State of California
DEPARTMENT OF TRANSPORTATION
Division of Traffic Operations, Mail Station 36
Transportation Permits Branch

Business, Transportation and Housing Agency

# Caltrans Proposal Response

**Subject** : **Load Transfer on Close Coupled Crane Carriers & Dolly Combinations**

**Proposal Date** : October 13, 2004

**Memorandum** : April 19, 2006

**Response Date** : November 6, 2008

**Policy** : **Transportation permits Manual Section 305.3.4 (CTPAC WG9- 101304- 001)**

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**Change current policy**

***Industry Proposed Revision:***

This proposal seeks to revise Section 305.3.4 of the Transportation Permits Manual (TPM) in order to incorporate Caltrans' existing policy allowing for load transfer with close coupled axle groups. Specifically, Sections 305.3.5 & 305.3.6 should allow for load transfer on *"purple"* weight crane carriers with close coupled axles and that the boom dolly used in conjunction with these carriers to be eligible for extralegal *"green"* weight.

In addition to aforementioned change, a methodology would need to be developed by Caltrans and industry to calculate the allowable load transfer for these situations.

***Industry's Second Revision (Dated: April 19, 2006):***

Industry objected to the "Draft Policy" submitted by the Department for review and requested the following changes:

- Allowing the ability to place other components safely on the boom support vehicle that will not increase the weight beyond the applicable allowable axle weight (i.e. un- bonused *"green"* chart weight).
- Allow the boom support vehicle up to un- bonused *"purple"* chart weight.
- Allow boom support vehicles with four axles under this policy.

***The Department's Response:***

The Department understands that cranes are manufactured bigger and heavier than before and industry's need for additional weight on the boom support vehicle. The Department has been working with industry for about two years to develop and approve a load transfer methodology that allows for load transfer on *"purple"* weight crane carriers with close coupled axles and that the boom dolly used in conjunction with these carriers to be eligible for extralegal *"green"* weight.

The Department drafted a proposed policy change to adopt these changes and implementation was delayed because of the reasons mentioned above.

At this point, the Department suggests that the original proposal be implemented. Should this not be acceptable, the other option is for the Department and industry to develop a new weight transfer methodology.

The Department issued exemptions in the past on a case by case basis as we thought the original proposal to allow for load transfer on *"purple"* weight crane carriers with close coupled axles and that the boom dolly used in conjunction with these carriers to be eligible for extralegal *"green"* weight, would be implemented. Exemptions will no longer be considered in the absence of an implemented policy.

Response is requested by the next CTPAC meeting on December 10, 2008.