



MoU Amendment to Allow Tractors up to 6.8 metres on B-Train Configurations

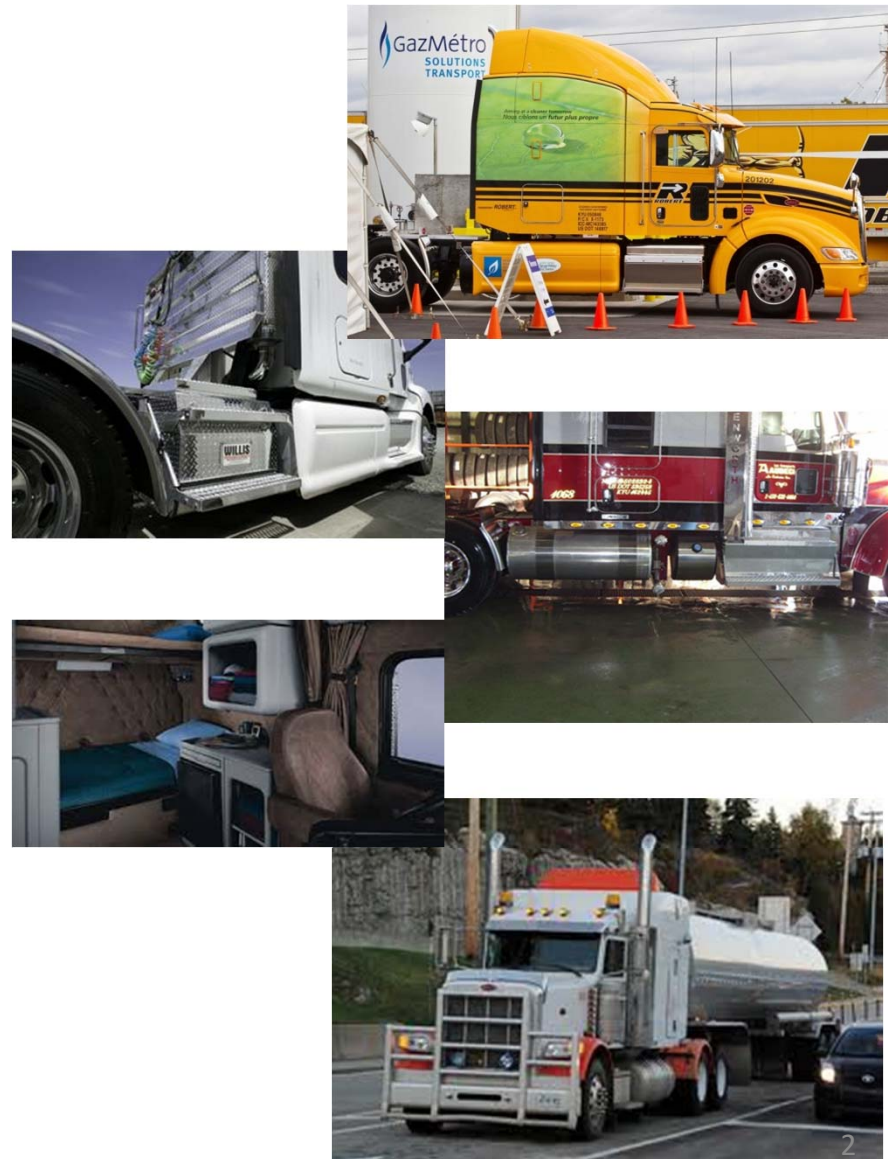
Ron Madill

Montreal

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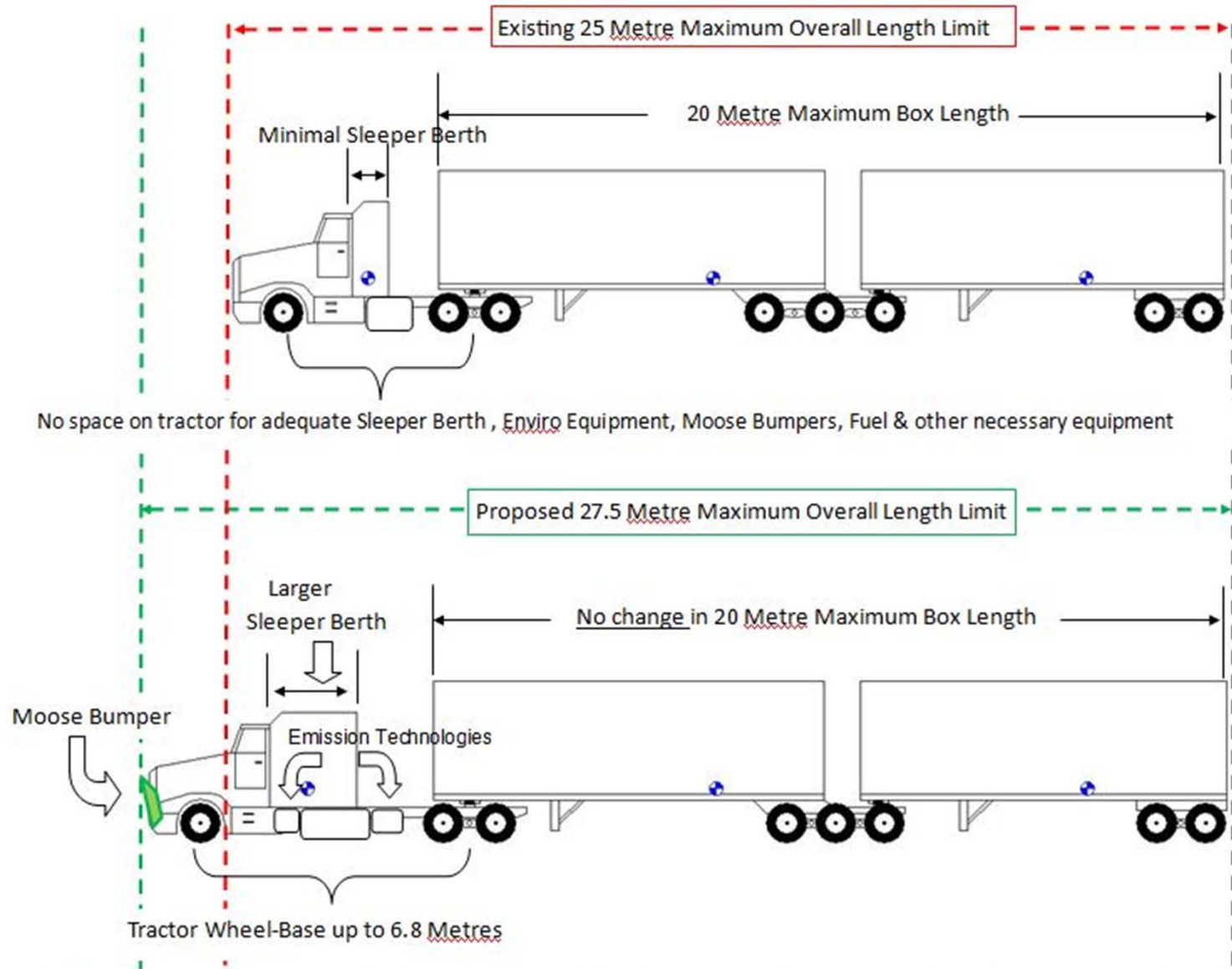
Overview of CTA B-Train Position

- CTA position has 3 fundamental principles:
 1. **Reduce emissions** --- by allowing flexibility in the use of tractors with emission reduction technologies;
 2. **Improve driver comfort and reduce fatigue** – by allowing flexibility in the use of larger sleeper berths;
 3. **Improve highway safety and driver protection** – by allowing flexibility for the use of moose bumpers.



Details of CTA “asks” to Task Force past and present

- 27.5m overall B-train length:
 - moose bumpers included in length;
 - no increase in box length;
 - MoU amendment made in 2014.
- 6.8m B-train tractor wheelbase allowance:
 - trailer wheelbase offsets to control offtracking;
 - inexplicably excluded from 2014 MoU amendment.



No space on tractor for adequate Sleeper Berth, Enviro Equipment, Moose Bumpers, Fuel & other necessary equipment

Additional Overall Length allows longer tractors for adequate Sleeper Berth, Enviro Equipment, Moose Bumpers, Fuel & other necessary equipment

What needs to be included in MoU

- Offset table reducing sum of trailer wheelbases for longer tractor wheelbases:

<u>Overall Length</u>	Max 27.5m
<u>Tractor Wheelbase</u>	Max 6.8m
<u>Sum of Trailer Wheelbases</u> If tractor wheelbase is:	
6.2m or less	≤ 17.00m
> 6.2m to 6.3m	≤ 16.53m
> 6.3m to 6.4m	≤ 16.44m
> 6.4m to 6.5m	≤ 16.36m
> 6.5m to 6.6m	≤ 16.27m
> 6.6m to 6.7m	≤ 16.19m
> 6.7m to 6.8m	≤ 16.10m

Supporting Research

- CTA provided Task Force with complete dynamic performance analysis of longer B-trains and tractors demonstrating:
 - high speed performance remains satisfactory;
 - low speed offtracking is controlled by reduction in sum of trailer wheelbases to offset longer tractor.
- CTA met with Engineering and Research Support Committee (ERSC) who confirmed that highway safety and passing distances are not compromised with a 27.5m overall length.

Go Forward

- CTA requests immediate provisions in the MoU for B-train tractors up to 6.8 metres:
 - many provinces have already adopted leaving disjointed regulatory framework;
 - lack of uniformity is hindering capital investments in vehicles and environmental protection equipment;
 - carriers who have invested in longer tractors face restrictions on where they can travel – a true barrier to internal trade.

Thank You