

TASK FORCE ON VEHICLE WEIGHTS AND DIMENSIONS POLICY

December 2026

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

National Meetings

Upcoming:

December 1 & 2, 2026 – Montreal	***Omni Mont-Royal Hotel*** ***1050 Sherbrooke Street West*** **Bedroom Reservations Link** (Group Rate $209 – booking deadline November 6)

Past Meetings:

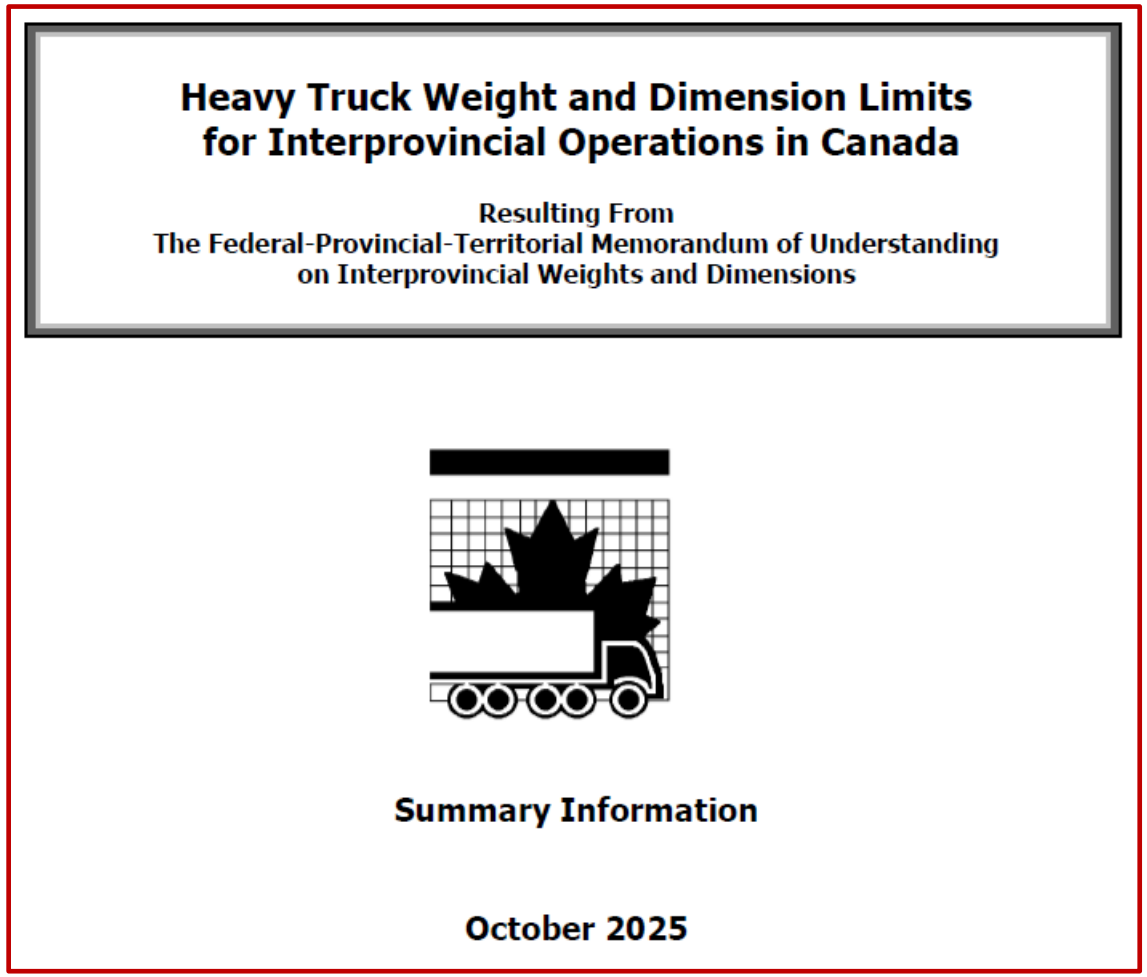
Date	Location	Agendas	Minutes	Presentations
December 2026	**Omni Mont-Royal Hotel Montreal**	***(Drafts – Nov 23)*** Tuesday Dec 1 Wednesday Dec 2	-	**2026 Presentations & Documents**
December 2025	Montreal	Tuesday Dec 2 Wednesday Dec 3	Dec 2 Minutes Dec 3 Minutes	2025 Presentations Draft Min Standards – OS/OW (EN /FR)
December 2024	Montreal	2024 Agenda	2024 Minutes	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

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 12 times since 1988
      - 1991, 1994, 1997, 2001, 2004, 2009, 2011, 2014, 2016, 2019, 2022 & 2025



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

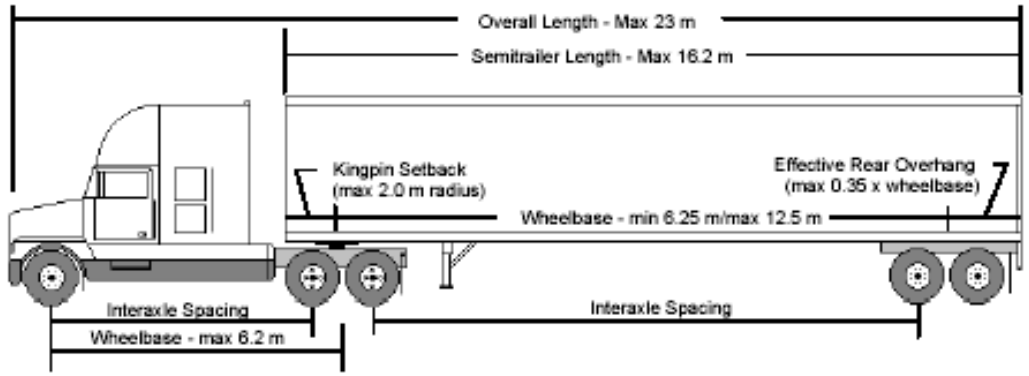
Category 8: Intercity Bus and Recreational Vehicles

Category S1: Stinger Steer Automobile Carrier

Category S2: Recreational Vehicle Trailers

Category 1: Tractor Semitrailer

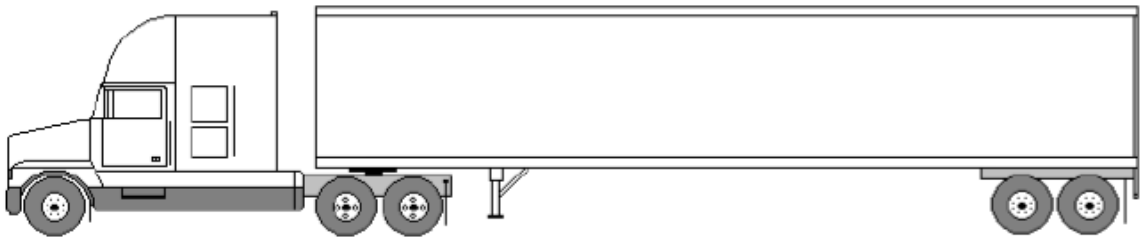
Part 1 - Dimension Limits



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 6000 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	LIMIT
Axle Weights:	
Steering Axle	Maximum 6000 kg
Single Axle	Maximum 9100 kg
Tandem Axle Group:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Tridem Axle Group:	
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 Limits	
Three Axles	Maximum 24 200 kg
Four Axles	Maximum 32 100 kg
Five Axles	Maximum 40 000 kg
Six Axles - with 2.4 m to < 3.0 m spread tridem	Maximum 44 000 kg
with 3.0 m to < 3.6 m spread tridem	Maximum 46 000 kg
with 3.6 to 3.7 m spread tridem	Maximum 47 000 kg

Dimension Limits - MOU vs Provincial/Territorial Reg

	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

Developments in 2026

MOU Amendments:

- **Tractor Steering Axle Weight Limit**
  - Increased from 5500 kg to 6000 kg
- **Truck Steering Axle Weight Limit**
  - Increased from 7250 kg to 7300 kg
- **Medium Spread Tridem Axle Group - Weight Limit**
  - Increased from 23,000 kg to 24,000 kg
- **8 Axle B-Train Gross Weight Limit**
  - Increased from 62,500 kg to 63,500 kg

Weight Limits (kg) - MOU vs Provincial/Territorial Reg

2026 Changes

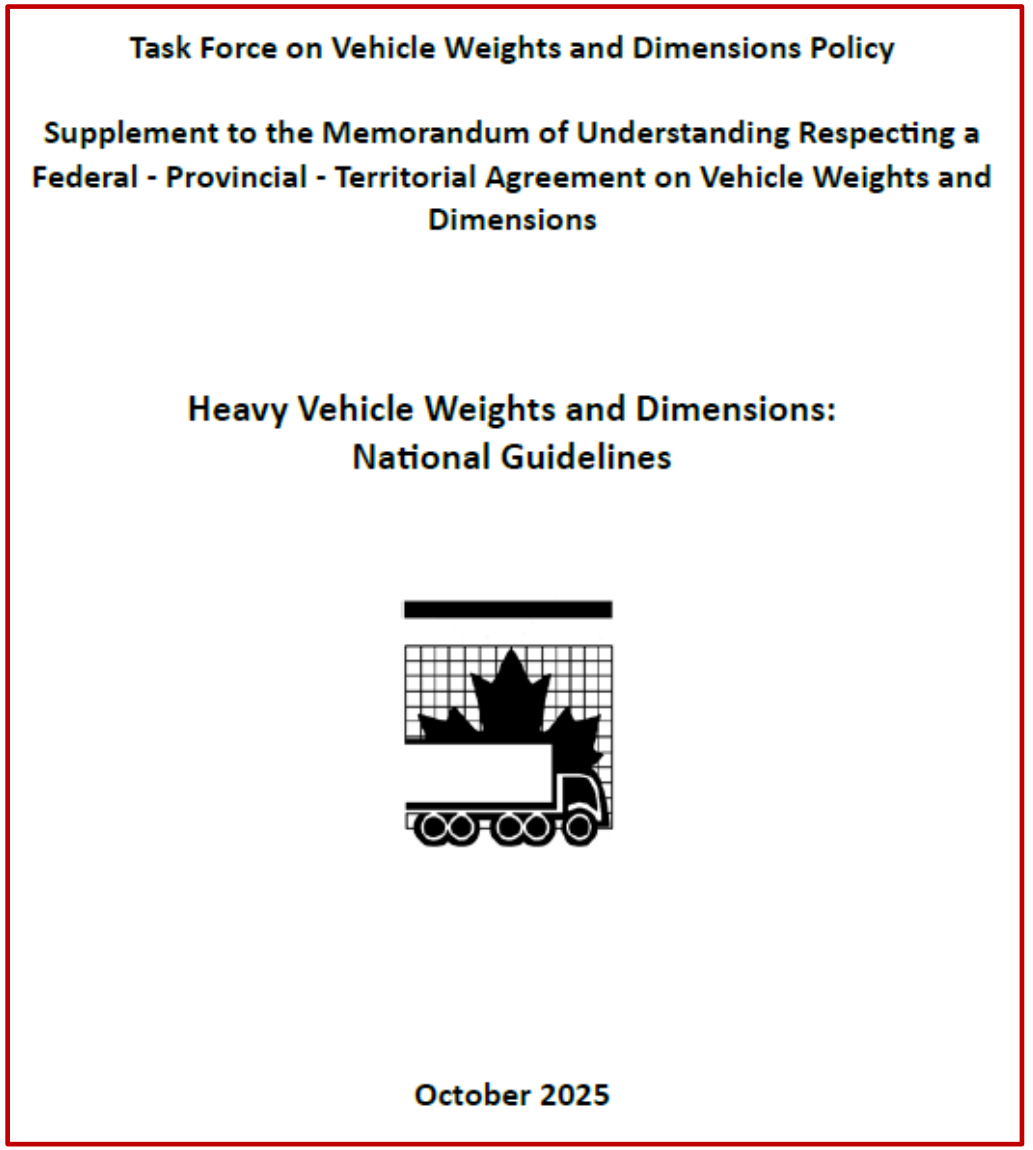
Axle loads		MOU	YK	NT	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL
Steering Axle - Tractors		6,000	*	*	*	*	*	*	7,700	*	*	*	*	*
Steering Axle - Trucks		7,300	*	*	*	*	*	*	9,000	*	8,000	8,000	9,100	8,000
Single Axle - dual tires		9,100	10,000	*	*	*	*	*	10,000	10,000	*	*	*	*
Tandem Axle (1.2 to 1.85 m spread)		17,000	17,900	*	*	*	*	*	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		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		24,300	28,200	24,300	26,000	*	*	*	28,100[2]	25,250	26,000	26,000	26,000	26,000
Tractor Semitrailer	- 3 axles	24,200	26,000	*	*	*	*	*	27,700	25,500	*	*	*	*
	- 4 axles	32,100	35,100	*	*	*	*	*	36,800	33,500	32,600	32,600	32,600	32,600
	- 5 axles	40,000	44,200	*	*	*	*	*	45,900	41,500	41,500	41,500	41,500	41,500
	- 6 axles	47,000	49,100	*	*	*	*	*	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	42,400	45,500	*	*	*	*	*	*	45,500	*	*	*	*
	- 6 axles	50,300	53,500	*	*	*	*	*	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	53,500	*	*	*	*	*	*	*	*	*	*	*	*
	- 8 axles	53,500	*	*	*	*	*	*	*	*	*	*	*	*
B Train	- 6 axles	49,100	54,200	*	*	*	*	*	55,900	53,000	50,600	50,600	50,600	50,600
	- 7 axles	57,000	63,300	*	*	*	*	*	60,800	59,000	59,500	59,500	59,500	59,500
	- 8 axles	63,500	*	*	*	*	*	*	*	*	*	*	*	*
C Train	- 5 axles	42,400	45,500	*	*	*	*	*	*	45,500	*	*	*	*
	- 6 axles	50,300	54,600	*	*	*	*	*	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	55,100	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	45,300	52,200	48,300	47,000	*	*	*	54,100	49,500	47,000	47,000	47,000	47,000
Truck & Full Trailer	- 5 axles	41,300	47,300	*	43,000	42,500	*	*	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	55,300	55,300	63,500	55,500	*	*	*	*

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

Developments

National Guidelines:

- National guidelines are intended to promote national consistency in approach for provinces and territories which choose to allow configurations not included in the national MOU, and which may not be suitable for operation on all of the designated route networks.



Task Force on Vehicle Weights and Dimensions Policy

Supplement to the Memorandum of Understanding Respecting a Federal - Provincial - Territorial Agreement on Vehicle Weights and Dimensions

Heavy Vehicle Weights and Dimensions:
National Guidelines

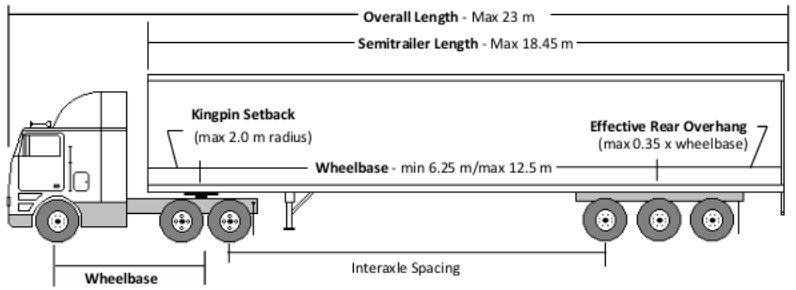
October 2025

National Guidelines

1. Tractor with Extended Length Semitrailer (Length > 16.2m

1: Tractor with Extended Length Semitrailer (Length > 16.2 m)

Dimensions

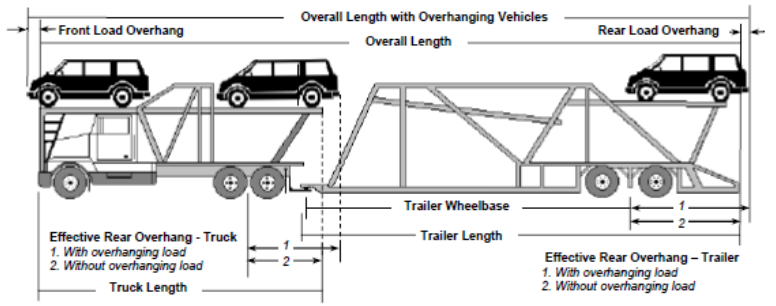


DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Tractor:	
Wheelbase	Minimum 5.0 m/Maximum 5.5 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.8 m
Semitrailer	
Length	Maximum 18.45 m
Wheelbase	Minimum 6.25 m/Maximum 12.5 m
Kingpin Setback	Maximum 2.0 m radius
Effective Rear Overhang	Maximum 35% of wheelbase
Tandem Axle Group Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Group Spread	Minimum 2.4 m/Maximum 3.1 m
Track Width: With dual tires	Minimum 2.5 m/Maximum 2.6 m
With single tires	Minimum 2.45 m/Maximum 2.6 m
Interaxle Spacing	
Single Axle to Single Axle or Tandem or Tridem Axle Group	Minimum 3.0 m
Tandem Axle Group to Tandem Axle Group	Minimum 5.0 m
Tandem Axle Group to Tridem Axle Group	Minimum 5.5 m

2. Extended Length Stinger Steer Automobile or Boat Carrier (Up to 27.43 m)

2: Extended Length Stinger Steer Automobile or Boat Carrier (Up to 27.43 m)

Dimensions



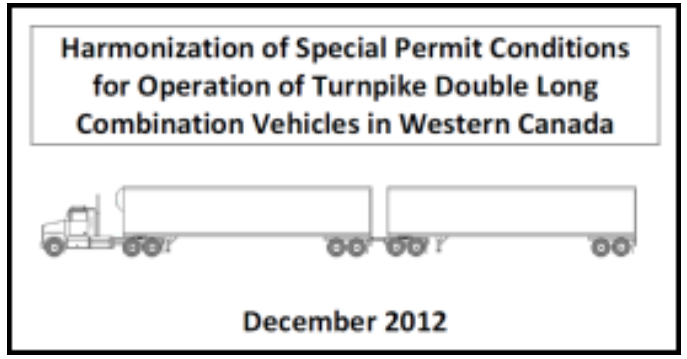
DIMENSION	LIMIT
Overall Length - without load	Maximum 24.55 m
- when loaded with overhanging motor vehicles or boats	Maximum 27.43 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.3 m
Truck	
Overall Length	Maximum 12.5 m
Wheelbase	Not Controlled
Tandem Axle Spread	Min 1.2 m/Max 1.85 m
Fifth wheel offset (behind centre of drive axle or axle group)	Maximum 2.5 m
Load Overhang at front of tractor (beyond tractor bumper)	Maximum 1.22 m
Effective Rear Overhang - without load	Maximum 4.0 m
- when loaded with overhanging motor vehicles or boats	Maximum 4.6 m
Semitrailer	
Length	Maximum 15.24 m
Wheelbase	Min 6.25 m/Max 12.5 m
Effective Rear Overhang (excluding overhanging load)	Maximum 4 m or 42% of wheelbase (whichever is greater)
Rear Load Overhang (provided width of overhang does not exceed 2.3 m)	Maximum 1.83 m
Tandem Axle Spread	Min 1.2 m/Max 3.1 m
Track Width: With dual tires	Minimum 2.5 m/Maximum 2.6 m
With single tires	Minimum 2.45 m/Maximum 2.6 m
Interaxle Spacing	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m

Long Combination Vehicles (LCV's)

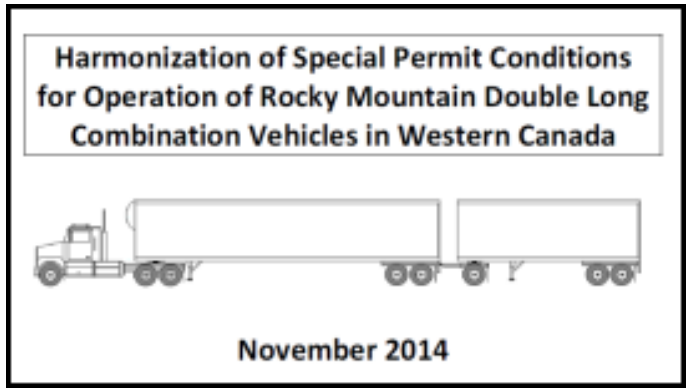
Harmonization of Special Permit Conditions

Western Region

Turnpike Doubles - 2012

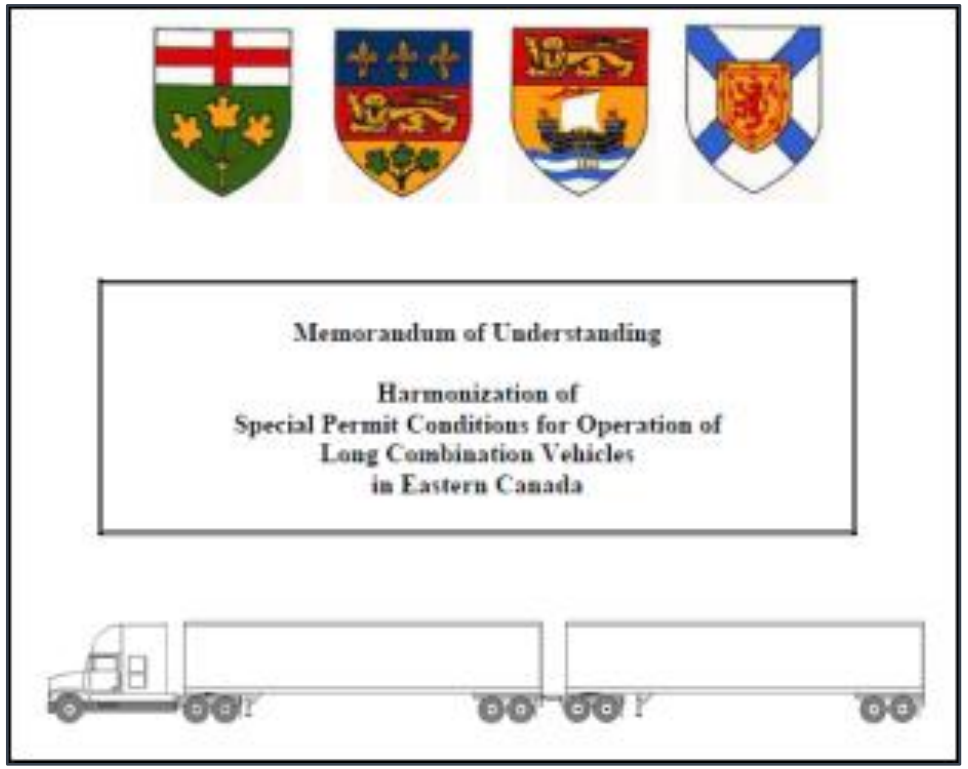


Rocky Mountain Doubles - 2014



Eastern Region

Turnpike Doubles - 2026



MOU on Interprovincial Trucking (2026)

News release **Communique**

For immediate release

Federal, provincial, and territorial transportation and highway safety ministers reach agreement to improve the movement of goods across Canada

New Memorandum of Understanding on interprovincial/territorial trucking contributes to reducing barriers and further aligning rules within the trucking industry

June 12, 2026 Council of Ministers Responsible for Transportation and Highway Safety

Federal, provincial, and territorial governments are committed to improving trade within Canada to create jobs, help businesses, improve consumer choice, and make life more affordable for Canadians. That's why these governments are working diligently to further align trucking rules across Canada.

Today, the Council of Ministers Responsible for Transportation and Highway Safety announced the signing of a Memorandum of Understanding on Interprovincial Trucking that will reduce trade barriers and enhance trade in the Canadian trucking sector.

The memorandum will benefit Canadians by allowing for the conciliation of certain regulations to achieve greater alignment, fostering internal trade within Canada, increasing supply chains efficiency, and helping to reduce costs within the sector.

The memorandum spans 14 measures. Highlights include:

- Completing the implementation of pan-Canadian Mandatory Entry Level Training (MELT) for commercial truck drivers across Canada;
- Clarifying and improving processes for oversized and overweight vehicles permit applications;
- Implementation of the newly established minimum standards to align signage, lighting, and flag requirements for oversized vehicles and escort vehicles;
- Further aligning rules for long combination vehicle training requirements;
- Working towards greater harmonization of safety standards for commercial trucking; and,

Council of Ministers Responsible for Transportation and Highway Safety

FEDERAL-PROVINCIAL-TERRITORIAL

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING

March 2026

MOU on Interprovincial Trucking (2026)

Commitments:

1. **Tractor Steering Axle Weight Limit - Increase to 6000 kg**
2. **National Guideline for 60ft. 6 in. Trailers**
3. **Minimum Standard for Signage, Lighting, Flags for Oversized Vehicles**
4. **Minimum Standard for Escort Vehicles, Signage and Lighting**
5. **Daylight and Night-Time Definitions**
6. **Minimum Lane Width in Construction Zones**
7. **Oversized and Overweight Special Permits –** published service delivery standards and common information requirements for permit applications**.**
8. **Long Combination Vehicles:** Driver Training and Certification
9. **Long Combination Vehicles:** Transporting Dangerous Goods Not Requiring an Emergency Response Assistance Plan

MOU on Interprovincial Trucking (2026)

Commitments:

10. **Entry Level Training (NSC Standard 16)**
11. **Personal Use Exemption for Electric Vehicles over 4500 kg**
12. **Comprehensive review of National Safety Code (NSC) Standards** - to identify opportunities for mutual recognition, greater harmonization and accelerated implementation
13. **Statement on Infrastructure –** Winter Maintenance Practices and Rest Stops
14. **Single Data Hub and Application Portal –**

    Canadian Trucking Regulations Hub



MOU on Interprovincial Trucking - 2026

Task Force on Vehicle Weights and Dimensions Policy

Memorandum of Understanding on Interprovincial Trucking

Minimum National Standards:

1. Signage, Lighting and Flags for Oversized Vehicles
2. Escort Vehicles
3. Applications for Oversize and/or Overweight Permits – Data Elements
4. Definition of day and night (for OS/OW permits)
5. Construction Zone Clearances
6. Oversized and Overweight Vehicles - Processes to Obtain Special Permits
7. Applications for Oversize and/or Overweight Permits – Common Data Elements



March 2026

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**

i. British Columbia	Nam Nguyen
ii. Alberta	Pamela Sooley & Dawn Liska
iii. Saskatchewan	Syed Imran
iv. Manitoba	Warren Borgford
v. Ontario	Joe Lynch
vi. Quebec	Francois Janelle
vii. New Brunswick	Alex Chiasson
viii. Prince Edward Island	Darrell Evans
ix. Nova Scotia	Steve MacQuarrie
x. Newfoundland and Labrador	Doug Sparkes
xi. Yukon	Michael Kasprzak
xii. Northwest Territories	Mitchell Roland
xiii. Transport Canada	Everett Palmer

4. **Issues and Presentations**

a) Testing of Articulated Heavy Vehicle with Active Trailer Steering	National Research Council/ Simard Suspensions/Manac
b) Modernizing Interprovincial Truck Weight and Dimension Challenges in Canada's Resources Industry	Pape Masseck Thiam, FPInnovations
c) Raised Dump Body Warning Systems	Jérémie Pichon, Cleral Canada
d) Technology for Modernization and Enhancing Safety in the Trucking Industry	Claude Robert, Transport Robert-Groupe Robert Inc

5. **Internal Trade Barriers with Regulated Vehicle Weights and Dimension Limits**
6. **Other Business**
7. **Adjournment**