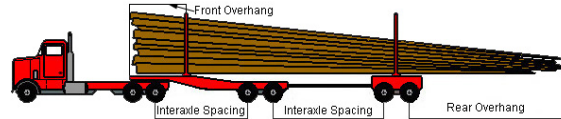


If a permit has been issued pursuant to Section 62 of the *Traffic Safety Act* authorizing the movement of overweight / over dimension logging trucks, any and all of the following conditions shall apply in addition to any other conditions specified on the permit.

The winter weights allowed by this permit apply to a tandem axle jeep logger as shown in the following picture.



Definitions

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

General Conditions of Permit

1. A validated ‘7 Axle Tandem Jeep / B-Train’ map showing the destination mills must be used with this permit for the weights and/or dimensions listed to apply during the period when winter weights are in effect.
2. This permit allows for the transport of logs from a forest cut-block, crown land or a salvage location at dimensions and weights exceeding regulated dimensions and weights provided an addendum is used with the coloured map if the route and location are not indicated on the coloured map.
3. Map and permit are only valid if hauling for or on behalf of the mill identified as the owner of the map.
4. A validated map showing the destination mills to which the logs are being transported must be presented at the request of a peace officer for the noted weights / dimensions to apply. Electronic versions of the maps are not acceptable.
5. If a map **is not** used with this permit
 - permit is not valid
 - weights and dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation](#)
6. The route is defined as the direct travel from cut-block to mill, mill to mill, cut-block to storage site, or storage site to mill:
 - including government roadside pullouts or rest areas and government weigh scale sites, but **not including** service roads or private facilities unless the private facilities are designated on the route map as wrapper check sites.
 - if any exits are made from the routes shown, then weights and dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation](#)
7. A valid TAC permit is required when operating a tridem axle group that exceeds 17,000 kg or when operating a vehicle with a Gross Vehicle Weight (GVW) exceeding 53,500kg on a local road. Municipal approval must be obtained prior to travel on local roads under the direction, control and management of the municipality
8. This permit does not allow the vehicle to cross bridges at weights exceeding the posted capacity limits.
9. This permit does not allow travel on a road at weights exceeding the posted road ban limits.
10. Empty log trucks must report to a Vehicle Inspection Station or Mobile Inspection Station when lights are on.

Dimensions

1. This permit allows increased dimensions unless stated otherwise on the validated map to a maximum:

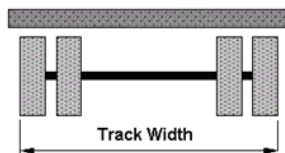
(a) overall length when loaded	30.50 metres
(b) overall width	3.20 metres
(c) height of the vehicle or load	4.80 metres
(d) height of a log picker	5.30 metres
(e) overhang when loaded.....	as noted below
(f) trailer track width	3.05 metres
2. Brow logs, bunks and all bunk support systems such as rings and cables are included in the overall width of the vehicle.
3. Brow logs which do not extend more than 10 centimetres beyond each side of the outside of the bunk are excluded when determining equipment requirements. If brow log extends beyond the outside of the bunk by more than 10 centimetres, the vehicle must be equipped as regulated under Section 15 [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
4. Front Overhang:
 - 4.5 metres measured from the turn centre of the front bunk to the end of the forward most log

5. Rear Overhang:
 - 9.0 metres from the centre of the last axle to the end of the rear most log
6. [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#) applies to all other dimensions unless an allowance is noted for a specific dimension on the permit or attached condition(s).

Conditions during the period when winter weights are in effect

1. Winter weights apply during frozen road conditions as directed in writing to the mill by Alberta Transportation. The carrier will be notified by the mill when winter weights are in effect.
2. The steering axle weight shall not exceed the lesser of:
 - rated tire capacity
 - 10 kg per mm width of tire, or
 - 7,300 kg or the weight allowed by a steering axle permit for picker trucks
3. The extra weight allowed for the steering axle on picker trucks cannot increase the allowable GVW beyond the limits specified for each coloured route.
4. The weights indicated include all tolerances. No further tolerance will be allowed.
5. **Minimum 5.0 metre interaxle spacing.**
6. To qualify for winter weights the vehicle **must be registered for at least 56,500 kg.**
7. To qualify for winter weights all trailers are required to have a **minimum track width of 2.9 metres.**

Rear View of Trailer



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

Green routes: 22,000 kg/tandem axle
65,000 kg GVW

Blue routes: 20,000 kg/tandem axle
65,000 kg GVW

Yellow routes: 20,000 kg/tandem axle
60,000 kg GVW

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

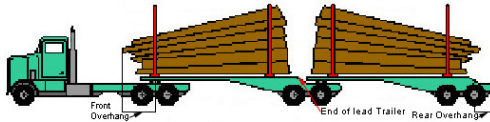
Brown Route: Private, bush and License of Occupation Roads (LOC).
Check with the owner for allowable weights.

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

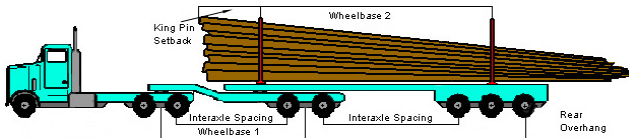
Conditions during the period when winter weights are NOT in effect

1. This permit applies to the vehicle identified on the permit
2. Although this permit is intended for use by a 7 Axle Jeep Logger, this permit allows weights as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#) for all other configurations with the exception of the tridem drive quad axle semi-trailer.
3. This permit is valid for use with a 9 axle B-Train provided the GVW does not exceed 63,500 kg.
4. A validated map showing destination mills must be used with this permit for dimensions listed to apply
 - any log haul map is valid with this permit with the exception of the quad axle semi-trailer, 9 axle B-Train or 10 axle B-Train maps.
5. All Coloured Routes, GREEN, BLUE, YELLOW, RED on the validated map are designated as log haul routes.
6. Black routes are non-log haul approved roads.
 - permit is not valid on black routes
 - regulated dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation.](#)
7. Weights on designated routes are limited as regulated under [Commercial Vehicle Dimension and Weight Regulation](#)

8. This permit allows a tridem pole trailer carrying a load of logs to operate with a weight of:
 - 21,000 kg if the axle spread is 2.4 metres or more, but less than 3.0 metres
 - 24,000 kg if the axle spread is 3.0 metres or more, but not more than 3.7 metres.
9. This permit allows a tandem jeep/tridem pole trailer or a tandem jeep/tridem semi-trailer (hayrack) to operate to a maximum of 63,500 kg GVW on Primary Highways.
10. This permit allows increased dimensions for the following configurations unless stated otherwise on the validated map to a maximum:
 - (a) Rear overhang – measured from centre of last axle to end of rear most log
 - i. 3.0 metres for log haul vehicles transporting short logs
 - Each trailer may carry one or more stacks of logs
 - ii. 9.0 metres for log haul vehicles transporting long logs
 - iii. On an A, B or C-Train the logs cannot extend beyond the end of the lead trailer



- (b) Front overhang:
 - i. 3.0 metres from the centre of the front bunk of a pole trailer
 - ii. 3.0 metres from the kingpin of a semi-trailer (hayrack)
 - iii. 4.5 metres from the turn centre of the front bunk of a single or tandem axle jeep logger.
 - iv. 4.5 metres from the kingpin of the rear semi-trailer of a tandem jeep/semi-trailer (hayrack) combination.
- (c) Overall length:
 - i. 25.0 metres for a tractor semi-trailer combination transporting short logs
 - ii. 26.0 metres for a tandem truck and full trailer
 - iii. 30.5 metres for all other combinations
- (d) Sum of the wheelbase for a tandem jeep/semi-trailer combination:
 - i. 18.0 metres



Bunks

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

Headache Rack Light Position

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

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

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

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

Rated Capacity of Equipment

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