

Task Force on Vehicle Weights and Dimensions Policy

November 2011

Vehicle Weights and Dimensions

- Task Force on Vehicle Weights and Dimensions Policy
 - National 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 for Track Width
- Revised Minimum Track Width for Trailer Axles Fitted with Single Tires
- Added Stinger Steer Automobile Carrier Configuration

MOU – National Standards for Vehicle Weights and Dimensions

April 2011 – Seventh Amendment

Three proposals endorsed by Deputy Ministers for review and approval by Ministers:

1. Intercity Buses

- amendment to remove the requirement for a load sharing ratio of 2:1 on the rear axle group of vehicles in *Category 8: Intercity Buses and Recreational Vehicles*

2. Weight Limit Accommodation for Tractor-Semitrailer Configurations equipped with Auxiliary Power Units (APU)

- Amendment to include the following:

An additional allowance of up to 225 kg will be provided on the combined weight of the tractor steering axle and drive axle group of a vehicle in Category 1: Tractor-Semitrailer if the tractor is equipped with a functioning Auxiliary Power Unit. In such cases the Gross Vehicle Weight limit for the combination will also increase up to a maximum of 225 kg to accommodate the increased weight of the tractor.

MOU – National Standards for Vehicle Weights and Dimensions

April 2011 – Seventh Amendment

Three proposals endorsed by Deputy Ministers for review and approval by Ministers:

3. Minimum Track Width Requirements for Axles fitted with Wide Single Tires

- Amendment to include in the MOU an agreement reached by the Task Force in December 2009:
 - *The minimum track width requirement for trailers built in or after 2010 that are equipped with single tires will be no less than 2.45 m.*
 - *The track width for trailers equipped with dual tires remains at 2.5m.*
 - *Any trailer built in or after 2010 that is converted from dual to single tires must bear a label adjacent to the original compliance label:*
 - *Identifying the company, or authorized dealer of a company, under the Motor Vehicle Safety Act (Canada) that converted the trailer; and*
 - *Indicating the revised tire and wheel size designation and revised gross vehicle and axle weight ratings.*

Vehicle Weights and Dimensions

- Annual meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Last meeting held in Toronto in November 2010
- Information: 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