

Request for expansion of VW&D MOU categories

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Background

- ✓ **Original 4 categories came into effect in 1988, with 4 additions in 1991**
- ✓ **Only 1 additional category added since 1991, being a tri-drive tractor-semitrailer combination in 2014.**
- ✓ **Categories covered common vehicle types in use at the time, however technologies and vehicle types used have expanded significantly since 1991.**

Background

- ✓ **While we understand the MOU is designed to protect infrastructure that varies in degrees of strength from region to region, PMTC & its members believe we can strike a balance & increase efficiencies while still protecting infrastructure.**

Request for category additions

- ✓ **We are requesting additions to the MOU in two categories**
- ✓ **Category 1, Tractor-Semitrailer & Category 5, straight truck**

Category 1: Tractor-Semi-Trailer additions

- ✓ **Category 1 currently covers a Tractor Semi Trailer combination with a tandem-tandem combination, or a tandem-tridem.**
- ✓ **5 axle spec allows a maximum weight of 39,500kgs, while the 6-axle spec allows 46,500kg's.**
- ✓ **With changes in technologies that have incorporated self steer axles on trailers, we believe 4 and 5 axle trailer configurations can be added, which can limit damage to infrastructure & increase efficiencies for fleets and industry, while helping to reduce GHG emissions.**

Category 1: Tractor-Semi-Trailer additions

- ✓ **A 7-axle combination with a tandem tractor, and a trailer with a self steer axle followed by a tridem axle, which is Schedule 3 in Ontario.**
- ✓ **Allows for a GVWR of 60,800kg's**
- ✓ **Maximum weight on any axle is 9550kg's for tractor tandem, MOU allows 8500kg's for tandem**
- ✓ **Maximum weight on trailer tridem is 8500kg's per axle, MOU allows 8000kg's.**

Category 1: Tractor-Semi-Trailer additions

- ✓ **This new category addition would allow for an increase of 14,300kg's in GVWR, with an estimated addition of 13,600kg's in payload.**
- ✓ **Even if axle weight increases are not permitted, if we keep the current axle weight limits allowed for this type of configuration under the current MOU, this configuration will still have a maximum weight of 55,600kg's, which still allows for a 9100kg increase and a roughly 8,400kg payload increase.**

Category 1: Tractor-Semi-Trailer addition #2

- ✓ **An 8-axle combination with a tandem tractor, and a trailer with a self steer axle followed by a tridem axle & another self steer axle, or with 2 self steer axles followed by a tridem axle, which is Schedule's 4 & 5 in Ontario.**
- ✓ **Allows for a GVWR of 63,500kg's**
- ✓ **Maximum weight on any axle is 9550kg's for tractor tandem, MOU allows 8500kg's for tandem**
- ✓ **Maximum weight on trailer tridem is 7500kg's per axle, MOU allows 8000kg's.**

Category 1: Tractor-Semi-Trailer addition #2

- ✓ This new category addition would allow for an increase of 17,000kg's in GVWR, with an estimated addition of 16,300kg's in payload.
- ✓ Even if axle weight increases are not permitted, if we keep the current axle weight limits allowed for this configuration under the current MOU, this configuration will still have a maximum weight of 62,500kg's, which still allows for a 16,000kg increase and a roughly 15,300kg payload increase.

Category 5: Straight Truck

- ✓ **Current MOU for straight trucks only allows for a truck with a single front steer axle and a tandem rear axle.**
- ✓ **This configuration is limited to a total GVWR of 24,250kg's.**
- ✓ **This is very restrictive. A very common straight truck configuration is a single steer axle, followed by a self steering axle, followed by a rear tandem axle. This is called schedule 23 in Ontario. It allows for a GVWR of 36,000kg's.**

Category 5: Straight Truck

- ✓ **Front steer axle is allowed 9,000kg (MOU allows 7250), single axle is 9,000kg,s (MOU is 9100). Tandem is allowed 18,000kg's (MOU is 17,000).**
- ✓ **Even if we stay with the max axle ratings in the National MOU, we will have a GVWR of 33,350kg's, which is higher than the 3 axle MOU by 9100kg's and an estimated payload increase of 8425kg's.**

Category 5: Straight Truck #2

- ✓ **Another common straight truck configuration is a single steer axle, followed by a tri-drive axle. This is a common configuration in the west and Ontario. This is called schedule 24 in Ontario. It allows for a GVWR of 31,000kg's.**
- ✓ **Front steer axle is allowed 9,000kg (MOU allows 7250), tri-drive is allowed 22,000kg's if axle spread is between 2.7 to 2.8m. (7,333kg's per axle).**
- ✓ **Even if we stay with the max axle rating for the front axle in the National MOU, we will have a GVWR of 29,250g's, which is higher than the 3 axle MOU by 5,000kg's and an estimated payload increase of 4325kg's.**

Reasoning for the requests

- ✓ **Many of the vehicle types that we are asking to be added, are commonly used in Ontario and Quebec already.**
- ✓ **Many fleets are forced to purchase and operate separate fleets, one for Ontario and Quebec, and another for the rest of the country. Significantly increases operating costs.**
- ✓ **With the introduction of self steer axles, the concern of pavement damage with liftable axles, as well as other infrastructure damage, while not eliminated, has been reduced, as the axle is on the ground all the time.**

Reasoning for the requests

- ✓ **Weight distribution per axle, the transferred load to the pavement has not increased, or will not significantly.**
- ✓ **These additions to the weight classes will improve efficiencies, help with the driver shortage and reduce GHG emissions by reducing the required number of trips to deliver the same product.**

Questions?

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