



PERSUANT TO THE AUTHORITY VESTED IN THE REGISTRAR UNDER THE PROVISIONS OF THE TRAFFIC SAFETY ACT, PERMISSION IS HEREBY GRANTED TO:

Alberta Transportation - V806  
401-4920 51 St  
Red Deer, AB T4N 6K8  
Canada

**Requested by:** client by Phone  
**Effective Date:** February 4, 2020  
**Expiry Date:** October 31, 2020

Issued On: February 4, 2020 at 11:41 AM  
Last Revised On: February 4, 2020 at 11:41 AM  
Issued By: Central Permit Office

## Permit Type: Seasonal Log Haul Dimension Permit

### Commodity:

Commodity: Logs

Serial Number:

Customer Ref:

Owner:

Attachments:

**Total Fee: \$0.00**

THIS IS NOT AN INVOICE.  
THIS IS A COPY FOR YOUR RECORDS.

### General Conditions - Unless stated otherwise

This permit and all attached conditions must be presented at the request of a peace officer.

Any person who operates a vehicle, to which this permit applies, must ensure compliance with all terms and conditions contained within this permit including all permit holder terms and conditions. The permit holder as well must ensure that any person who uses this permit complies with all terms and conditions contained within this permit.

If any term and condition of this permit is contravened, then the permit is no longer valid and the operator must comply with the standard law that is in effect.

### Additional General Conditions - Unless stated otherwise

Attached Conditions for Seasonal Log Haul Dimension Permit  
Attached Conditions for Cargo Securement for Logs

Alberta Transportation, Central Permit Office

Phone: 800-662-7138  
Fax: 403-340-5278

Central Permit Office hours are 7 a.m. - 9 p.m. Monday to Friday and 8:15 a.m. - 4:00 p.m. Saturday and Sunday.  
Statutory holiday hours may vary.



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**For information and questions regarding this permit, contact Alberta Transportation at 1-800-662-7138. Applications for new permits may be submitted by contacting one of a network of TRAVIS agents or by entering your applications directly on TRAVIS Web at [www.travis.gov.ab.ca](http://www.travis.gov.ab.ca).**

**A listing of TRAVIS agencies is available at [www.transportation.alberta.ca](http://www.transportation.alberta.ca), by polling our fax machine at 1-403-340-5278, or calling 1-800-662-7138.**

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

**General Conditions of Permit**

1. This permit applies to over-dimension loads only.
2. This permit applies to all configurations with the exception of the quad axle semi-trailer
3. This permit is valid for use with a 9 or 10 axle B-Train provided the GVW does not exceed 63,500 kg.
4. The term “salvage” is intended to cover the removal of logs from pipelines, roadway construction projects, oil well sites, forest fires, farms or private wood sources.
5. Weights apply as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#)
6. A validated map showing destination mills must be used with this permit for the dimensions listed to apply
  - any configuration 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.
7. This permit allows for the transport of logs from a forest cut-block, crown land or a salvage location at dimensions exceeding regulated dimensions providing an addendum is used with the coloured map if the route and location are not indicated on the coloured map.
8. Map and permit are only valid if hauling for or on behalf of the mill identified as the owner of the map.
9. 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.
10. If a map **is not** used with this permit
  - permit is not valid
  - regulated dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation](#)
11. 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 \(AR 315/2002\)](#).
12. All Coloured Routes, GREEN, BLUE, YELLOW, RED on the validated map are designated as log haul routes.
13. Designated routes are **limited to weights** as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
14. Black routes are non-log haul approved roads.
  - permit is not valid on black routes
  - dimensions apply as regulated under [Commercial Vehicle Dimension and Weight Regulation \(AR 315/2002\)](#).
15. 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.

***Axle spread is measured from the centre of the first axle to the centre of the last axle in an axle group***
16. 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.
17. A valid tridem drive equipment exemption permit is required when operating a tridem drive truck with a pole trailer.
18. 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
19. This permit does not allow the vehicle to cross bridges at weights exceeding the posted capacity limits.
20. This permit does not allow travel on a road at weights exceeding the posted road ban limits.

## Dimensions

1. This permit allows increased dimensions as indicated unless specified otherwise on the validated map:
  - (a) overall length when loaded ..... as noted below
  - (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) trailer track width ..... 3.05 metres
  - (f) overhang when loaded ..... as noted below
2. The bunks and all bunk support systems such as rings and cables are included in the overall width of the vehicle.
3. The dimensions allowed by this permit apply to all configurations unless stated otherwise on the permit , conditions or validated map if:
  - (a) Rear overhang from centre of last axle to end of logs, does not exceed:
    - i. 3.0 metres for log haul vehicles transporting short logs
      - Each trailer may carry one or more stacks of logs
      - On an A, B or C-Train the logs cannot extend beyond the end of the lead trailer
    - ii. 9.0 metres for log haul vehicles transporting long logs
  - (b) Front overhang does not exceed:
    - 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 does not exceed:
    - i. 25.0 metres for a tractor semi-trailer combination transporting short logs
    - ii. 26.0 metres for a truck and full trailer
    - iii. 28.0 metres for a tridem drive truck and full trailer
    - iv. 30.5 metres for all other combinations
  - (d) The wheelbase on a single axle jeep is less than:
    - i. 6.25 metres
  - (e) The sum of the wheelbase does not exceed:
    - i. 18.0 metres for a tandem jeep/semi-trailer combination
4. Brow logs, bunks and all bunk support systems such as rings and cables are included in the overall width of the vehicle.
5. 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 \(AR 315/2002\)](#)
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) subject to road bans and restricted bridges.

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

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.

### General Conditions of Permit

For purposes of clarification, the following apply in addition to any requirement in [National Safety Code \(NSC\) Standard 10](#):

1. The driver must inspect the load and make any necessary adjustments to the load and/or tiedowns, before entering a public highway from a private road, and at all mandatory and/or approved wrapper station check points as marked on the "**Validated Log Haul Map**".
2. Logs must be loaded to avoid shifting which may result in logs not resting solidly against, and be in contact with at least two stakes. Every effort must be made to ensure the load is secured as required by the [Commercial Vehicle Safety Regulation](#) and [National Safety Code \(NSC\) Standard 10](#).
3. All outer logs in a stack of logs including bottom/lower logs shall rest solidly against, and be in contact with at least two stakes prior to leaving loading site. In the event that shifting occurs during transport and an outer log or bottom/lower log fails to contact two stakes, the log must be secured with a minimum of two tiedowns so that the log is in contact with the rest of the load.
4. If the requirements in NSC Standard 10 and this permit are not sufficient, additional tiedowns must be added to ensure the load is adequately secured to meet the requirement of NSC Standard 10.

### Ultra High Molecular Weight Poly Ethylene (UHMWPE)

5. UHMWPE rope is considered suitable for use as a tiedown over logs.
  - (a) Tiedowns using UHMWPE rope must be marked by the manufacturer with a WLL that includes a minimum safety factor of 5 to 1;
    - rope must be marked with both the WLL and the safety factor.
  - (b) UHMWPE ropes cannot be used when the WLL mark or safety factor is missing or not readable
  - (c) UHMWPE ropes cannot be used when they are significantly frayed or have knots.
  - (d) Minimum UHMWPE tiedown strength:
    - 10 mm (3/8") - 12 strand UHMWPE rope marked with a WLL of at least 1360kg and attached to an end chain using a suitable splicing method such as a buried eye splice.
6. Except for exemptions that are identified in this condition or on the permit; [Commercial Vehicle Safety Regulation](#) and [National Safety Code \(NSC\) Standard 10](#) apply at all times.

### Longwood Loaded Lengthwise

#### Pole trailers

In addition to [National Safety Code \(NSC\) Standard 10](#), section 40:

1. Stacks of logs must be secured with a minimum three tiedowns.
2. Each tiedown must have a minimum WLL of at least 1360kg.
3. Where the distance between the bunk stakes is less than 10 metres:
  - one tiedown is centered between the bunk stakes, and the
  - other tiedowns are within 1 metre of the bunk stakes.
4. Where the distance between bunks exceeds 10 metres,
  - three load encircling tiedowns must be used,
    - o with one tiedown centered between the bunks and the
    - o other tiedowns at least 3 metres on each side of the center and within 2 metres of the bunk stake.

#### Frame or flatbed vehicles

1. The aggregate working limit of tiedowns used to secure each stack shall be at least 1/6 of the weight of the stack.
2. Despite [National Safety Code \(NSC\) Standard 10](#), Section 39: Box/block loads (any loads which have logs reversed) must be secured with a minimum of 4 tiedowns.

### Shortwood Loaded Lengthwise:

Despite [National Safety Code \(NSC\) Standard 10](#) Interpretation of "shortwood":

- logs between 4.9 and 5.3 metres may be secured in the manner specified for shortwood, and may be included with shortwood stacks.

### Transported Empty Logging Trailers:

Transporting an empty pole trailer mounted in a designed structure on the logging truck that prevents movement to the front, rear, and both sides requires:

- one tiedown with a WLL of at least 50% of the weight of the trailer being carried