

Task Force on Vehicle Weights and Dimensions Policy

Status Report

November 2009

Vehicle Weights and Dimensions

- Task Force on Vehicle Weights and Dimensions Policy
 - Focus for coordination and harmonization of provincial and territorial regulations, policies and practices
 - Annual meetings to exchange information, review emerging issues, identify problems
 - Last meeting with stakeholders held in Toronto in November 2008
 - Information: www.comt.ca

2008 Stakeholder Meeting – Issues Raised

- Environmental/Fuel Efficiency:
 - Weight limit allowances for engine particulate traps, auxiliary power units, fuel tanks and disc brakes
 - Higher weight limits for new wide single tires
 - Length limit increases or exemptions for larger rear mounted aerodynamic devices
- Special Permits: Long Combination Vehicles
 - Common permit conditions for operation of Turnpike Double Trailer Combinations from:
 - Nova Scotia to Ontario
 - Manitoba to Alberta
- Safety
 - Length allowances to accommodate “moose bumpers” on front of trucks or tractors that are already at maximum length limit

Environment/Fuel Efficiency - Wide Single Tire Weight Limits

Single Tire Weight Limits (kg) - April 2009

Wide Base Single Tires 445 mm in width or greater



	Single Axle	Tandem Axle	Tridem 2.4 m	Tridem 3.0 m	Tridem 3.6 m
YK	7700	15400	21900	21900	21900
NT	6000	12000	18000	18000	18000
BC	7700	15400	23100	23100	23100
AB	7700	15400	19000	19000	19000
SK	7700	15400	23100	23100	23100
MB	7700	15400	18000	18000	18000
ON	9000	18000	21000	24000	27000
QC	10000	18000	21000	24000	26000
NB	7700	15400	21000	23000	23100
PE	7700	15400	21000	23000	23100
NS	7700	15400	21000	23000	23100
NL	7700	15400	21000	23000	23100
MOU	7700	15400			
US	9072	15422			

Enovornment/Fuel Efficiency - Aerodynamic Devices



Approved in April 2008
MOU Amendment:
0.6 metre extension



Proposed Fall 2008
1.2 metre extension

Safety: "Moose" Bumpers



- For vehicles designed to operate at legal length overall limits, adding moose bumper creates overlength problem
- Industry requested allowances for both length and weight of bumper
- Further analysis required, hope to have nationally acceptable proposal on length accommodation completed by summer 2009

Long Combination Vehicles

- LCV's have operated in Prairie provinces and Quebec for many years
- Recently introduced in New Brunswick and Nova Scotia, announcement to introduce in Ontario, interest in BC
- Primary interest is Turnpike Doubles (two 53 ft trailers)
 - Suited only to multi-lane divided highways
- Discussions of common national guidelines for special permits launched, but encountered difficulties
 - Without continuous multi-lane highway across Canada, national guidelines not necessary
 - Re-focused efforts to pursue regional agreements on conditions:
 - Eastern Canada
 - Western Canada



Turnpike Double



Rocky Mountain Double

Changes to MOU on Vehicle Weights and Dimensions: October 2009

1. Amendment to Definition of Track Width

Previous MOU Definition:

- *Track Width* Means the overall width of an axle across the outside edges of the tires

October 2009 amendment:

- *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

Changes to MOU on Vehicle Weights and Dimensions: October 2009

2. Amendment to Applicability of Minimum Track Width Dimension for Axles Fitted with Wide Single Tires

Previous MOU Provision

- *It is understood that the minimum track width for trailer axles fitted with single tires must be no less than 2.3 m for trailers from model year 2007 or earlier.*
- *It is further understood that the minimum track width for all axles on trailers from model year 2008 or later must be no less than 2.5 m.*

October 2009 amendment:

- *It is understood that the minimum track width for trailer axles fitted with single tires must be no less than 2.3 m for trailers from model year **2009** or earlier.*
- *It is further understood that the minimum track width for all axles on trailers from model year **2010** or later must be no less than 2.5 m.*

Changes to MOU on Vehicle Weights and Dimensions: October 2009

3. Addition of Stinger Steer Auto Carrier Configuration

New Category – Specialized Vehicles

Each jurisdiction will allow vehicles which meet the requirements to operate on highways deemed suitable and appropriate by the jurisdiction, either through regulation or by issuance of special permit authorities

