 m Pulp Bales	Logging weight allowances from Section 7.26 Commercial Transport Regulations do not apply.

"OAH" means overall height measured from the ground to the top of the vehicle and/or load, including means of cargo securement

## 4.5 LOGS AND RELATED COMMODITIES

## 4.5.5 Bridge Beams

Approved configurations only:

- Tandem or tridem drive truck tractors with a tandem or tridem axle pole trailer with log bunks and a compensating reach

## Dimensions – Single Trip or Term Oversize Permits

OAL	FPB	RPB	Additional Comments	T-Form
31 m	3 m	6.5 m	Maximum length of bridge beam is 26.5 m Maximum interbunk spacing 17 m	1000, 1000L

## Vehicle Requirements:

- The use of log bunk stakes or extensions is optional provided the bridge beam is properly secured with no movement on to the bunks.
- If hauling more than one bridge beam at a time, an engineering drawing showing all the proposed axle and overall dimensions, proposed axle/GCVW weights, and special load securement arrangements, must be submitted to CVSE Victoria for review and approval.
- Any air gaps found between bunk rub shoes and bolster support must not be more than 5 mm. This is similar to the requirement stipulated under Section 35.05(3)(d) of the Motor Vehicle Act Regulations.
- Lock nut underneath the “cup and saucer” of the log bunk must be properly secured.
- A properly sized cable must be present and taut to connect the front and rear bunks. The cable must have a Working Load Limit (WLL) greater than the weight of the bridge beam being transported. This would allow the deceleration force acting on the bridge beam to be shared between the front and rear bunks if only the front chains connecting the front lifting lugs of the bridge beam and front bunk are used to stop any forward movement of the bridge beam.
- Cross chaining or other means, e.g., physical stops, must be provided on each bunk to prevent any lateral movement of the bridge beam on the bunk.
- The telescopic reach must be properly pinned or welded to prevent any movement during transport. Friction clamps alone to hold the telescopic reach will not be accepted.

## 4.5.6 Decked Up Trailers

## 4.5.6.A. Doglogger/Sjostrum trailers (decked)

## Dimensions – Single Trip or Term Permits

OAL	RPT	Additional Comments	T-Form
13.5 m	5 m	Dimensions only allowed when log trailer is loaded on truck	1000, 1000L

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“RPT” means the rear projection measured beyond the turn centre on the truck to the end of the load.



## 4.5 LOGS AND RELATED COMMODITIES

## 4.5.6.B. Self-Loaders

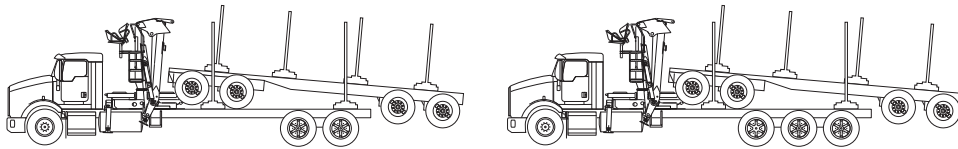
## Dimensions – Single Trip or Term Permits

OAH	OAL	RPT	Additional Comments	T-Form
4.3 m	14.5 m	6.5 m	Dimensions only allowed when log trailer is loaded onto truck	1000, 1000L

“OAH” means the overall height measured from the ground to the top of the vehicle and/or load.

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“RPT” means the rear projection measured beyond the turn centre on the truck to the end of the vehicle and/or load.



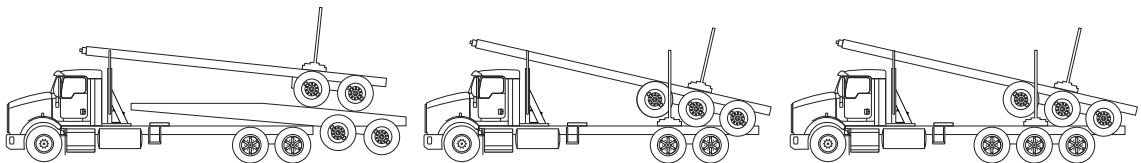
## 4.5.6.C. Single or Tandem Jeep/Pole Trailer Loaded on Logging Truck

## Dimensions – Single Trip or Term Permits

OAW	OAH	RPT	Additional Comments	T-Form
2.9 m*	4.3 m	5 m	Dimensions only allowed when log trailer is loaded on truck * Authorized configurations only, see 4.5.1, limited to routes that are not on CVSE1013	1000, 1000L

“OAH” means the overall height measured from the ground to the top of the vehicle and/or load.

“RPT” means the rear projection measured beyond the turn centre on the truck to the end of the load.



## 4.5.6.D. Tri-Axle or Quad Axle Full Trailer Loaded on Logging Truck

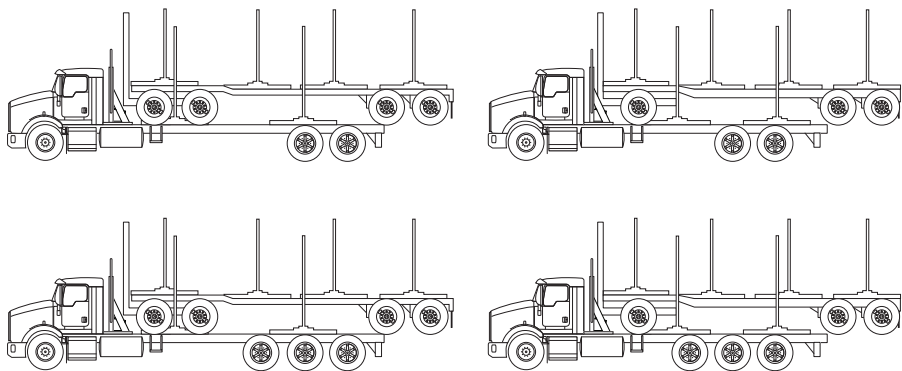
## Dimensions – Single Trip or Term Permits

OAW	OAL	OAH	RPT	Additional Comments	T-Form
2.9 m*	13.5 m	4.3 m	5 m	Dimensions only allowed when log trailer is loaded on truck * Authorized configurations only, see 4.5.1, limited to routes that are not on CVSE1013	1000, 1000L

“OAL” means the overall length measured from the front of the vehicle and/or load to the end of the vehicle and/or load.

“RPT” means the rear projection measured beyond the turn centre on the truck to the end of the load.

4.5 LOGS AND RELATED COMMODITIES



**4.5.6.E.    Tridem Drive Truck Backhaul/Piggyback with a Hayrack Semi-Trailer with a Folded Chassis**

**Dimensions – Single Trip or Term Permits**

RPT	Additional Comments	T-Form
5 m	Dimensions only allowed when trailer is loaded on truck	1000, 1000L

“**RPT**” means the rear projection measured beyond the turn centre on the truck to the end of the vehicle and/or load.

**4.6 CONTACTS**

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**4.6 CONTACTS****4.6.1 Commercial Transport**

Extraordinary Load Approvals:

Preferred contact: [ExtraOrdLoads.DC@gov.bc.ca](mailto:ExtraOrdLoads.DC@gov.bc.ca)

Secondary contact: Fax (250) 784-2280

Commercial Transport Advisors: 1-855-795-0313

General Inquiries: [commercial.transport@gov.bc.ca](mailto:commercial.transport@gov.bc.ca)

Laura Wolf (250) 953-4017 [Laura.Wolf@gov.bc.ca](mailto:Laura.Wolf@gov.bc.ca)

Richard Mawhinney (250) 953-4017 [Richard.Mawhinney@gov.bc.ca](mailto:Richard.Mawhinney@gov.bc.ca)

Nicole Hilborne (250) 953-4017 [Nicole.Hilborne@gov.bc.ca](mailto:Nicole.Hilborne@gov.bc.ca)

Website: [www.cvse.ca](http://www.cvse.ca) and click on Commercial Transport Program

**4.6.2 CVSE Provincial Permit Centre**

Phone(Toll-Free): 1-800-559-9688

Fax: (250) 784-2426

Email: [DAWCREEK@gov.bc.ca](mailto:DAWCREEK@gov.bc.ca)

CVSE Commercial Transport Manager

Courtenay Lowther, Manager

Commercial Transport Phone: (250) 953-4026

Email: [Courtenay.Lowther@gov.bc.ca](mailto:Courtenay.Lowther@gov.bc.ca)

PPC Manager

Julie Willsie (250) 784-2229

[Julie.Willsie@gov.bc.ca](mailto:Julie.Willsie@gov.bc.ca)

**4.6.3 Manufactured Home Registry**

B.C Registry Services

2nd Floor, 940 Blanshard Street

Victoria, British Columbia

Mailing address: PO Box 9431 Stn Prov Govt, Victoria B.C V8W 9V3

Office hours: Monday to Friday 8:30 a.m. to 4:30 p.m. (excluding statutory holidays)

**General Information Line**

Phone: (250)-387-7848 or 1-877-526-1526 (Canada and U.S. Toll Free)

Fax: 250 387-3055

**4.6.4 Senior Vehicle Engineer**

Nam Nguyen

[Nam.Nguyen@gov.bc.ca](mailto:Nam.Nguyen@gov.bc.ca)