

# Task Force on Vehicle Weights and Dimensions Policy

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*November 2014*

# 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

**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**

## 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

# MOU – National Standards for Vehicle Weights and Dimensions

## 1988 – First Established

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

## Amendments and Expansions – Eight to Date

- 1991, 1994, 1997, 2004, 2008, 2009, 2011 & 2014

## Implications of National Standards in MOU

- Hold no legal status
  - Regulations of provinces and territories apply
  - Amendments to MOU have no immediate effect; implementation may require time for regulatory or policy changes to be made in each province and territory
- Commitment by jurisdictions to ensure that vehicles which comply with the national standards will be allowed to travel on designated highway network

# Vehicle Weights and Dimensions

- Annual meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Last meeting held in Montreal in November 2013
- Information: [www.comt.ca](http://www.comt.ca)
  - Standards and regulations
  - Government contacts
  - Meetings and minutes
  - Research reports and reference materials

## MOU Amendments October 2014

- Three amendments approved by the Council of Ministers Responsible for Transportation and Highway Safety On October 1, 2014
- Each of the amendments originated from proposals presented at annual meetings of the Task Force
- Consensus is required from all jurisdictions for an amendment to be advanced for approval by Ministers

## Amendments to MOU – October 2014

- Addition of Tridem Drive Tractor – Semitrailer Configuration as new category



Overall Length – Maximum 23.5 m  
Maximum GVW – 52,300 kg



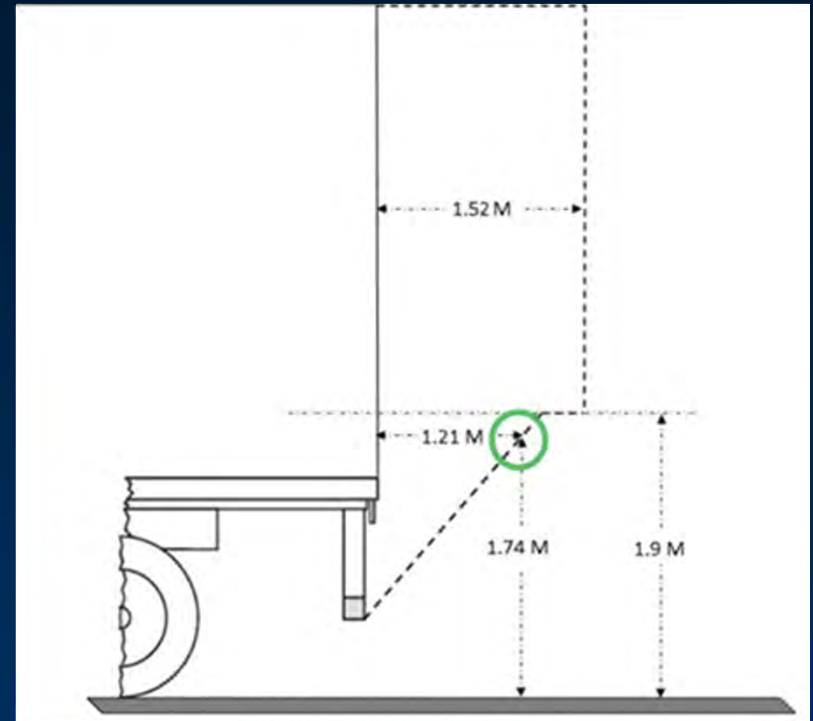
## Amendments to MOU – October 2014

- Increase in the Allowable Size of Aerodynamic Devices on Rear of Trucks and Trailers to 1.52 m (5 ft):
  - Current limit is 0.9 m (2 ft) based on CTA proposal approved in 2008



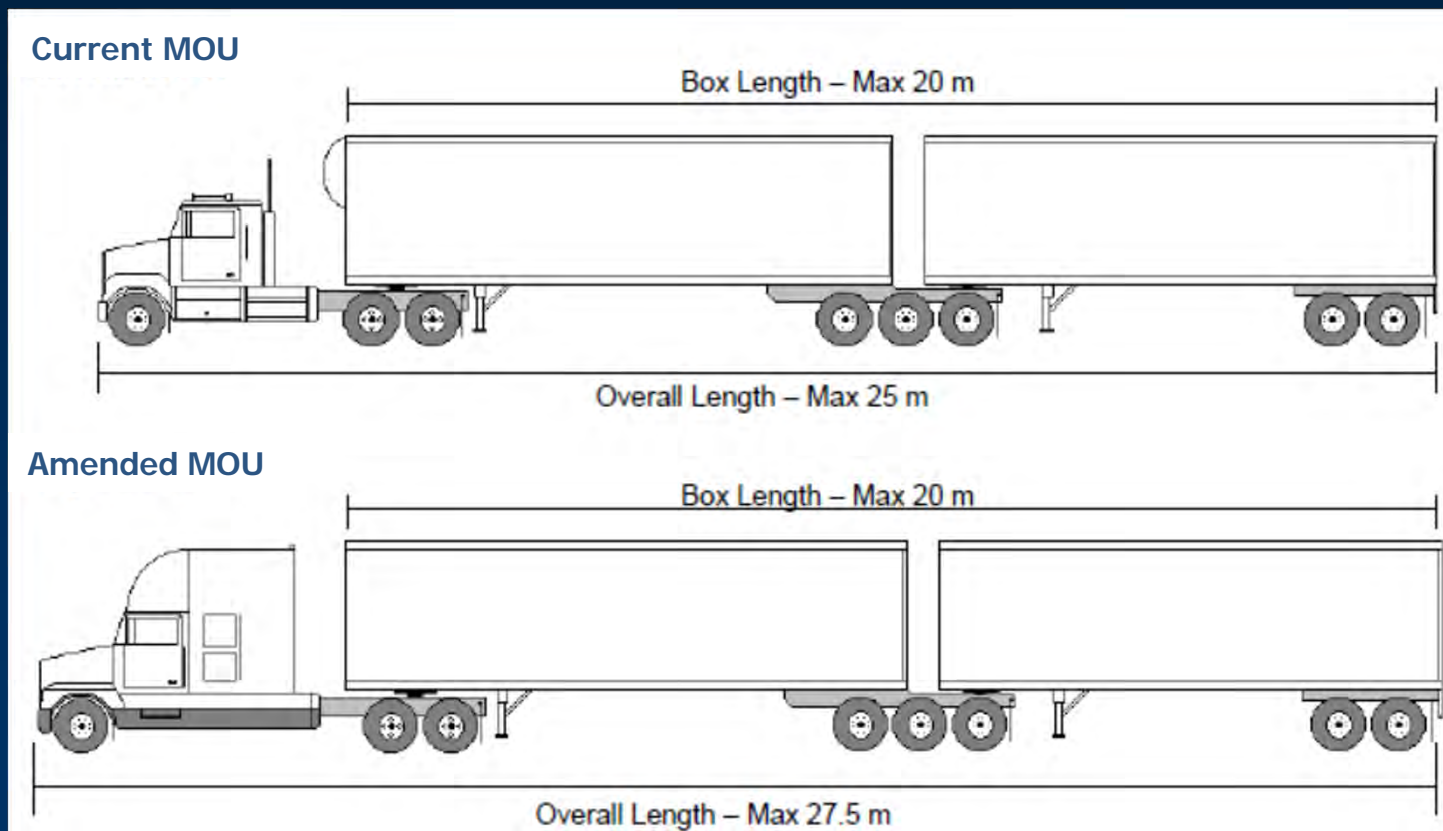
# Aerodynamic Devices on Rear of Trucks and Trailers

- Flexible aerodynamic devices installed at the rear of trucks, trailers and semitrailers shall not be included in the measurement of overall length, trailer length, semitrailer length, box length and effective rear overhang, provided:
  - Any portion of the deployed device more than 1.9 m above the ground does not protrude more than 1.52 m beyond the rear of the vehicle, and
  - Any portion of the deployed device within 1.9 m of the ground does not protrude beyond a transverse plane starting from the rear bottom edge of the rear impact guard or, if not so equipped, the lowest point at the rear of the vehicle and intersecting a point that is 1.74 m above the ground and 1.21 m behind the rear of the vehicle, and
  - The devices are capable of being folded to within 0.305 m of the rear of the vehicle.
- "Rear of vehicle" means the "rear extremity" as defined in CMVSS 223 exclusive of any aerodynamic devices
- vehicles fitted with aerodynamic devices must also comply with applicable CMVSS standards and provincial/territorial regulations regarding lighting and conspicuity.



## Amendments to MOU – October 2014

- Increase in the Overall Length Limit for B Trains from 25 m to 27.5 m
  - Accommodate the use of longer tractors
  - Allows space for moose bumpers



## Outstanding Issues & Proposals

- Acceptability of 6 x 2 Tractors
  - With and without load transfer technologies
- Increased weight limits for new generation wide base single tires
- Weight allowances for LNG powered tractors
- Use of tractors with wheelbase up to 6.8 m in B Train Configuration
- Roll coupled hitches on truck trailer combinations

## Task Force on VWD Policy

- 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
- Report on today's issues and discussions will be provided to Council of Deputy Ministers

# 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			

## 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

# Long Combination Vehicles

- LCV's have operated in Prairie provinces and Quebec for many years
- Introduced in Ontario, New Brunswick and Nova Scotia, 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-focussed efforts to pursue regional agreements on conditions:
    - Eastern Canada
    - Western Canada



Turnpike Double



Rocky Mountain Double



## Roll Coupled Hitches

