



TASK FORCE ON VEHICLE WEIGHTS AND DIMENSIONS POLICY

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

<https://comt.ca/english/programs/trucking/Meetings.htm>



Task Force on Vehicle Weights and Dimensions Policy



| | | | | |
|----------------------|-------------------------|---|--------------------------------------|-------------------------|
| Home | Members | Standards and Regulations | Regional Initiatives | Reports |
|----------------------|-------------------------|---|--------------------------------------|-------------------------|

National Meetings

Upcoming:

| | | |
|-------------------------------------|--|---|
| Montreal – December 10, 2024 | <i>Opus 2 Room (9:00 AM to 5:00 PM) Delta Hotels by Marriott Montreal 475 President-Kennedy Avenue</i> | <i>Draft Agenda</i> <i>(updated Nov 26)</i> |
|-------------------------------------|--|---|

Past Meetings:

Please note that documents are in Adobe Acrobat format.

| Date | Location | Agenda | Minutes | Presentations |
|-------------------|----------|-----------------------------|------------------------------|--|
| December 10, 2024 | Montreal | Agenda | | 2024 Presentations |
| December 2023 | Montreal | 2023 Agenda | 2023 Minutes | 2023 Presentations |
| December 2022 | Montreal | 2022 Agenda | 2022 Minutes | 2022 Presentations |
| December 2021 | Virtual | 2021 Agenda | | 2021 Presentations |
| December 2020 | Virtual | 2020 Agenda | | 2020 Presentations Technical Reports – 6x2 Tractors |
| November 2019 | Montreal | 2019 Agenda | | 2019 Presentations |
| November 2018 | Montreal | 2018 Agenda | 2018 Minutes | 2018 Presentations |
| November 2017 | Montreal | 2017 Agenda | 2017 Minutes | 2017 Presentations |
| December 2016 | Montreal | 2016 Agenda | 2016 Minutes | 2016 Presentations |
| December 2015 | Montreal | 2015 Agenda | 2015 Minutes | 2015 Presentations |

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

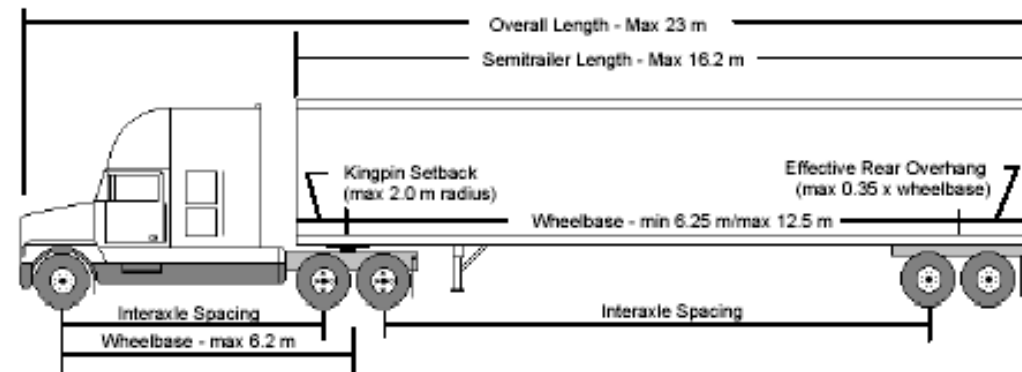
Category 6: Truck - Pony Trailer

Category 7: Truck - Full Trailer

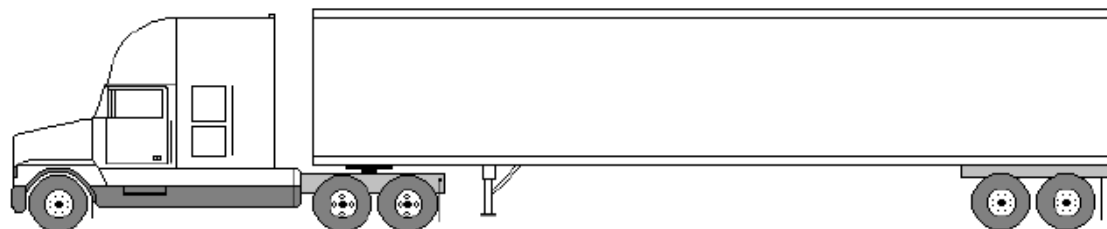
Category 8: Intercity Bus and Recreational Vehicles

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 |

Dimension Limits

| | MOU | YK | NT | BC | AB | SK | MB | ON | QC | NB | NS | PE | NL |
|----------------------------------|-----------|----|-----|----|----|----|----|----|-------|----|----|----|----|
| Overall Height | 4.15 m | * | 4.2 | * | * | * | * | * | * | * | * | * | * |
| Overall Width | 2.6 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Overall Length | | | | | | | | | | | | | |
| Tractor Semitrailer | 23 m | * | 25 | * | * | * | * | * | * | * | * | * | * |
| Tridem Drive Tractor Semitrailer | 23.5 m | * | 25 | * | * | * | * | * | * | * | * | * | * |
| A Train Double | 25.0 m | * | 26 | 26 | 26 | 26 | * | * | * | * | * | * | * |
| B Train Double | 27.5 m | * | * | * | * | * | * | * | * | * | * | * | * |
| C Train Double | 25.0 m | * | 26 | 26 | 26 | 26 | * | * | * | * | * | * | * |
| Straight Truck | 12.5 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Truck & Pony Trailer | 23.0 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Truck & Full Trailer | 23.0 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Intercity Bus | 14.0 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Trailer Length | | | | | | | | | | | | | |
| Semitrailer | 16.2 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Full Trailer | 12.5 m | * | * | * | * | * | * | * | 14.65 | * | * | * | * |
| Pony Trailer | 12.5 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Box Length | | | | | | | | | | | | | |
| Truck & Full or Pony Trailer | 20 m | * | * | * | * | * | * | * | * | * | * | * | * |
| A Train Double | 20 m | * | * | * | * | * | * | * | * | * | * | * | * |
| B Train Double | 20 m | * | * | * | * | * | * | * | * | * | * | * | * |
| C Train Double | 20 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Effective Rear Overhang | | | | | | | | | | | | | |
| Straight Truck | 4 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Semitrailer | 35% of wb | * | * | * | * | * | * | * | * | * | * | * | * |
| Wheelbase | | | | | | | | | | | | | |
| Tractor (min) | 3.0 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Tractor (max) ¹ | 6.2 m | NR | * | * | * | * | * | * | * | * | * | * | * |
| Full Trailer (min) | 6.25 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Semitrailer (max) | 12.5 m | * | * | * | * | * | * | * | * | * | * | * | * |
| Semitrailer (min) | 6.25 m | * | * | * | * | * | * | * | * | * | * | * | * |

Legend: * = Same as MOU

Western Regional Harmonization

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 | 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 ² | 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 | 55,300 | 54,300 | 54,300 | 54,300 | 53,300 | 53,300 | 55,700 | 54,700 | 54,300 | 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 | * | * | * | * |

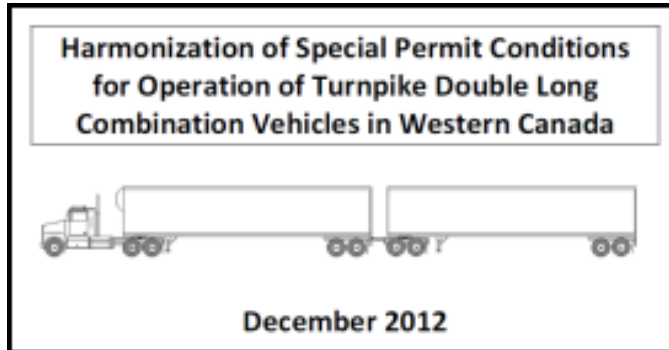
Legend: * = Same as MOU Atlantic Regional Harmonization Western Regional Harmonization

Long Combination Vehicles (LCV's)

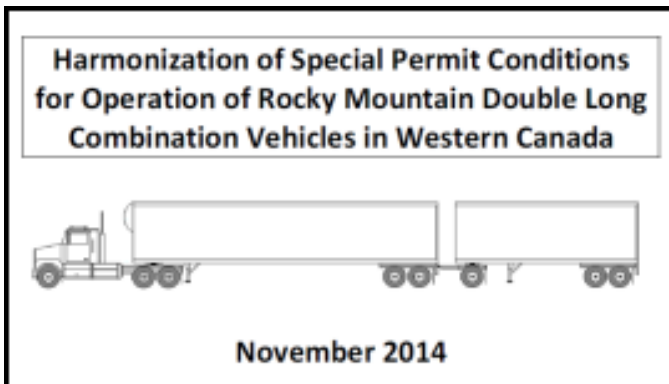
Harmonization of Special Permit Conditions

Western Region

Turnpike Doubles - 2012

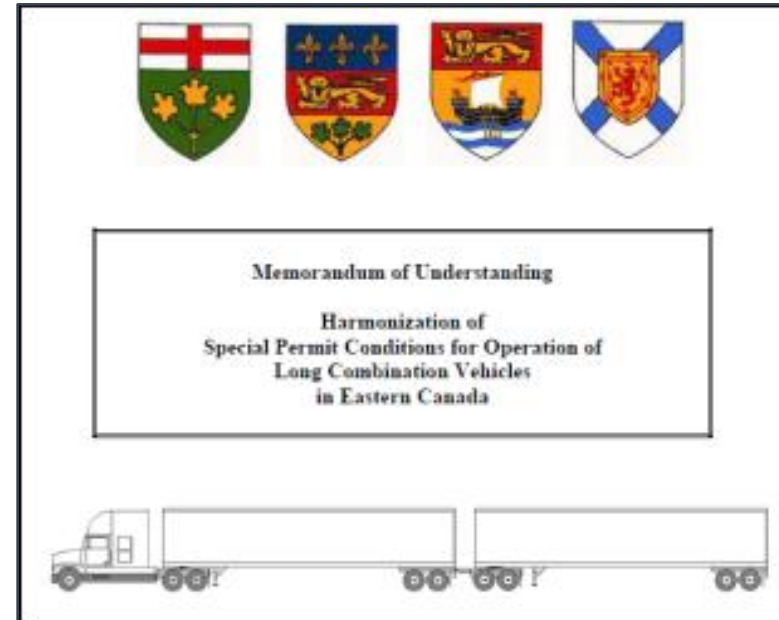


Rocky Mountain Doubles - 2014



Eastern Region

Turnpike Doubles - 2016



Developments in 2024

- **Long Combination Vehicles**
 - Work underway to update the regional agreements
- **Stinger Steer Car Carrier Configuration**
 - Amendments being considered to national MOU to restore compatibility with United States regulated dimension limits (because of changes introduced by FHWA)
 - Based on the approach adopted by Ontario (ON-ESSAC)
- **Semitrailers longer than 16.2 meters (eg. 18.45 m - 60 ft)**
 - National guideline under development; based on experience with pilot project in ON and trials in other provinces
 - Will assist in advancing national consistency in dimension limits for a vehicle configuration which is of growing interest, as other jurisdictions consider allowing this configuration

Developments in 2024

- **Task Force Membership changes**

- Acknowledge and thank Matt Illsley for his contributions as New Brunswick's representative since 2018
- Welcome Glen Fizzard as the new representative of Newfoundland and Labrador

Task Force on VWD Policy

- **Ongoing interest in reducing barriers to efficient trade within Canada**
 - Internal Trade – Mutual Recognition Pilot Initiative 2024
 - 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**

Draft Agenda

1. Welcome and Opening

2. Adoption of Agenda

3. Vehicle Weight and Dimension Regulations in Canada - Update on Issues and Developments

a) National Developments & MOU Amendments

b) Provincial/Territorial Developments - Round table reports by jurisdiction

- | | |
|--------------------------------|---------------------|
| a) British Columbia | Nam Nguyen |
| i. Alberta | Pamela Sooley |
| ii. Saskatchewan | Syed Imran |
| iii. Manitoba | Warren Borgford |
| iv. Ontario | Joe Lynch |
| v. Quebec | Francois Janelle |
| vi. Prince Edward Island | Pat Dowling |
| vii. Newfoundland and Labrador | Glen Fizzard |
| viii. Transport Canada | Idzva Tsatsa Kotwas |

4. Presentations

- | | |
|--|---|
| a) Low Emission Vehicles Weights (A proposed path forward) | Andrew Barnes, AMTA |
| b) CSA's Canadian Highway Bridge Design Code | Darrell Evans, Chair Technical Committee |
| c) Bridge Formula Research Project | Dr. Shay Abtahi, U. of Alberta Claire Belanger-Parker, Canadian Crane Rental Association |
| d) Dynamic Performance of Articulated Heavy Vehicles with Active Control Systems | Dr. Wei Huang, National Research Council |

5. Oversize and Overweight Loads

- | | |
|---|--|
| a) Specialized Carriers & Rigging Association | Isabelle Perron, Bellemare Transport |
| b) Pilot Car Industry Update | Heather Murray, Sparrow Piloting Service |

6. Other Business

7. Adjournment