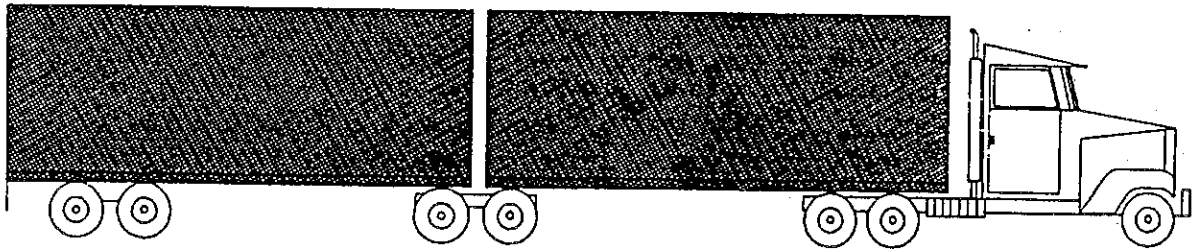


July 10, 1991

# Montana-Alberta Agreement on Increased Vehicle Weights

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MEMORANDUM OF UNDERSTANDING

Montana-Alberta Agreement on Increased  
Vehicle Weights

THE STATE OF MONTANA,

hereinafter referred to as Montana

AND

THE PROVINCE OF ALBERTA,

hereinafter referred to as Alberta

ALBERTA AND MONTANA:

RECOGNIZE the need to facilitate the free flow of commerce between Montana and Alberta by commercial vehicles;

WISH to eliminate the inconveniences incurred by commercial vehicles because of differences in vehicle size and weight regulations between the two Parties;

WILL administer their respective statutes and regulations as hereinafter set forth:

MONTANA

Montana will, under section 61-10-121, MCA, issue special permits for vehicles to travel on Interstate 15 from the U.S.-Canadian border at Sweetgrass to Shelby at the following maximum axle weights.

Steering axle	12,100 pounds ( 5,500 kg)
Tandem Drive axles	37,500 pounds (17,000 kg)

Tridem axles

Axle Spread	Pounds	kg
94"(2.4m) to < 118"(3.0 meters)	46,300	21,000
118"(3.0m) to < 141"(3.6m)	50,700	23,000
141"(3.6m) to 146"(3.7m)	52,900	24,000

maximum gross weight

A-Train	118,000 pounds (53,500 kg)
B-Train 8 axle	137,800 pounds (62,500 kg)
B-Train 7 axle	124,600 pounds (56,500 kg)
Tractor/Semi	102,500 pounds (46,500 kg)

on semi trailers with tridem axle trailer with at least 72" between the trailer axles

Steering axles	12,100 pounds ( 5,500 kg)
Tandem drive axles	37,500 pounds (17,000 kg)
Tridem trailer axles	52,900 pounds (24,000 kg)

Since these permits are for reducible loads, all carriers applying for special permits must obtain a restricted route permit, oversize permit, and pay appropriate G.V.W. fees. Access provisions on I-15 between Shelby and the Canadian border will be listed on the permit as an operational condition.

## ALBERTA

Alberta will under section 20, MTA, issue special permits for existing A-trains operating at 82 feet (25 meters) overall length to access the fertilizer plants at Redwater, Medicine Hat and Carseland from the Montana/Alberta boundary at legal axle weights and a maximum gross vehicle weight of 118,000 pounds (53,500 kg).

Nothing in this Memorandum of Understanding waives registration fees, fuel taxes, permit fees, operating authority requirements or compliance to road ban restrictions of either party.

Upon request, Alberta or Montana shall provide the other with any information or documents necessary to verify the operations described in the Memorandum. Such information shall include notification of any legislative or regulatory changes which may affect the operations described herein.

If Montana determines that severe damage to its highway system is evident, Montana reserves the right to discontinue this agreement.

Either Alberta or Montana may discontinue the operations covered by the Memorandum by giving written notice to the other.

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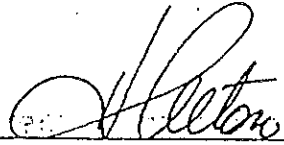
Such discontinuance shall be effective on the tenth (10th) day following the mailing date of such notice or any subsequent date agreed to.

Alberta and Montana shall proceed in accordance with the Memorandum of Understanding upon the signing of this agreement.

IN WITNESS WHEREOF, Alberta by the Minister of Transportation and Utilities of the Province of Alberta has hereunto set his hand this 15 day of July, 1991.

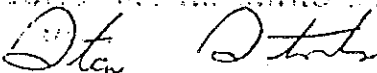
AND MONTANA by Governor Stan Stephens has hereunto set his hand and Seal of Office as of the \_\_\_\_ day of \_\_\_\_\_, A.D. 1991.

ALBERTA:



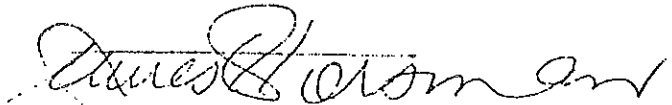
HONORABLE AL "BOOMER" ADAIR  
MINISTER, DEPARTMENT OF  
TRANSPORTATION AND UTILITIES

MONTANA:



GOVERNOR STAN STEPHENS

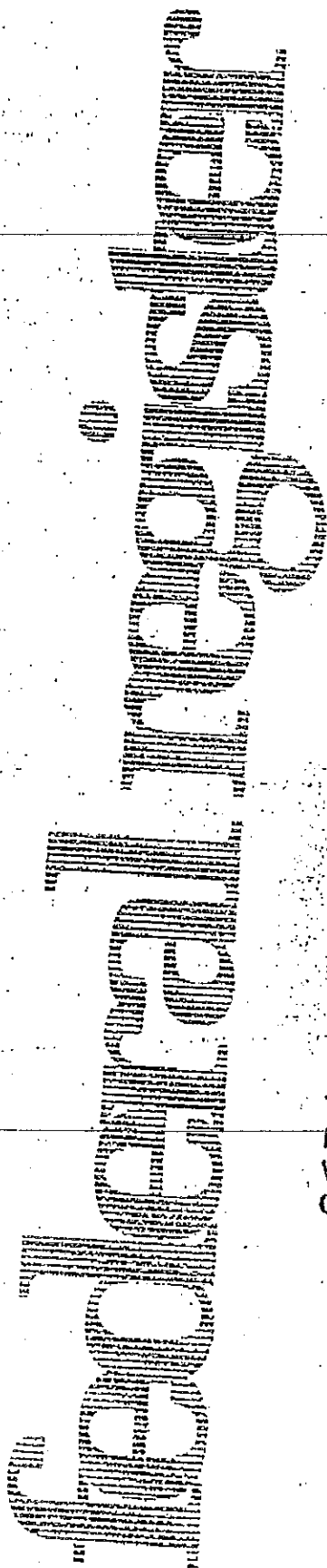
Approved pursuant to the Alberta Federal and Intergovernmental Affairs Act, as of \_\_\_\_ day of \_\_\_\_\_, 1991.



JAMES D. HORSMAN, Q.C.  
MINISTER, FEDERAL AND  
INTERGOVERNMENTAL AFFAIRS

Monday  
June 13, 1994

*Handwritten note:*  
Part 658  
658



Part II

Department of  
Transportation

Federal Highway Administration

23 CFR Parts 657 and 658  
Truck Size and Weight; Restrictions on  
Longer Combination Vehicles and  
Vehicles With Two or More Cargo-  
Carrying Units; Final Rule

30392 Federal Register / Vol. 39, No. 112 / Monday, June 13, 1994 / Rules and Regulations

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Parts 657 and 658

(FHWA Docket Nos. 90-9 and 92-15)

FM 2125-AC98

Truck Size and Weight; Restrictions on Longer Combination Vehicles and Vehicles With Two or More Cargo-Carrying Units

AGENCY: Federal Highway Administration (FHWA), DOT

ACTION: Final rule.

SUMMARY: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) restricts the operation of longer combination vehicles (LCV's) on the Interstate Highway System and commercial motor vehicle (CMV) combinations with two or more cargo-carrying units on the National Network (NN) to the types of vehicles in use on or before June 1, 1991, subject to whatever State restrictions were in effect on that date. The ISTEA also includes special variances from the June 1 date for Alaska, Ohio, and Wyoming. As required by the ISTEA and based on information provided by the States, industry, and the public, the final rule lists applicable limitations by specific vehicle combination, by State, in effect on June 1, 1991, and does not further restrict the operation of any vehicle in lawful operation on or before June 1, 1991. This rule also establishes criteria for States to make minor adjustments to the list of limitations; defines certain terms, such as "nondivisible load," "beverage container," and "maxi-cube" vehicle; makes technical amendments to the list of federally-designated routes on the NN; and makes other minor changes to conform existing regulations to the ISTEA.

EFFECTIVE DATE: July 13, 1994.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Klimck, Office of Motor Carrier Information Management, at (202) 368-2212 or Mr. Charles Medalen, Office of the Chief Counsel, at (202) 366-1351, Federal Highway Administration, 400 South Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except legal Federal holidays.

SUPPLEMENTARY INFORMATION: Section 1023 of the ISTEA (Pub. L. 102-240, 105 Stat. 1914, 1991, codified at 23 U.S.C. 1076(i)) required States, within 60 days of the date of enactment, to submit to the Secretary of Transportation for publication in the Federal Register 10

days thereafter a complete list of (1) all operations of LCV's being conducted as of June 1, 1991; (2) State laws, regulations, and any other limitations and conditions, including routing-specific and configuration-specific designations governing the operation of LCV's; and (3) a copy of such laws, regulations, limitations, and conditions. An LCV is defined in the ISTEA as any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds.

Similarly, section 4006 of the ISTEA (49 U.S.C. app. 2311(j)) required the States to submit a complete list of State length limitations applicable to CMV combinations with two or more cargo-carrying units in effect on or before June 1, 1991. This section prohibits States from allowing the operation (by statute, regulation, permit, or other means) of CMV's with cargo-carrying unit lengths that exceed the length, by specific configuration, allowed and in actual, lawful operation on a regular or periodic basis (including continuing seasonal operation) on the NN in that State on or before June 1, 1991. The NN is defined in 23 CFR 658.5, and includes the Interstate System, with minor exceptions, and selected non-Interstate routes. The non-Interstate NN highways are listed in appendix A to part 658.

Sections 1023 and 4006 provide that no statute or regulation shall be included on the list submitted by a State or published by the Secretary merely on the grounds that it authorized, or could have authorized, by permit or otherwise, the operation of LCV or CMV combinations not in actual operation on a regular or periodic basis on or before June 1, 1991.

States may continue to issue special permits in accordance with applicable State laws, for those vehicles and loads which cannot be easily dismantled or divided. A definition of such nondivisible loads is included in this final rule.

The ISTEA included three narrow exceptions to the June 1, 1991, freeze date. Wyoming would have been able to allow the operation of additional vehicle configurations not in actual operation on June 1, 1991, provided they were authorized by State law not later than November 3, 1992. No additional vehicles were authorized, however, and accordingly no additional vehicles are included in appendix C over those listed in the previous two rulemakings on this issue.

Ohio may allow LCV's with three cargo-carrying units of 23.5 feet each (not including the truck tractor) not in

actual operation on June 1, 1991, to be operated within its boundaries on the 1-mile segment of Ohio State Route 7 which begins at, and extends south of, Exit 16 on the Ohio Turnpike. Alaska may continue to allow the operation of CMV's which were not in actual operation on June 1, 1991, but which were in actual operation prior to July 6, 1991.

A preliminary list of the information provided by the States in response to sections 1023 and 4006 was published in the Federal Register as a notice of proposed rulemaking (NPRM) on March 20, 1992 (57 FR 9900). A second proposed list of vehicles and restrictions, including corrections, clarifications, and additional material submitted to the docket in response to the NPRM was published as a supplemental notice of proposed rulemaking (SNPRM) on February 25, 1993 (58 FR 17450). In the SNPRM the information provided by the States was organized into appendices C and D to part 658; in the SNPRM that information was combined into a single list of vehicles and restrictions and presented as a new appendix C. The format of the SNPRM has been retained for the final rule.

In response to publication of the SNPRM, 154 sets of comments were received from 136 separate entities. The vast majority of those comments deal with specifics on the information published in the SNPRM, and they will be discussed under individual topical headings. Four of the commenters, however, the American Trucking Associations, Inc. (ATA), the Wyoming Trucking Association, Inc. (WTA), the Alaska Department of Transportation and Public Facilities, and the Citizens for Reliable And Safe Highways (CRASH), provided comments concerning the rulemaking in general, and the philosophy used by the FHWA in presenting the information. These particular comments provide an opportunity for the FHWA to explain its approach.

The ISTEA stipulates that the "final list" of LCV operational requirements for each State be published in the Federal Register not later than 180 days after the date of enactment. That date was June 15, 1992. The lead comment by the CRASH in its docket submission was that publication of the final list by the FHWA was "long overdue." The CRASH contends that since the freeze does not take effect until the Secretary publishes the final list, the FHWA's delay in publication has prevented the law from taking effect. This in turn means that LCV's may today be operating on highways from which

A combination of vehicles shall not have more than 11 axles, and the ratio of gross weight to net horsepower delivered to the clutch shall not exceed 400 to 1.

**PERMIT:** Permits for divisible loads of more than 80,000 pounds must conform to either Federal or grandfathered axle and bridge spacing requirements.

**ACCESS:** All designated State highways.

**ROUTES:** All Interstate routes and designated State highways.

#### LEGAL CITATIONS:

Michigan Public Act 300, section 257.722

Michigan Public Act 300, section 257.719

#### STATE: MISSISSIPPI

**COMBINATION:** Truck tractor and 2 trailing units

**LENGTH OF THE CARGO-CARRYING UNITS:** 65 feet

#### OPERATIONAL CONDITIONS:

**WEIGHT:** This combination must operate in compliance with State laws and regulations.

**DRIVER:** The driver must have a commercial driver's license with the appropriate endorsement.

**VEHICLE:** Each trailing unit may be a maximum of 30 feet long.

**PERMIT:** None required.

**ACCESS:** No restrictions, may operate Statewide.

**ROUTES:** All NN routes.

**LEGAL CITATIONS:** Section 63-5-19, Mississippi Code, Annotated, 1972.

#### STATE: MISSOURI

**COMBINATION:** Truck tractor and 2 trailing units—LCV

**LENGTH OF THE CARGO-CARRYING UNITS:** 109 feet

**MAXIMUM ALLOWABLE GROSS WEIGHT:** 120,000 pounds when entering Missouri from Kansas; 95,000 pounds when entering from Nebraska; 90,000 pounds when entering from Oklahoma.

**OPERATIONAL CONDITIONS:** Missouri allows vehicles from neighboring States access to terminals in Missouri which are within 20 miles of the Missouri State Line. These vehicles must be legal in the State from which they are entering Missouri.

**WEIGHT, DRIVER, VEHICLE:** Same conditions which apply to a truck tractor and two trailing units legally operating in Kansas, Nebraska, or Oklahoma.

**PERMIT:** Annual blanket overdimension permits are issued to allow a truck tractor and two trailing

units legally operating in Kansas, Nebraska, or Oklahoma to move to and from terminals in Missouri which are located within a 20-mile band of the State Line for these three States. There is a permit fee per power unit. The permits carry routine permit restrictions, but do not address driver qualifications or any other restrictions not included in the rules and regulations for all permitted movement.

**ACCESS:** Routes as necessary to reach terminals.

**ROUTES:** All NN routes within a 20-mile band from the Kansas, Nebraska, and Oklahoma borders.

**LEGAL CITATIONS:** § 304.170 and § 304.200 Revised Statutes of Missouri 1990.

#### STATE: MISSOURI

**COMBINATION:** Truck tractor and 3 trailing units—LCV

**LENGTH OF THE CARGO-CARRYING UNITS:** 109 feet

**MAXIMUM ALLOWABLE GROSS WEIGHT:** 120,000 pounds when entering Missouri from Kansas; 90,000 pounds when entering from Oklahoma.

**OPERATIONAL CONDITIONS:** Missouri allows vehicles from neighboring States access to terminals in Missouri which are within 20 miles of the Missouri State Line. These vehicles must be legal in the State from which they are entering Missouri.

**WEIGHT, DRIVER, VEHICLE:** Same conditions which apply to a truck tractor and three trailing units legally operating in Kansas or Oklahoma.

**PERMIT:** Annual blanket overdimension permits are issued to allow a truck tractor and three trailing units legally operating in Kansas or Oklahoma, to move to and from terminals in Missouri which are located within a 20-mile band of the State Line for these two States. There is a permit fee per power unit. The permits carry routine permit restrictions, but do not address driver qualifications or any other restrictions not included in the rules and regulations for all permitted movement.

**ACCESS:** Routes as necessary to reach terminals.

**ROUTES:** All NN routes within a 20-mile band from the Kansas and Oklahoma borders.

**LEGAL CITATIONS:** § 304.170 & § 304.200 Revised Statutes of Missouri 1990.

#### STATE: MONTANA

**COMBINATION:** Truck tractor and 2 trailing units—LCV

**LENGTH OF CARGO-CARRYING UNITS:** 93 feet

**MAXIMUM ALLOWABLE GROSS WEIGHT:** 137,800 pounds

#### OPERATIONAL CONDITIONS:

**WEIGHT:** Except for vehicles operating under the Montana/Alberta Memorandum of Understanding (MOU), any vehicle carrying a divisible load over 80,000 pounds must comply with the Federal Bridge Formula found in 23 U.S.C. 127.

Maximum single-axle limit: 20,000 pounds

Maximum tandem-axle limit: 34,000 pounds

Maximum gross weight is based upon application of the Bridge Formula. Maximum weight allowed per inch of tire width is 600 pounds.

#### WEIGHT, MONTANA/ALBERTA MOU:

Maximum single-axle limit: 20,000 pounds

Maximum tandem-axle limit: 37,500 pounds

Maximum tridem-axle limit:

Axles spaced from 94" to less than 118": 46,300 pounds

Axles spaced from 118" to less than 141": 50,700 pounds

Axles spaced from 141" to 146": 52,900 pounds

Maximum gross weight:

A-Train: 118,000 pounds

B-Train (eight axle): 137,800 pounds

B-Train (seven axle): 124,600 pounds

The designation of "A-Train" or "B-Train" refers to the manner in which the two trailing units are connected.

**DRIVER:** The driver must have a commercial driver's license with the appropriate endorsement.

**VEHICLE:** No special requirements beyond compliance with Federal Motor Carrier Safety Regulations.

**PERMIT:** Special permit required for double trailer combinations if either trailer exceeds 28.5 feet. Permits are available on an annual or a trip basis and provide for continuous travel.

Statutory reference: 61-10-124, MCA. For vehicles being operated under the Montana/Alberta MOU, operators must have paid gross vehicle weight fees for the total weight being carried. In addition, a term Restricted Route and Oversize Permit for which an annual fee is charged must be obtained. Finally, vehicle operators must secure a single-trip, overweight permit prior to each trip.

**ACCESS:** Access must be authorized by the Montana DOT. For vehicles

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operated under the Montana/Alberta MOU, access routes from I-15 into Shelby are authorized when permits are issued. For vehicles with a cargo-carrying length greater than 88 feet, but not more than 93 feet, a 2-mile access from the Interstate System is automatically granted to terminals and service areas. Access outside the 2-mile provision may be granted on a case-by-case basis by the Administrator of the Motor Carrier Services Division.

ROUTES: Combinations with a cargo-carrying length greater than 88 feet, but not more than 93 feet, are limited to the Interstate System. Combinations with a cargo-carrying length of 88 feet or less can use all NN routes except U.S. 87 from milepost 79.3 to 82.5. For vehicles being operated under the Montana/Alberta MOU, the only route available is I-15 from the border with Canada to Shelby.

LEGAL CITATION:

61-10-124	61-10-104	ARM
MCA.	MCA.	18.B.509(6)
61-10-107	61-10-121	ARM
(3) MCA.	MCA.	18.8.517, 518

Montana/Alberta Memorandum of Understanding Administrative Rules of Montana

STATE: MONTANA

COMBINATION: Truck tractor and 3 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 100 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 131,060 pounds

OPERATIONAL CONDITIONS:

WEIGHT: Any vehicle carrying a divisible load over 80,000 pounds must comply with the Federal Bridge Formula found in 23 U.S.C. 127.

Maximum single-axle limit: 20,000 pounds

Maximum tandem-axle limit: 34,000 pounds

Maximum gross weight is based upon application of the Bridge Formula. Maximum weight allowed per inch of tire width is 600 pounds.

DRIVER: Drivers of three-trailing unit combinations must be certified by the operating company. This certification includes an actual driving test and knowledge of Federal Motor Carrier Safety Regulations and State law pertaining to triple vehicle operations. Drivers are also required to have a commercial driver's license with the appropriate endorsement.

VEHICLE: The 100-foot cargo-carrying length is only with a conventional tractor within a 110-foot overall length limit. If a cabover tractor is used, the

cargo length is 95 feet within a 105-foot overall length limit. Vehicles involved in three trailing unit operations must comply with the following regulations:

1. Shall maintain a minimum speed of 20 miles per hour on any grade;
2. Kingpins must be solid and permanently affixed;
3. Hitch connections must be no-slack type;
4. Drawbars shall be of minimum practical length;
5. Permanently affixed axles must be designed for the width of the trailer;
6. Anti-sail mudflaps or splash and spray suppression devices are required;
7. The heavier trailers shall be in front of lighter trailers;
8. A minimum distance of 100 feet per 10 miles per hour is required between other vehicles except when passing;
9. Operating at speeds greater than 55 miles per hour is prohibited; and
10. Vehicle and driver are subject to Federal Motor Carrier Safety Regulations.

Reference: 18.8.517 Administrative Rules of Montana.

PERMIT: Special triple vehicle permits are required for the operation of these combinations. Permits are available on an annual or trip basis. Permits are good for travel on the Interstate System only and are subject to the following conditions:

1. Travel is prohibited during adverse weather conditions;
2. Transportation of Class A explosives is prohibited; and
3. Companies operating triple combinations must have an established safety program including driver certifications.

ACCESS: Access is for 2 miles beyond the Interstate System, or further if granted by the Administrator of the Motor Carrier Services Division.

ROUTES: Interstate System routes in the State.

LEGAL CITATION: 18.8.517 Administrative Rules of Montana.

STATE: MONTANA

COMBINATION: Truck-Trailer

LENGTH OF CARGO-CARRYING UNITS: 88 feet

OPERATIONAL CONDITIONS:

WEIGHT: This combination must operate in compliance with State laws and regulations. Because it is not an LCV, it is not subject to the ISTEAFreeze as it applies to maximum weight.

DRIVER, and ACCESS: Same as the MT-TT2 combination.

VEHICLE: Same as the MT-TT2 combination, except overall length limited to 95 feet.

PERMIT: Special permit required if overall length exceeds 75 feet. Special permits allow continuous travel and are available on an annual or trip basis.

ROUTES: Same as the MT-TT2 combination.

LEGAL CITATIONS: 61-10-121 and 61-10-124, MCA.

STATE: MONTANA

COMBINATION: Truck-trailer-trailer

LENGTH OF THE CARGO-CARRYING UNITS: 103 feet

WEIGHT: This combination must operate in compliance with State laws and regulations. Because it is not an LCV, it is not subject to the ISTEAFreeze as it applies to maximum weight.

DRIVER, PERMIT, and ACCESS: Same as the MT-TT2 combination.

VEHICLE: The cargo-carrying unit length is 103 feet with a conventional truck within a 110-foot overall length limit, and 98 feet with a cab-over-engine truck within a 105-foot overall length limit. On two-lane highways the cargo-carrying unit length is 88 feet within a 95-foot overall length limit.

ROUTES: All NN routes except U.S. 87 between mileposts 79.3 and 82.5.

LEGAL CITATIONS:

61-10-124 MCA

61-10-121 MCA

ARM 18-8-509

STATE: NEBRASKA

COMBINATION: Truck tractor and 2 trailing units—LCV

LENGTH OF THE CARGO-CARRYING UNITS: 95 feet

MAXIMUM ALLOWABLE GROSS WEIGHT: 95,000 pounds

OPERATIONAL CONDITIONS:

WEIGHT: The following conditions are for a truck tractor and 2 trailing units with a length of cargo-carrying units of 65 feet or less.

Maximum Weight:

Single axle = 20,000 pounds

Tandem axle = 34,000 pounds

Gross = Determined by Federal Bridge Formula B, but not to exceed 95,000 pounds.

Truck-tractor and 2 trailing unit combinations with a length of cargo-carrying units of over 65 feet are required to travel empty.

DRIVER: The driver must have a commercial driver's license with the appropriate endorsement. There are no additional special qualifications where the cargo-carrying unit lengths are 65 feet or less. For cargo-carrying unit lengths over 65 feet, the driver must comply with all State and Federal

H. R. 2950--42

whether or not the bridge formula set forth in such section should be modified as it applies to such vehicles.

(4) REPORT.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall submit to the Congress a report on the results of the study conducted under paragraph (2) together with recommendations.

(f) MONTANA-CANADA TRADE.—The Secretary shall not withhold funds from the State of Montana on the basis of actions taken by the State of Montana pursuant to a draft memorandum of understanding with the Province of Alberta, Canada, regarding truck transportation between Canada and Shelby, Montana; except that such actions do not include actions not permitted by the State of Montana, on or before June 1, 1991.

(g) TRANSPORTERS OF WATER WELL DRILLING RIGS.—

(1) STUDY.—The Secretary shall conduct a study of State and Federal regulations pertaining to transporters of water well drilling rigs on public highways for the purpose of identifying requirements which place a burden on such transporters without enhancing safety or preservation of public highways.

(2) REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall transmit to Congress a report on the results of the study conducted under paragraph (1), together with any legislative and administrative recommendations of the Secretary.

#### SEC. 1024. METROPOLITAN PLANNING.

(a) IN GENERAL.—Section 134 of title 23, United States Code, is amended to read as follows:

##### "§ 134. Metropolitan planning

"(a) GENERAL REQUIREMENTS.—It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems.

"(b) DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.—

"(1) IN GENERAL.—To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area of more than 50,000 population by agreement among the Governor and units of general purpose local government which together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.

Transportation Safety Services Division  
Transport Engineering

Room 401, Provincial Building  
4920 - 51 Street  
Red Deer, Alberta  
Canada T4N 6K8

Telephone 403/340-5189  
Fax 403/340-5092

February 6, 2002

To: All EEMV Permit Holders

RE: Conditions Governing the Operation of Energy Efficient Motor Vehicles

Effective February 01, 2002, the conditions for the operation of Energy Efficient Motor Vehicles will be revised to include the following:

The segment of Highway 4 at Milk River has been added to the routes for Turnpike Doubles. (Page 4)

lcv



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

If a permit has been issued pursuant to section 20 of the Motor Transport Act authorizing the movement of Long Combination Vehicles (LCV's), any and all of the following conditions shall apply in addition to any other conditions specified on the permit.

### A. General Provisions

1. That the company and/or permittee shall, upon request of any authorized employee of Alberta Transportation or any peace officer, allow and assist such employee or peace officer to make any inspection, test, examination or inquiry as such member may wish to make in regard to the operation of these trailer combinations.
2. That the company shall abide by the routes, vehicle dimensions, equipment and conditions specified on, attached to or referred to by the permits as well as all applicable legislation unless specifically exempted on the permit or permit attachments.
3. That the company shall carry a copy of the appropriate permit in each power unit.
4. That, upon request, the company will supply to Transport Engineering Branch, Alberta Transportation, any reasonable statistics related to LCV operations.
5. That the company will submit to Transport Engineering Branch, Alberta Transportation (phone 403-340-5189 or fax 403-340-5082) the police report number for any reportable collision involving an LCV within one week of the date of occurrence.
6. That the company ensure, and be able to provide proof, that their drivers and driver trainers meet and maintain the requirements outlined in the Canadian Trucking Alliance's "Longer Combination Vehicle Driver's and/or Instructors Manual".
7. That the carrier is responsible to issue an annual LCV Driver's Certificate. The Driver's Certificate is valid for a period of 12 months after the date of issue and must be in the possession of the driver at all times when operating an LCV. Prior to issuing an LCV Driver's Certificate, the carrier must ensure the driver meets the following qualifications:
  - (a) Holds a valid Class 1 driver's license or equivalent.
  - (b) Has passed a recognized air brake course.
  - (c) Has a minimum of 24 months or 150,000 km of driving experience with articulated vehicles.
  - (d) Has passed a recognized driver's medical examination within the past 24 months. An Alberta Class 1 driver's license issued within the past two years is deemed to satisfy this requirement.
  - (e) Has passed a Professional Driver Improvement Course within the past 48 months.
  - (f) Has passed the Canadian Trucking Alliance's "Longer Combination Vehicles Driver Training Course", or equivalent.
  - (g) The driver's abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must show no driving-related criminal code convictions in the prior 36 months; no more than 2 moving violations in the prior 12 months; and no more than 3 moving violations in the prior 36 months. The date of conviction and the current date will be the dates used to determine time periods.
  - (h) In the past 12 months the driver has been instructed on all current regulations, permit conditions and issues covering the operation of LCV's.
8. Upon request, the company must be able to produce all documents to support the driver's qualifications.
9. Driver's Certificates issued by other jurisdictions, which meet or exceed the Alberta requirements, will be accepted as valid for the term of this agreement.



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### B. Instructor Qualifications

1. The Instructor must be certified as a Driver Trainer in their home jurisdiction and be qualified to instruct the CTA Longer Combination Vehicle Driver Training Course.

### C. Equipment Requirements

1. The equipment must carry a valid CVIP decal or recognized equivalent.
2. All trucks must feature a maximum gross weight to power ratio of 160 kg per horsepower (120 kg/kW).
3. All equipment used in extended length combinations shall be equipped with brakes that meet CMVSS 121 Standards. Converter dollies do not require spring brakes.
4. The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mud flaps or splash guards that are constructed to ensure that they remain in a rigid downward position at all times. All mud flaps or splash guards shall be mounted behind the wheels at a distance not exceeding 25.0 cm to the rear of the wheels.
5. The trailers of the combination shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.

### D. Operational Requirements

1. Where a route falls within a city boundary, the company is responsible for obtaining permission from cities to operate extended length combinations into and out of such cities in accordance with the routes and conditions assigned by the city.
2. Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by an authorized Alberta Transportation staff member or peace officer.
3. LCV's shall not operate during adverse weather or driving conditions (including but not limited to rain, snow, sleet, ice, smoke, fog or other conditions) which:
  - a) Obscure or impede the driver's ability to drive in a safe manner, or
  - b) Prevent the driver from driving with reasonable consideration for the safety of persons using the highway.

The company is required to make a reasonable effort to determine the driving conditions on the route. Vehicles must not be dispatched when adverse conditions are known to be present on the route. Drivers encountering unexpected adverse conditions must stop at the next safe location (or as directed by an authorized Alberta Transportation staff member or a peace officer) and wait for the adverse conditions to abate.

4. The vehicles in a combination shall be so loaded and coupled together as to ensure that any such combination travelling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 cm to each side of the path of the towing vehicle when it is moving in a straight line.
5. Drivers shall avoid crossing opposing lanes of traffic unless absolutely necessary.
6. Maximum speed shall be the lesser of 100 km/h or the posted speed limit.
7. This permit cannot be combined with any other permit for overwidth, overheight, overhang, or overweight.



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### E. Hours of Operation

Operation will be allowed 24 hours per day except in the following cases:

1. On all Highways, movement will not be allowed
  - (a) after 4:00pm on December 24 and December 31,
  - (b) at anytime on December 25 and January 1,
  - (c) from 4:00pm to 8:00pm on December 26.
  
2. On Multi-lane Highways, within 40 km of the city limits of the cities of Calgary and Edmonton:
  - (a) For weekends with no special holiday on the Friday or the Monday, movement will not be allowed
    - travelling outbound from 4:00pm to 8:00pm on Friday, and
    - travelling inbound from 4:00pm to 8:00pm on Sunday.
  - (b) For a long weekend when a special holiday falls on a Friday, movement will not be allowed
    - travelling outbound from 4:00pm to 8:00pm on the preceding Thursday, and
    - travelling inbound from 4:00pm to 8:00pm on the Sunday.
  - (c) For a long weekend when a special holiday falls on a Monday, movement will not be allowed
    - travelling outbound from 4:00pm to 8:00pm on the Friday, and
    - travelling inbound from 4:00pm to 8:00pm on the Monday.
  
3. On Two-lane Highways
  - (a) For weekends with no special holiday on the Friday or the Monday, movement will not be allowed from 4:00pm to 8:00pm on Friday and from 4:00pm to 8:00pm on Sunday.
  - (b) For a long weekend when a special holiday falls on a Friday, movement will not be allowed from 4:00pm to 8:00pm on the preceding Thursday and from 4:00pm to 8:00pm on Sunday.
  - (c) For a long weekend when a special holiday falls on a Monday, movement will not be allowed from 4:00pm to 8:00pm Friday and from 4:00pm to 8:00pm on the Monday.
  - (d) NOTE: 3(a), (b), and (c) above do not apply to Highway 35.
  - (e) In addition to sections (a), (b), and (c), movement will not be allowed on individual two-lane highways as follows:

<u>Highway</u>	<u>Location</u>	<u>Hours</u>	<u>Days</u>
28	Jct. 28A to Jct. 63	7:00am to 9:00am 4:00pm to 7:00pm	Mon – Sat
28A	Edmonton to Jct. 28	7:00am to 9:00am 4:00pm to 7:00pm	Mon – Sat

- From the Friday before the Victoria Day Weekend (May) to the Tuesday following the Labour Day Weekend (September):

<u>Highway</u>	<u>Location</u>	<u>Hours</u>	<u>Days</u>
15	Edmonton to Jct. 21	7:00am to 11:00pm 7:00am to 11:00pm 10:00am to 10:00pm	Mon – Fri Saturday Sunday
3	AB/BC border to Jct. 22	12:00 to 5:00pm	Fri & Sat
22	Jct. 1 to Jct. 1A	1:00pm to 3:00pm 1:00pm to 8:00pm	Saturday Sunday



## Attached Conditions for the Operation of Long Combination Vehicles

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- From the Tuesday following the Labour Day Weekend (September) to the Thursday before the Victoria Day Weekend (May):

Highway	Location	Hours	Days
15	Edmonton to Jct. 21	8:00am to 7:00pm 10:00am to 7:00pm 12:00pm to 7:00pm	Mon - Fri Saturday Sunday

### F. Special Holidays

- "Special holiday" means Good Friday, Victoria Day, Canada Day, August Civic Holiday, Labour Day, Thanksgiving Day, and Remembrance Day.

### G. Turnpike Double and Triple Trailer Routes

- All multi-lane highways with four or more driving lanes
- Hwy. 1A from the Calgary City Limits east to Jct. Hwy. #1
- Hwy. #11A from Hwy. #2 east to Gaetz Avenue, Red Deer, except between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. on weekdays.
- Hwy 4 at Milk River.

### H. Extended Length Double and Rocky Mountain Double Routes

- All multi-lane highways with four or more driving lanes
- The following two lane highways:

Highway	Section	Highway	Section
1A	Calgary to Jct. 22	14	Edmonton to Sask. border
	Jct. 1 (Chestermere) to Calgary	15	Edmonton to Jct. 45 (South of Bruderheim)
2	USA boundary to Jct. 5	16	West of Hinton to East Jasper Park Gates
	Jct. 642 to Jct. 18	17	Jct. 14 South to the Sask. border
	Jct. 49 (West of Donnelly) to Jct. 43 (North of Grande Prairie)	18	Jct. 2 to Westlock
2A	Jct. 2 (Leduc) to Jct. 2 (near Morningside)	22	Jct. 1 to Jct. 1A
3	All	28	Jct. 28A to Jct. 63
4	USA boundary to Lethbridge	28A	Edmonton to Jct. 28
5	Jct. 2 to Lethbridge	35	Jct. 2 to NWT border
9	Jct 36 to Saskatchewan	36	Jct. 1 to Jct. 9
11A	Jct. 2 to Gaetz Avenue (Red Deer)	43	Jct. 16 to BC border
12	Jct. 36 to Jct. 2	49	Jct. 43 (Valleyview) to Jct. 2 (West of Donnelly)
13	Jct. 2A to Camrose	63	Jct. 28 to Ft. McMurray
		69	Jct. 63 to South Industrial Park in Ft. McMurray

Or additional routes as may be indicated on the permit.



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### I. Specific Conditions for Rocky Mountain Doubles



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Public Vehicle Dimension and Weight Regulation (AR 127/98) for A, B or C trains.

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall Length	Max 31 m	Max 31 m	Max 31 m
<b>Trailer One</b>			
Length (box length)	Min 12.2 m	Min 12.2 m	Min 12.2 m
Wheelbase	Max 12.5 m	Max 14.0 m	Max 12.5 m
Hitch Offset*:			
Trailer length 12.2 - 13.7 m	Max 1.8 m	n/a	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m	n/a	Max 2.8 m
<b>Converter Dolly</b>			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m**
Max Number of Axles	2	n/a	1
<b>Trailer Two – legal dimensions</b>			
Overall Gross Vehicle Weight	Max 53,500 kg	Max 63,500 kg	Max 60,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

Note 2: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 meters and the dolly is equipped with all legally required lights and equipment.

Trailer two may be used as the lead semi-trailer providing the following conditions are met:

- trailer two is heavier than trailer one and
- only "B" or "C" converters will be allowed on any approved two lane highway.
- "A" converters will be allowed on all turnpike/triple trailer routes.

\* Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

\*\* The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### J. Specific Conditions for Extended Length Doubles

The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Public Vehicle Dimension and Weight Regulation (AR 127/98) for A, B or C trains.

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall Length	Max 31 m	Max 31 m	Max 31 m
<b>Trailer One</b>			
Length (box length)	Min 10.0 m	Min 10.0 m	Min 10.0 m
Hitch Offset*	Max 1.8 m	n/a	Max 1.8 m
<b>Converter Dolly</b>			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m**
Max Number of Axles	2	n/a	1
<b>Trailer Two –</b>			
Length (box length)	Min 10.0 m	Min 10.0 m	Min 10.0 m
<b>Overall Gross Vehicle Weight</b>	Max 53,500 kg	Max 63,500 kg	Max 60,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.

Note 2: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 meters and the dolly is equipped with all legally required lights and equipment.

\* Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

\*\* The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### K. Specific Conditions for Turnpike Doubles



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Public Vehicle Dimension and Weight Regulation (AR 127/98) for A, B or C trains.

PARAMETER	LIMIT	LIMIT	LIMIT
	A Converter	B Converter	C Converter
Overall Length	Max 38 m	Max 38 m	Max 38 m
<b>Lead Semi-trailer</b>			
Length (box length)	Min 12.2 m	Min 12.2 m	Min 12.2 m
Wheelbase	Min 9.5 m Max 12.5 m	n/a Max 14.0 m	Min 9.5 m Max 12.5 m
Hitch Offset*:			
Trailer length 12.2 m to 13.7 m	Max 1.8 m	n/a	Max 1.8 m
Trailer Length > 13.7 m	Max 2.8 m	n/a	Max 2.8 m
<b>Converter Dolly</b>			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m**
Maximum number of axles	2	n/a	1
<b>Second Semi-trailer or Full Trailer</b>			
Length	Min 12.2 m	Min 12.2 m	Min 12.2 m
Wheelbase	Min 9.5 m Max 12.5 m	Min 8.25 m Max 11.5 m	Min 9.5 m Max 12.5 m
<b>Maximum Gross Vehicle Weight</b>			
5 Axle	41,900 kg	40,700 kg	41,900 kg
6 Axle	49,800 kg	48,600 kg	49,800 kg
7 Axle	57,700 kg	56,500 kg	57,700 kg
8 or more Axles	63,500 kg	63,500 kg	63,500 kg

- Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.
- Note 2: Turnpike doubles may include a tridem axle group on the second (full) trailer.
- Note 3: An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 38.0 meters and the dolly is equipped with all legally required lights and equipment.
- Note 4: Tridem axle groups, because of the hitch offset requirements, are very difficult to fit into A and C train lead trailers less than 13.7 metres in length. Note that hitch offset is generally not a concern on B trains and tridem axle groups are easily accommodated.

\*\* The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later, in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada



## Attached Conditions for the Operation of Long Combination Vehicles

Version 2.4 — Last Modified: February 1, 2002

### L. Specific Conditions for Triple Trailer Combinations



The following lists specific requirements for the equipment. Dimensions or weights, where not specifically listed, shall conform to the Alberta Public Vehicle Dimension and Weight Regulation (AR 127/98) for A, B or C trains.

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall Length	Max 35 m	Max 35 m	Max 35 m
First Converter Dolly			
Drawbar Length	Max 4.65 m	n/a	Max 2.0 m*
Maximum number of axles	2	n/a	1
Overall Gross Vehicle Weight	53,500 kg	53,500 kg	53,500 kg

Note 1: In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer and the third trailer or semi-trailer is the lightest.

Note 2: An empty converter dolly may not be towed behind a triple trailer combination.

\* The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later in accord with the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.



Transport Engineering Branch

ALBERTA INFRASTRUCTURE RESERVES THE RIGHT TO TEMPORARILY SUSPEND OR TERMINATE THIS AGREEMENT AND ITS PERMITS SHOULD IT BE CONSIDERED IN THE PUBLIC INTEREST TO DO SO.

ANY FAILURE TO COMPLY WITH THE CONDITIONS AS SET OUT IN THE SPECIAL PERMIT AND THE DOCUMENT "CONDITIONS GOVERNING THE OPERATION OF EXTENDED LENGTH VEHICLES IN ALBERTA" SHALL BE SUFFICIENT CAUSE FOR THE WITEDRAWAL OR REFUSAL TO RENEW THE PERMITS AT ANY TIME.

I (WE), THE UNDERSIGNED, HAVE READ THE ABOVE CONDITIONS AND THE DOCUMENT "CONDITIONS GOVERNING THE OPERATION OF EXTENDED LENGTH VEHICLES IN ALBERTA", ACCEPT TO UNDERTAKE TO CARRY OUT ALL OF THE PROVISIONS OF THE PERMIT AND TO ASSUME THE RESPONSIBILITIES STATED HEREIN.

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

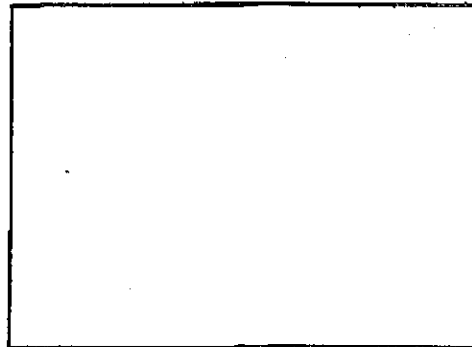
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Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_



Company Seal

Permit Requested: Long Combination Vehicle

\$ 300

\_\_\_\_\_  
Company Contact Person for this Account

\_\_\_\_\_  
Phone Number

\_\_\_\_\_  
Fax Number

Company MVID # \_\_\_\_\_

Date: \_\_\_\_\_

Alberta Infrastructure Use Only

Application Approved By: \_\_\_\_\_

Director, Transport Engineering Branch