

TASK FORCE ON VEHICLE WEIGHTS AND DIMENSIONS POLICY

December 2022

Task Force on Vehicle Weights and Dimensions Policy

- National forum for coordination and harmonization of provincial and territorial regulations, policies and practices
 - Representatives from each of the federal, provincial and territorial transportation departments
- Advance recommendations on:
 - Regulatory harmonization needs and priorities
 - Amendments to the standards contained in the National MOU on Vehicle Weights and Dimensions



National Standards for Weights and Dimensions

- ***National Agreement (MOU) established in 1988***
 - founded on major research program and developed in partnership with industry
- ***Standards Evolution***
 - Task Force on Vehicle Weights and Dimensions Policy
 - Provides ongoing national forum for discussions with stakeholders on harmonization needs and priorities
 - Government/Industry consensus has resulted in expansion of, and amendments to, the MOU 11 times since 1988
 - 1991, 1994, 1997, 2001, 2004, 2009, 2011, 2014, 2016, 2019 & 2022

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

October 2022



MOU National Standards

Category 1: Tractor Semitrailer

Category 1A: Tridem Drive Tractor Semitrailer

Category 2: A Train Double

Category 3: B Train Double

Category 4: C Train Double

Category 5: Straight Truck

Category 6: Truck - Pony Trailer

Category 7: Truck - Full Trailer

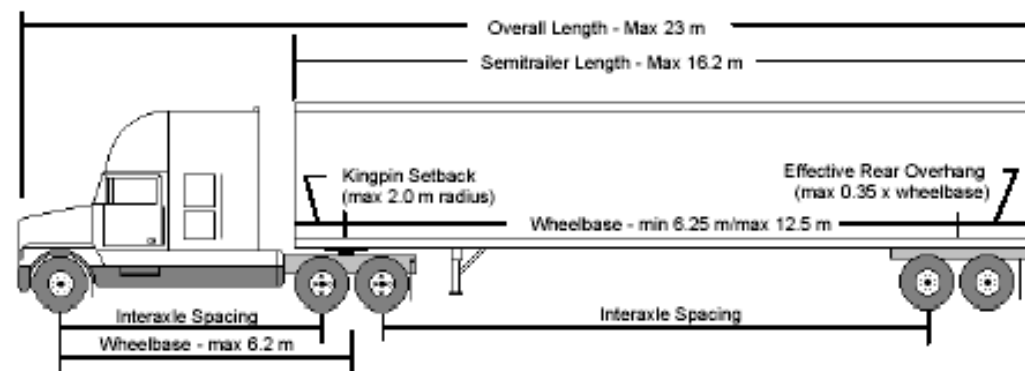
Category 8: Intercity Bus and Recreational Vehicles

Category S1: Stinger Steer Automobile Carrier

Category S2: Recreational Vehicle Trailers

Category 1: Tractor Semitrailer

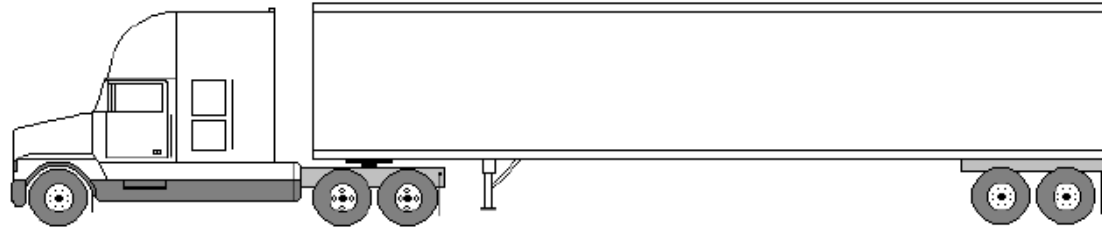
Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Semitrailer	
Length	Maximum 16.2 m
Wheelbase	
Single, Tandem or Tridem Axle Group	Minimum 6.25 m/Maximum 12.5 m
Kingpin Setback	Maximum 2.0 m radius
Effective Rear Overhang	Maximum 35% of wheelbase
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread	Minimum 2.4 m/Maximum 3.7 m
Track Width	Minimum 2.5 m/Maximum 2.6 m
Interaxle Spacings	
Single Axle to Single, Tandem or Tridem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Tandem Axle to Tridem Axle	Minimum 5.5 m

Category 1: Tractor Semitrailer

Part 2 - Weight Limits



Max 5500 kg

Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg

Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg
Tridem Axle - Spread:
2.4 m to < 3.0 m - Max 21 000 kg
3.0 m to < 3.6 m - Max 23 000 kg
3.6 m to 3.7 m - Max 24 000 kg

WEIGHT ²	LIMIT
Axle Weights²:	
Steering Axle	Maximum 5500 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Tridem Axle:	
Axle Spread 2.4 m - less than 3.0 m	Maximum 21 000 kg
Axle Spread 3.0 m - less than 3.6 m	Maximum 23 000 kg
Axle Spread 3.6 m - 3.7 m	Maximum 24 000 kg
Gross Vehicle Weight Limits²	
Three Axles	Maximum 23 700 kg
Four Axles	Maximum 31 600 kg
Five Axles	Maximum 39 500 kg
Six Axles - with 2.4 to < 3.0 m spread tridem	Maximum 43 500 kg
with 3.0 m to < 3.6 m spread tridem	Maximum 45 500 kg
with 3.6 to 3.7 m spread tridem	Maximum 46 500 kg

Weight Limits

Axle loads		MOU	YK	NT	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL
Steering Axle - Tractors		5,500	*	*	6,000	6,000	6,000	6,000	7,700	*	*	*	*	*
Steering Axle - Trucks		7,250	7,300	7,300	7,300	7,300	7,300	7,300	9,000	*	8,000	8,000	9,100	8,000
Single Axle - dual tires		9,100	10,000	*	*	*	*	*	10,000	10,000	*	*	*	*
Tandem Axle (1.2 to 1.85 m spread)		17,000	17,900	*	*	*	*	*	18,000	18,000	18,000	18,000	18,000	18,000
Tridem - 2.4 m spread		21,000	24,000	*	24,000	*	*	*	21,300	*	*	*	*	*
Tridem - 3.0 m spread		23,000	24,000	24,000	24,000	24,000	24,000	*	24,000	24,000	24,000	24,000	24,000	24,000
Tridem - 3.7 m spread		24,000	*	*	*	*	*	*	26,000	26,000	26,000	26,000	26,000	26,000
Gross Vehicle Weight		MOU	YK	NT	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL
Truck - 3 axles		24,250	28,200	24,300	26,000	24,300	24,300	24,300	28,100 ³	25,250	26,000	26,000	26,000	26,000
Tractor Semitrailer	- 3 axles	23,700	26,000	*	24,200	24,200	24,200	24,200	27,700	25,500	*	*	*	*
	- 4 axles	31,600	35,100	*	32,800	32,100	32,100	32,100	36,800	33,500	32,600	32,600	32,600	32,600
	- 5 axles	39,500	44,200	*	40,000	40,000	40,000	40,000	45,900	41,500	41,500	41,500	41,500	41,500
	- 6 axles	46,500	49,100	*	47,000	47,000	47,000	47,000	52,800	49,500	49,500	49,500	49,500	49,500
Tri- Drive Tractor Semitrailer - 7 axles		52,300				54,300	53,300	53,300	55,700	54,700	54,300	54,300	54,300	
A Train	- 5 axles	41,900	45,500	*	42,400	42,400	42,400	42,400	*	45,500	*	*	*	*
	- 6 axles	49,800	53,500	*	50,300	50,300	50,300	50,300	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	53,500	*	*	*	*	*	*	*	*	*	*	*	*
	- 8 axles	53,500	*	*	*	*	*	*	*	*	*	*	*	*
B Train	- 6 axles	48,600	54,200	*	49,100	49,100	49,100	49,100	55,900	53,000	50,600	50,600	50,600	50,600
	- 7 axles	56,500	63,300	*	57,000	57,000	57,000	57,000	60,800	59,000	59,500	59,500	59,500	59,500
	- 8 axles	62,500	63,500	63,500	63,500	63,500	63,500	63,500	63,500	*	*	*	*	*
C Train	- 5 axles	41,900	45,500	*	42,400	42,400	42,400	42,400	*	45,500	*	*	*	*
	- 6 axles	49,800	54,600	*	50,300	50,300	50,300	50,300	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	54,600	60,500	*	57,700	58,200	60,500	60,500	*	55,500	55,600	55,600	55,600	55,600
	- 8 axles	58,500	60,500	*	60,500	60,500	60,500	60,500	*	*	*	*	*	*
Truck & Pony Trailer	- 6 axles	45,250	52,200	48,300	47,000	45,300	45,300	45,300	54,100	49,500	47,000	47,000	47,000	47,000
Truck & Full Trailer	- 5 axles	41,250	47,300	41,300	43,000	42,500	41,300	41,300	46,100	43,500	43,000	43,000	43,000	43,000
Truck & Full Trailer	- 7 axles	53,500	59,200	*	57,000	55,300	53,500	55,300	63,500	55,500	*	*	*	*

Legend: * = Same as MOU Atlantic Regional Harmonization Western Regional Harmonization

Vehicle Weights and Dimensions

- Annual open meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Information: www.comt.ca
 - Standards and regulations
 - Government contacts
 - Meetings and minutes
 - Research reports and reference materials

Developments in 2022

- **COVID-19, Fires, Floods & Supply Chain Issues**
 - Continued close collaboration between the trucking industry and governments to keep things moving
- **Configurations addressed in MOU “National Standards”**
 - Considering need for, and feasibility of, expanding MOU to include additional configurations which travel interprovincially
 - eg. Tractor – Quad Axle Semitrailer
- **MOU Amendment February 2022**
 - Council of Ministers approved amendment to MOU to include RV Trailers as special category

Recreational Vehicle Trailer with Ball Hitch Coupling

Trailer Length Limit - Maximum 12.5 m



Recreational Vehicle Trailer with 5th Wheel Hitch

Trailer Length Limit - Maximum 14.65 m



Developments in 2022

- **Task Force Membership changes**
 - Acknowledge and thank Krista Cull for her contributions and welcome Dwayne Abbott as the new representative of NL Dept. of Transportation and Infrastructure.
- **Return to an In-Person Meeting after Two Years of “Virtual” Encounters**
 - Thanks to all for attending today’s session

Task Force on VWD Policy

- **Ongoing interest in reducing barriers to efficient trade within Canada**
 - Canadian Free Trade Agreement of 2017
 - Supply Chain Task Force Report
 - Impacts of differences in vehicle weights and dimensions regulations and policies
 - Complex regulatory field with many governments involved
 - Much has been accomplished, but always opportunities to improve efficiency and productivity of the highway transport system
- **Report on today's issues and discussions will be provided to Council of Deputy Ministers**