

# Task Force on Vehicle Weights and Dimensions Policy

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*November 2010*

## 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
  - Representatives from each of the federal, provincial and territorial transportation departments
  - Report to the Council of Deputy Ministers Responsible for Transportation and Highway Safety
  - Advance recommendations on:
    - Regulatory harmonization priorities
    - Amendments to the standards contained in the National MOU on Vehicle Weights and Dimensions

## Highway Transportation in Canada

- Federal government has responsibility for
  - safety standards for the manufacturing of new vehicles,
  - transportation of dangerous goods,
  - international border crossings,
  - air quality, including standards for engine emissions and fuel
- Highways fall primarily under provincial and territorial jurisdiction:
  - Provinces and territories have primary responsibility for construction, maintenance and regulation of highways
  - Legislation, policies and regulations for:
    - The safe operation of the public highway network,
    - Protection and management of the use of highway infrastructure

### Task Force on Vehicle Weights and Dimensions Policy

#### Heavy Truck Weight and Dimension Limits for Interprovincial Operations in Canada

Resulting From  
The Federal-Provincial-Territorial Memorandum of Understanding  
on Interprovincial Weights and Dimensions



Summary Information

## MOU – National Standards for Vehicle Weights and Dimensions

### 1988 – First Established

- Included Tractor Semitrailer, and A, B and C Train Doubles

### 1991 – First Amendment

- Expanded to include Straight Trucks, Truck – Trailer Configurations and Intercity Buses

### 1994 – Second Amendment

- Increased semitrailer length to 16.2 m (53') and overall length of doubles to 25 m

### 1997 – Third Amendment

- Adjustments to internal dimension controls (minimum wheelbases, hitch offsets)
- Increased Box Length limit for truck trailer configurations to 20 m
- Adjustments to weight limits on truck steering axles and double trailer combinations

## MOU – National Standards for Vehicle Weights and Dimensions

### 2004 – Fourth Amendment

- Increased box length limit on A trains to 20 m

### 2008 – Fifth Amendment

- Recognized new wide base single tires (> 445 mm in width)
- Adjusted track width requirement for single tires
- Added rear aerodynamic device on trucks and trailers
- Standardized approach to measurement of overall width

### 2009 – Sixth Amendment

- Standardized definition Track Width
- Revised Minimum Track Width for Trailer Axles Fitted with Single Tires
- Added Stinger Steer Automobile Carrier Configuration

## Vehicle Weights and Dimensions

- Annual meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Last meeting held in Montreal in November 2009
- Information: [www.comt.ca](http://www.comt.ca)
  - Standards and regulations
  - Government contacts
  - Meetings and minutes
  - Research reports and reference materials

## Recent and Current Issues

- Environment/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 accommodations for rear mounted aerodynamic devices
- Special Permits: Long Combination Vehicles
  - Harmonized permit conditions for operation of Turnpike Double Trailer Combinations
- Safety
  - Length allowances to accommodate "moose bumpers" on front of trucks or tractors
- Operational
  - Longer wheelbase tractors
  - Accommodation of specialized trailers (float and double drop configurations)
  - Roll coupled hitches for Truck – Pony Trailers
  - New lift axle designs

### Task Force on VWD Policy

- Important forum for discussion of national regulatory harmonization needs and priorities for heavy vehicle weights and dimensions
  - Responsible for the evolution of national standards in Canada and the changes which have been introduced since 1988
  - Strong and ongoing commitment from governments, industry and dedicated individuals to the mechanism and to these discussions
  - Complex regulatory field with many governments involved - patience is required