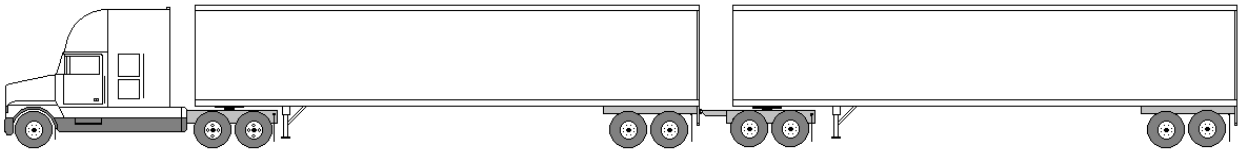
Memorandum of Understanding

Harmonization of Special Permit Conditions for Operation of Long Combination Vehicles in Eastern Canada



Amendment History:

Originally Signed:	January 2016
Amended:	April 2026

Memorandum of Understanding Respecting the Harmonization of Special Permit Conditions for Operation of Long Combination Vehicles in Eastern Canada

This Memorandum of Understanding

ENTERED between

The Government of Ontario, herein represented by the Deputy Minister of Transportation

and

The Gouvernement du Québec, herein represented by the Deputy Minister of Transport and Sustainable Development and the Associate Secretary General for Canadian Relations

and

The Government of New Brunswick, herein represented by the Deputy Minister of Transportation and Infrastructure

and

The Government of Nova Scotia, herein represented by the Deputy Minister of Public Works

Memorandum of Understanding Respecting the Harmonization of Special Permit Conditions for Operation of Long Combination Vehicles in Eastern Canada

Government of Ontario

Deputy Minister of Transportation	Date

Gouvernement du Québec

Deputy Minister of Transport and Sustainable Mobility	Date
Associate Secretary General for Canadian Relations	Date

Government of New Brunswick

Deputy Minister of Transportation and Infrastructure	Date

Government of Nova Scotia

Deputy Minister of Public Works	Date

Whereas the provincial governments are committed to enhancing the productivity, efficiency and safety of the highway transportation system;

Whereas legislation on the weights and dimensions of vehicles operating on highways is needed to ensure the protection of the public highway system and highway safety;

Whereas each province has exercised its authority to legislate the weights and dimensions of vehicles operating under special permit authorities on highways within its boundaries;

Whereas, such different legislations affect the efficiency of transportation, especially of interprovincial transportation, partly assured by Long Combination Vehicles;

Whereas, due to their proximity, it is desirable for Ontario, Québec, New Brunswick and Nova Scotia, hereafter collectively designated as "the Parties", to sign a Memorandum of Understanding establishing uniform standards for Long Combination Vehicles' weights, dimensions and operating special permit rules which ensure the protection of the highway infrastructures and the safety of road users;

Therefore, the Parties to this Memorandum of Understanding agree to the following:

Article 1: Purpose

1.1 The Parties to the Memorandum of Understanding (MoU) are intent on reducing barriers to efficient interprovincial transportation by agreeing to common standards for operation of Long Combination Vehicles (LCVs) while ensuring highway safety is enhanced and the highway infrastructure is protected.

For this purpose, each party will allow the operation of LCVs which meet the requirements stipulated in Appendix A of this MoU to operate on the highway system designated in Appendix B herein while complying with all other applicable legislation governing issuance of special permits for such vehicles in each individual province.

It is recognized that the Parties may continue to issue permits for other configurations of LCVs which operate with weights and dimensions that are different than those stipulated in this MoU.

It is also recognized that this MoU does not override the Parties' authority and responsibility to legislate and regulate freight motor transport.

This MoU is a commitment from the Parties to undertake the process of changing their program and/or regulation accordingly.

Article 2: Implementation

2.1 The Parties recognize that implementation of this MoU is subject to seasonal weight restrictions, as well as designated route restrictions.

2.2 The Parties undertake to implement this MoU as soon as possible on the routes designated in Appendix B.

2.3 The Parties recognize that appendices A, B, C, D and E are an integral part of this MoU. In the event of any incompatibility between these appendices and the MoU, it is understood that the terms of the MoU will prevail, except for Appendix C. In the event of any incompatibility between Appendix C and the MoU, it is understood that the terms of Appendix C shall prevail.

2.4 The Parties agree to establish an LCV Policy Coordination Committee, with membership, roles and responsibilities as described in Appendix D.

2.5 The Parties agree that appendices B or C may be amended and/or revised by a jurisdiction at any time.

2.6 The Parties agree that any changes being contemplated to their program's and/or regulation's conditions and impacting this MoU will be referred to the LCV Policy Coordination Committee for information at least 30 days prior to implementation.

2.7 The Parties acknowledge that the MoU does not affect a party's ability to limit the number of permits that it issues or the number or carriers operating within their respective programs.

Article 3: Exceptions

3.1 Exceptions to the provisions of the MoU, which may be required as a condition of signature by a party, and which have been approved by all the Parties, will form part of this MoU by listing in Appendix C.

3.2 There shall be no exceptions taken, however, to the purpose of this MoU, as set out in article 1.

Appendix A

Standards for Operation of LCVs in Eastern Canada

1. Carrier Eligibility

To be eligible to operate LCVs in the Parties' territory, a carrier must:

- Have at least five years operating experience as a carrier;
- Have a Satisfactory Safety Rating;
- Carry a minimum of $5 million liability insurance.

2. Driver Qualifications and Training

To be eligible to operate LCVs in the Parties' territory, a driver must meet the following qualifications:

- Hold a valid Class 1 driver's licence or equivalent with an air brake endorsement.
- Have a minimum of five years provable tractor-semi-trailer driving experience.
- Have successfully completed an approved "Long Combination Vehicle Driver Training Course" in Ontario, Québec, New Brunswick or Nova Scotia.
    - Québec-based drivers who already hold a T-endorsement on their driver's licence, allowing the driver to operate a "road train" or LCV of more than 25 m, which requires a special road train operating permit will be recognized by each province requiring LCV Driver Certificates as being previously certified in regard to training. Therefore, no additional training is required.
    - Ontario certified drivers will be treated as being previously certified in regard to training in Nova Scotia and New Brunswick, whereby Nova Scotia and New Brunswick certified drivers will be treated as being previously certified in regard to training in Ontario;
- Have no driving-related Criminal Code (R.S.C., c. C-46) convictions in the prior 36 months; no more than two moving violations[1] in the prior 12 months; and no more than three moving violations in the prior 36 months.[2]

LCV Driver Certificates are required to operate in the Parties' territory. The LCV Driver Certificate is delivered when the driver meets the previous qualifications.

Québec, New Brunswick and Nova Scotia consider that Québec-based drivers holding a T-endorsement on their driver's licence, is equivalent to an LCV driver certificate.

A driver holding an LCV driver certificate issued in the provinces of Ontario, New Brunswick or Nova Scotia may operate in the province of Québec.

3. Operational Restrictions

- LCVs may only operate on the authorized networks or routes[3] defined in the permit, in the regulation or in the related documentation.
- The maximum operating speed shall be the lesser of 90 km/h or the posted speed limit.
- LCVs must not carry any goods that require an Emergency Response Assistance Plan (ERAP).
- LCVs must not be operated if visibility is less than 500 m.
- Tankers are prohibited from operating as LCVs.
- LCVs must not carry livestock.

[1] Relevant moving violations are listed in Appendix E.

[2] The number of convictions is based on a driver's abstract dated no more than 30 days prior to application.

[3] See Appendix B for the authorized networks and routes for LCVs.

4. Signage on Rear of LCVs

A Long Combination Vehicle must have a pictogram-based sign affixed to the rear of the second semi-trailer which complies with the following specifications:



- **Background of the sign**: Type III or superior yellow retroreflective sheeting complying with the Standard Specification for Retroreflective Sheeting for Traffic Control (D 4956) of the American Society for Testing and Materials
- **Pictograph**: Black
- **Lettering**: Black, Highway Gothic, E-series modified, 50 mm high
- **Position**: At the rear of the last semi-trailer mounted so that it is clearly visible by following drivers and must not obstruct lights or other safety devices. The sign must be removed when not in use.
- **Sign size**: 30 cm by 230 to 245 cm

5. Equipment Requirements

Speed Recording Device and Record Retention	The tractor must be equipped with a functioning and accurate electronic on-board device that records speed, time and date at regular intervals not exceeding five minutes in length. The speed recording device must be a Global Position Satellite (GPS) or similar tracking system and must display in a legible table, including rows and columns. Tachograph and tachograph charts are not acceptable speed recording devices. Data from this device must be retained for at least 60 days and be capable of producing a report indicating the vehicle's speed at specified dates and times.
Electronic Stability Control (ESC)	The tractor must be equipped with a functioning electronic stability control (ESC) system that, as a minimum, monitors steering angle, yaw and lateral acceleration and selectively applies the tractor and semi-trailer brakes when necessary to maintain vehicle control. The lead semi-trailer must not be equipped with a functioning independent roll stability system (RSS) unless it is also capable of automatically applying the downstream (dolly and second semi-trailer) brakes.
Tractor Horsepower	Tractors must be equipped with an engine rated at no less than 460 horsepower and 1650 ft-lb torque.
Tractor Air Supply	Tractors must be equipped with a functioning air compressor capable of delivering no less than 465 litres per minute and air dryer(s) of sufficient capacity to prevent moisture accumulation in semi-trailer brakes.

Lead Semi-trailer Hitches	The lead semi-trailer of an A Train combination must be equipped with a no-slack, snubber-type pintle hook with a secondary locking device.
Semi-trailers Retrofitted for Towing	Any semi-trailer retrofitted for towing must have brake timing tested and certified as complying with CMVSS 121.
Slash and Spray Suppression	All tandem or tridem axle groups on the tractor, converter dollies and semi-trailers must be equipped with anti-sail mudflaps which are at least as wide as the tire treads, within 350 mm of the ground when the vehicle is standing empty, and are equipped with either anti-sail brackets or plates or are rigidly designed to prevent rearward flotation at highway speeds.
Converter Dolly Lights	Dollies must be equipped with functioning tail, brake and turn signal lights, as well as two red reflectors.
Converter Dolly Brakes	Converter dollies must be equipped with air supply line pressure protection valve(s) and with a control line pilot (speed-up) valve.

Note: Where equipment specifications are not specifically addressed in this MoU, it is deemed that the equipment must meet applicable federal or provincial safety standards.

6. Overall Length Limit Determination

The overall length limit for all LCV configurations is 40 m.

7. Exclusion of Overall Width Measurement

It is understood that auxiliary equipment and/or devices not designed or used to carry cargo which do not extend more than 10 cm beyond each side of the vehicle shall be excluded from measurements of overall width.

It is further understood that rear-view mirrors which do not extend more than 30 cm beyond each side of the vehicle shall be excluded from measurements of overall width.

8. Exclusion From Determination of Overall Length, Semi-trailer Length and Effective Rear Overhang Measurements

It is understood that flexible aerodynamic devices installed at the rear of trucks, trailers and semi-trailers shall not be included in the measurement of overall length, trailer length, semi-trailer length, box length and effective rear overhang, provided that:

- Any portion of the deployed device more than 1.9 m above the ground does not protrude more than 1.52 m beyond the rear of the vehicle;
- Any portion of the deployed device within 1.9 m of the ground does not protrude beyond a transverse plane starting from the rear bottom edge of the rear impact guard or, if not so equipped, the lowest point at the rear of the vehicle and intersecting a point that is 1.74 m above the ground and 1.21 m behind the rear of the vehicle, and;
- The device is capable of being folded to within 0.305 m of the rear of the vehicle.

It is further understood that:

- Rear of vehicle means the rear extremity as defined in Canada Motor Vehicle Safety Standards 223 exclusive of any aerodynamic devices;
- Vehicles fitted with aerodynamic devices must also comply with applicable Canada Motor Vehicle Safety Standards and provincial regulations regarding lighting and conspicuity.

9. Minimum Track Width for Semi-trailer Axles Fitted with Single Tires

It is understood that the minimum track width for semi-trailer axles fitted with single tires must be no less than 2.3 m for semi-trailers from model year 2009 or earlier.

It is further understood that the minimum track width for semi-trailer axles fitted with single tires from model year 2010 or later must be no less than 2.45 m.

Any semi-trailer built in or after 2010 that is converted from dual to single tires must bear a label adjacent to the original compliance label, showing the following information:

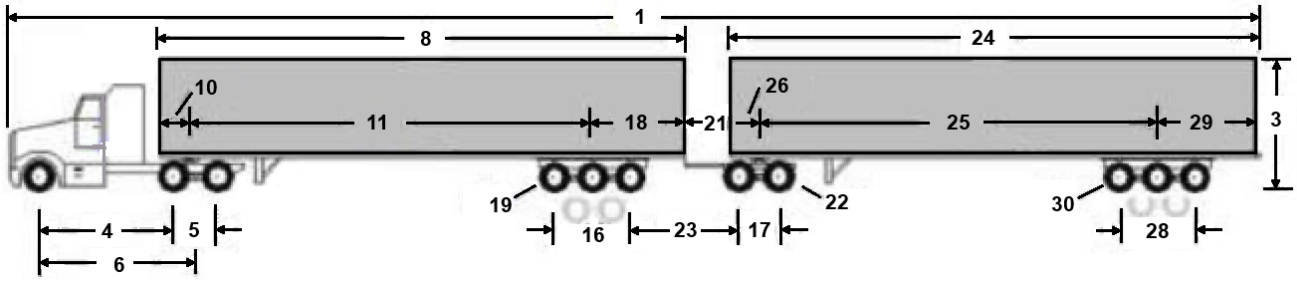
- The name of the company, or authorized dealer of a company, under the *Motor Vehicle Safety Act* (S.C. 1993, c. 16) (Canada) that converted the semi-trailer;
- The revised tire and wheel size designation and revised gross vehicle and axle weight ratings.

10. Vehicle Weights and Dimensions – General Provisions

Dimensions or weights which are not specifically identified in this MoU must comply with the applicable provincial or territorial regulations.

11. Dimension and Gross Weight Limits

A Train Configuration – Dimension Limits[4]



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DIMENSIONS	Ref.	LIMITS
Overall Length	1	Maximum 40 m
Overall Width		Maximum 2.6 m
Overall Height	3	Maximum 4.15 m
Tractor		
Wheelbase	6	Maximum 6.2 m
Tandem Axle Spread	5	Min. 1.2 m / Max. 1.85 m
Interaxle Spacing	4	Minimum 3.5 m
Lead Semi-trailer		
Length	8	Min. 12.2 m / Max. 16.2 m
Kingpin Setback	10	Maximum 2.0 m radius
Hitch Offset - with tandem axle group	18	Maximum 2.8 m
- with tridem axle group	18	Maximum 3.4 m
Wheelbase - with tandem axle group	11	If length < 14.5 m: Wheelbase – 10.0 to 12.5 m If length ≥ 14.5 m: Wheelbase – 11.45 to 12.5 m
- with tridem axle group	11	If length < 14.5 m: Wheelbase – 9.0 to 12.5 m If length ≥ 14.5 m: Wheelbase – 10.9 to 12.5 m
Tandem Axle Spread	16	Min. 1.2 m / Max. 1.85 m
Tridem Axle Spread	16	Min. 2.4 m / Max. 3.7 m
Track Width: with dual tires	19	Min. 2.5 m / Max. 2.6 m
- with single tires on semi-trailer built before 2010	19	Min. 2.3 m / Max. 2.6 m
- with single tires on semi-trailer built after 2009[5]	19	Min. 2.45 m / Max. 2.6 m
Converter Dolly		
Drawbar Length	21	Maximum 3.0 m
Tandem Axle Spread	17	Min. 1.2 m / Max. 1.85 m
Track Width: with dual tires	22	Min. 2.5 m / Max. 2.6 m
- with single tires on dolly built before 2010	22	Min. 2.3 m / Max. 2.6 m
- with single tires on dolly built after 2009[6]	22	Min. 2.45 m / Max. 2.6 m
Inter-Vehicle Distance (last axle on lead semi-trailer to first axle on converter dolly)	23	Minimum 2.7 m

[4] **Alternative Configurations** – This combination may be split with the tractor pulling one semi-trailer plus the dolly for purposes of repositioning the dolly. The combination must comply with all regulations and/or program/permit conditions of the relevant jurisdiction, except for the overall length of the combination. The allowable gross vehicle weight is that of the tractor-trailer without the dolly, plus 2,000 kg.

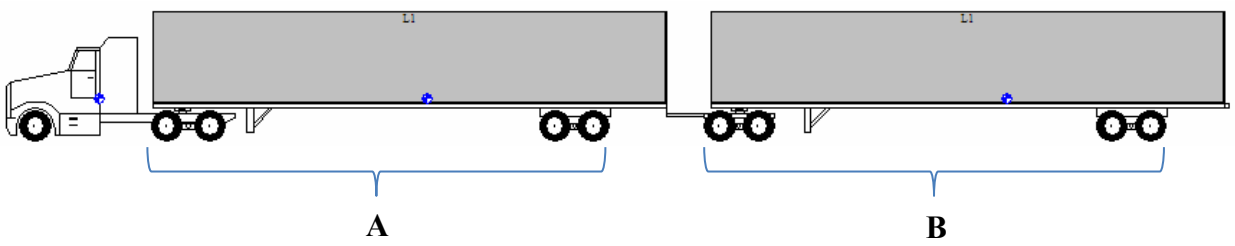
[5] See section 9 of Appendix A for detailed conditions.

[6] See section 9 of Appendix A for detailed conditions.

Second Semi-trailer		
Length	24	Min. 12.2 m / Max. 16.2 m
Kingpin Setback	26	Maximum 2.0 m radius
Wheelbase - with tandem axle group	25	If length < 14.5 m: Wheelbase – 10.0 to 12.5 m If length ≥ 14.5 m: Wheelbase – 10.2 to 12.5 m
- with tridem axle group		If length < 14.5 m: Wheelbase – 9.0 to 12.5 m If length ≥ 14.5 m: Wheelbase – 10.2 to 12.5 m
Effective Rear Overhang	29	Maximum 35% of wheelbase
Tandem Axle Spread	28	Min. 1.2 m / Max. 1.85 m
Tridem Axle Spread	28	Min. 2.4 m / Max. 3.7 m
Track Width: with dual tires	30	Min. 2.5 m / Max. 2.6 m
- with single tires on semi-trailer built before 2010	30	Min. 2.3 m / Max. 2.6 m
- with single tires on semi-trailer built after 2009[7]	30	Min. 2.45 m / Max. 2.6 m

[7] See section 9 of Appendix A for detailed conditions.

A Train Configuration – Weight Limits

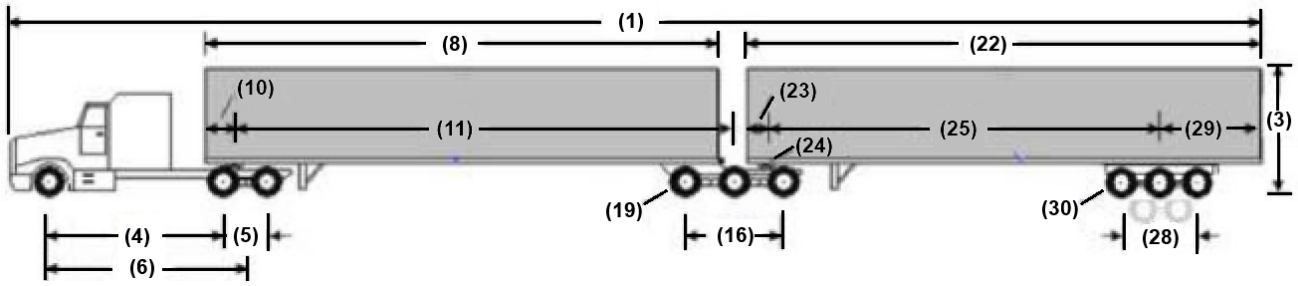


WEIGHT	LIMITS
Axle Weight Limits:	
Steering Axle	Maximum 5,500 kg
Tandem Axle Group:	
Axle Spread 1.2 m to 1.85 m - with dual tires	Maximum 18,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 15,400 kg
Tridem Axle Group:	
Axle Spread 2.4 m to < 3.0 m - with dual tires	Maximum 21,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 21,000 kg
Axle Spread 3.0 m to < 3.6 m - with dual tires	Maximum 24,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 23,000 kg
Axle Spread 3.6 m to 3.7 m - with dual tires	Maximum 26,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 23,100 kg
Weight Restriction: Lead Semi-trailer must be heavier than Second Semi-trailer	The sum of weights of drive axles plus lead semi-trailer axles (A) must be greater than sum of weights of dolly axle(s) plus second semi-trailer axles (B). (A) > (B)
Tire weight restrictions (tire width as marked by manufacturer on sidewall)	Max 10 kg per mm (254 kg per inch)
Gross Vehicle Weight Limit:	Maximum 55,000 kg if the length of the lead semi-trailer <14.5 m
Gross Vehicle Weight Limit:	Maximum 63,500 kg

Notes:

1- Manufacturer's weight ratings – Vehicle and its components must not exceed rated capacity.
2- Single drive axles or 6×2 drive systems are not allowed on LCVs.

B Train Configuration – Dimension Limits

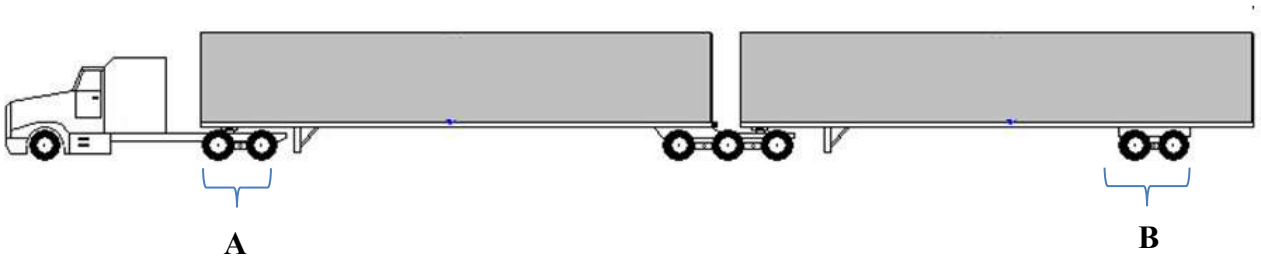


DIMENSIONS	Ref.	LIMITS
Overall Length	1	Maximum 40 m
Overall Width		Maximum 2.6 m
Overall Height	3	Maximum 4.15 m
Tractor		
Wheelbase	6	Maximum 6.2 m
Tandem Axle Spread	5	Min. 1.2 m / Max. 1.85 m
Interaxle Spacing	4	Minimum 3.5 m
Lead Semi-trailer		
Length	8	Min. 12.0 m / Max. 14.65 m
Kingpin Setback	10	Maximum 2.0 m radius
Wheelbase	11	Maximum 13.5 m
Fifth Wheel Position	24	No more than 0.3 m behind the centre of the rearmost axle on the semi-trailer
Tridem Axle Spread	16	Min. 2.4 m / Max. 3.7 m
Track Width: - with dual tires - with single tires on semi-trailer built before 2010 - with single tires on semi-trailer built after 2009[8]	19	 Min. 2.5 m / Max. 2.6 m Min. 2.3 m / Max. 2.6 m Min. 2.45 m / Max. 2.6 m
Second Semi-trailer		
Length	22	Min. 12.0 m / Max. 16.2 m
Kingpin Setback	23	Maximum 2.0 m radius
Wheelbase	25	Maximum 11.5 m
Effective Rear Overhang	29	Maximum 35% of wheelbase
Tandem Axle Spread	28	Min. 1.2 m / Max. 1.85 m
Tridem Axle Spread	28	Min. 2.4 m / Max. 3.7 m
Track Width - with dual tires	30	 Min. 2.5 m / Max. 2.6 m
- with single tires on semi-trailer built before 2010	30	Min. 2.3 m / Max. 2.6 m
- with single tires on semi-trailer built after 2009[9]	30	Min. 2.45 m / Max. 2.6 m

[8] See section 9 of Appendix A for detailed conditions.

[9] See section 9 of Appendix A for detailed conditions.

B Train Configuration – Weight Limits

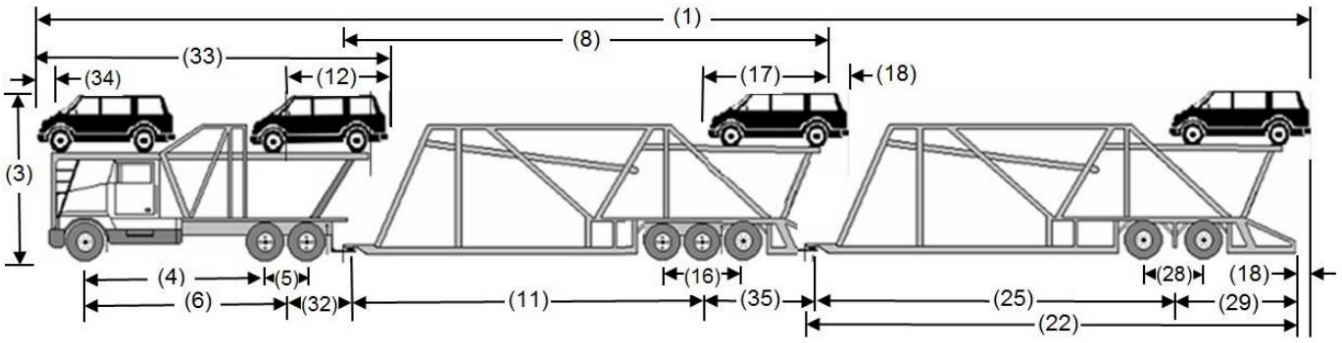


WEIGHT	LIMITS
Axle Weight Limits:	
Steering Axle	Maximum 5,500 kg
Tandem Axle Group:	
Axle Spread 1.2 m to 1.85 m - with dual tires	Maximum 18,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 15,400 kg
Tridem Axle Group:	
Axle Spread 2.4 m to < 3.0 m - with dual tires	Maximum 21,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 21,000 kg
Axle Spread 3.0 m to < 3.6 m - with dual tires	Maximum 24,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 23,000 kg
Axle Spread 3.6 m to 3.7 m - with dual tires	Maximum 26,000 kg
- with wide base single tires (≥ 445 mm)	Maximum 23,100 kg
Weight Restriction: (A) > (B)	Weight on drive axles (A) must exceed weight on second semi-trailer axles (B).
Tire weight restrictions (tire width as marked by manufacturer on sidewall)	Maximum 10 kg per mm (254 kg per inch)
Gross Vehicle Weight Limit:	Maximum 63,500 kg

Notes:

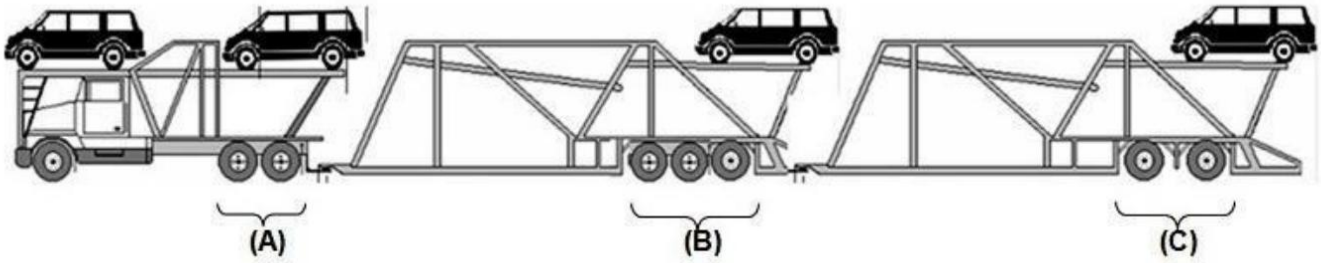
1- Manufacturer's weight ratings – Vehicle and its component must not exceed rated capacity.
2- Single drive axles or 6×2 drive systems are not allowed on LCVs.

LCV Twin Stinger-Steer Auto Carrier Configuration – Dimension Limits



DIMENSIONS	Ref.	LIMITS
Overall		
Length of Combination and Load	1	Maximum 40 m
Width of Vehicle and Load	2	Maximum 2.6 m
Height of Vehicle		Maximum 4.15 m
Height of Vehicle and Load	3	Maximum 4.3 m
Tractor		
Interaxle Spacing	4	Minimum 3.5 m
Tandem Axle Spread	5	Min. 1.2 m / Max. 1.85 m
Wheelbase	6	Not Controlled
Effective Rear Overhang	12	Maximum 4.6 m
Hitch Offset	32	Maximum 1.9 m
Length	33	Maximum 12.5 m
Front Load Overhang	34	Maximum 1.0 m
Lead Semi-trailer		
Length	8	Maximum 14.65 m
Wheelbase	11	Min. 11.35 m / Max. 12.5 m
Tridem Axle Spread	16	Min. 2.4 / Max. 2.8 m
Effective Rear Overhang of Vehicle	17	Maximum 4.0 m or 42% of wheelbase (whichever is greater)
Track Width		Min. 2.3 m / Max. 2.6 m
- trailer with single tires built before 2010		Min. 2.45 m / Max. 2.6 m
- trailer with single tires built after 2009		Min. 2.5 m / Max. 2.6 m
- all other trailers		Min. 2.5 m / Max. 2.6 m
Hitch Offset	35	Maximum 2.4 m
Second Semi-trailer		
Length	22	Maximum 14.65 m
Wheelbase	25	Min. 10.0 m / Max. 12.5 m
Tandem Axle Spread	28	Min. 1.2 m / Max. 3.1 m
Effective Rear Overhang of Vehicle	29	Maximum 4.0 m or 42% of wheelbase (whichever is greater)
Rear Load Overhang	18	Maximum 1.2 m
Track Width	30	Min. 2.3 m / Max. 2.6 m
- Trailer with single tires built before 2010		Min. 2.45 m / Max. 2.6 m
- Trailer with single tires built after 2009		Min. 2.5 m / Max. 2.6 m
- All other trailers		Min. 2.5 m / Max. 2.6 m

LCV Twin Stinger-Steer Auto Carrier Configuration – Weight Limits



WEIGHT	LIMITS
Axle Weight Limits	
Steering Axle	Maximum 5,500 kg
Tandem Axle Group:	
Tractor	Maximum 18,000 kg
Trailer	Maximum 18,000 kg
Tridem Axle Group:	
Trailer	Maximum 21,000 kg
Weight Restriction 1: (A) > (C)	Weight on drive axles (A) must exceed weight on second trailer axles (C)
Weight Restriction 2: (B) > (C)	Weight on lead trailer axles (B) must exceed weight on second trailer axles (C)
Gross Vehicle Weight Limit:	Maximum 55,000 kg[10]

[10] Sum of the actual weight on the front axle plus the allowable masses of all other axles (none of which exceed any limits in this chart).

12. Definitions

Defined Word	Definition
A Dolly	A trailer converter dolly that is towed from a single hitch located on the centre line of the towing unit.
A Train Double	A combination of vehicles composed of a tractor, a semi-trailer and either an A Dolly and a semi-trailer or a full trailer attached to the lead semi-trailer in a like manner as if an A Dolly were used.
Axle	An assembly of two or more wheels whose centres are in one transverse vertical plane and which are transmitting weight to the highway.
Axle Spread	The longitudinal distance between the extreme axle centres of the axle group.
Axle Group	Any number of axles, within a single vehicle unit, that equalize loads on adjacent axles within 1,000 kg.
Axle Weight	The total weight transmitted to the highway by the axle or axle group.
B Train Double	A combination of vehicles composed of a tractor, a semi-trailer, followed by another semi-trailer attached to the first semi-trailer by the means of a fifth wheel mounted on the rear of the first semi-trailer.
Drawbar	A structural member of a full trailer, pony trailer or trailer converter dolly that includes a device for the purpose of coupling with a trailer hitch or fifth wheel.
Drawbar Length	The longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of the hitching device on the towing vehicle.
Effective Rear Overhang	The longitudinal distance calculated from the trailer turn centre to the rearmost point including load on the trailer or semi-trailer.
Fifth Wheel	A coupling device that is mounted on the vehicle chassis and that consists of a skid plate, associated mounting brackets and latching mechanism that couples or connects to a kingpin located on the other vehicle or component, for the purpose of supporting or towing a semi-trailer.
Fifth Wheel Offset	The longitudinal distance calculated from the centre of the hole for the kingpin in the fifth wheel/kingpin assembly to the centre of the drive axle unit.
Full Trailer	A vehicle that is designed to be towed by another vehicle and is so designed and used that the whole of its weight and load is carried on its own axles and includes a combination consisting of a semi-trailer and a trailer converter dolly.
Gross Vehicle Weight	The total weight transmitted to the highway by a vehicle or combination of vehicles.
Height	The vertical distance from the highest point on the vehicle to the ground.

Hitch Offset	The longitudinal distance from the towing vehicle turn centre to the articulation point of the hitch or fifth wheel used to tow the trailing unit.
Interaxle Spacing	The longitudinal distance separating two axles or axle groups calculated from the centres of the two adjacent axles.
Kingpin Setback	The horizontal distance from the vertical axis through the centre of the kingpin to any point on the semi-trailer ahead of the kingpin including load but exclusive of any extension to the length caused by auxiliary equipment or machinery that is not designed for the transportation of goods.
Length (Full Trailer)	The longitudinal dimension from the front of the cargo carrying section of the full trailer to its rearmost point.
Length (Semi-trailer)	The longitudinal dimension from the front of the cargo carrying section of the semi-trailer to its rear, exclusive of any extension in length caused by equipment or machinery at the front that is not designed for the transportation of goods.
Overall Length	The greatest overall longitudinal dimension of a vehicle or combination of vehicles including load.
Semi-trailer	A vehicle that is designed to be towed by another vehicle and is so designed and used that a substantial part of its weight and load rests on or is carried by the other vehicle or a trailer converter dolly through a fifth wheel and kingpin combination.
Steering Axle	The articulated lead axle or axles of a motor vehicle which govern the direction travelled by the vehicle.
Tandem Axle Group	An axle group containing two consecutive axles whose centres are not less than 1.2 m apart and are attached to the vehicle in a manner which achieves equalized loading between the axles.
Tractor	A motor vehicle designed to and normally used to pull a semi-trailer or a semi-trailer and a full trailer or a semi-trailer and a semi-trailer.
Track Width	The width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim.
Tractor Wheelbase	The longitudinal distance from the centre of the steering axle to the geometric centre of the drive axle unit.
Trailer Wheelbase	The longitudinal distance from the centre of the kingpin of a semi-trailer, or the centre of the turntable of a full trailer, or the centre of the hitching device on a pony trailer, to the trailer turn centre.
Tridem Axle Group	An axle group containing three consecutive axles whose extreme centres are not less than 2.4 m apart, are equally spaced and are attached to the vehicle in a manner which achieves equalized loading among the three axles.

Turn Centre	The geometric centre of the axle group on a semi-trailer or pony trailer or the rear axle group on a truck, tractor or full trailer.
Wide Base Single Tire	A tire on a carrying axle (i.e. not the steering axle) which has a width of 445 mm or greater.
Width of Tire	The width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires.

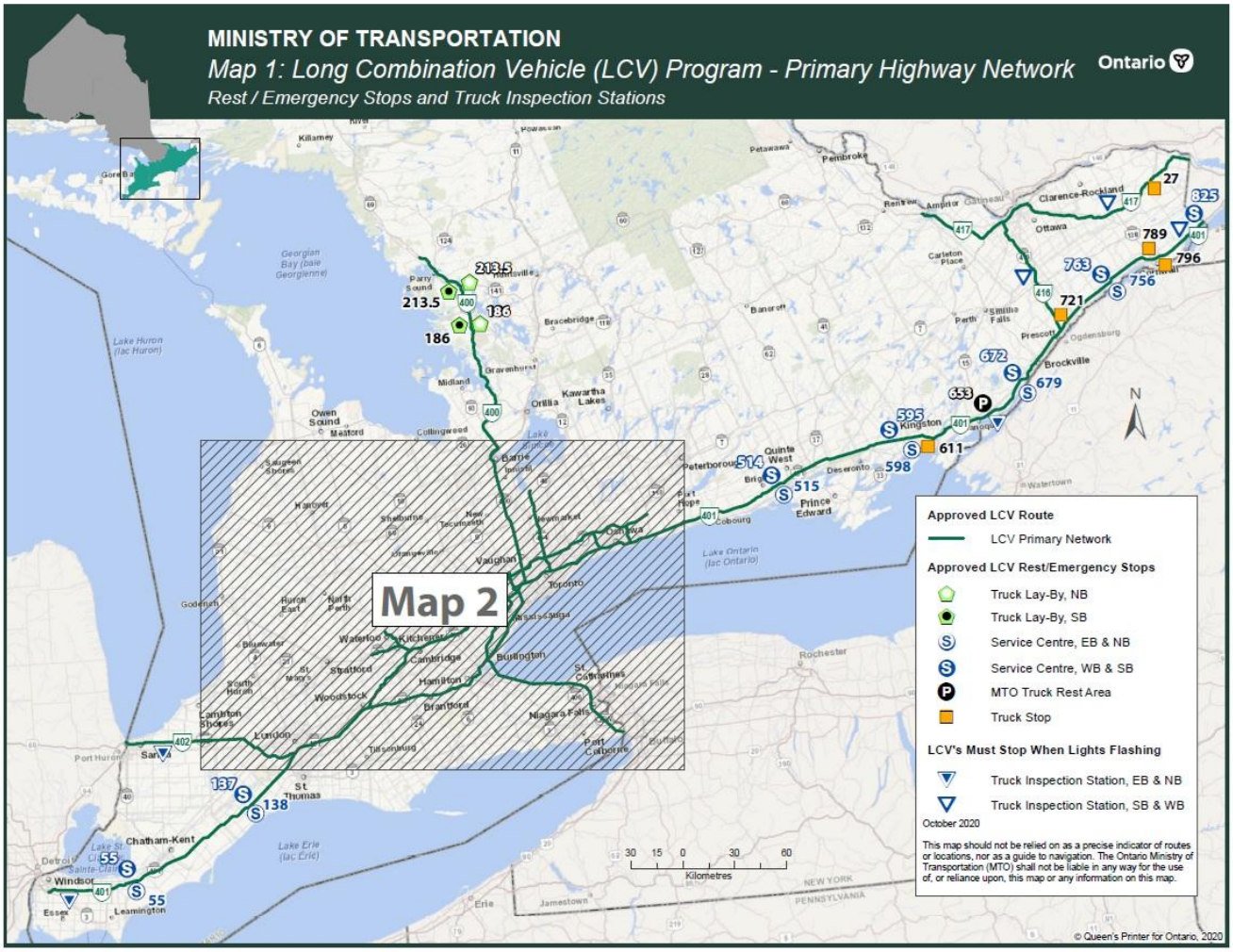
Appendix B

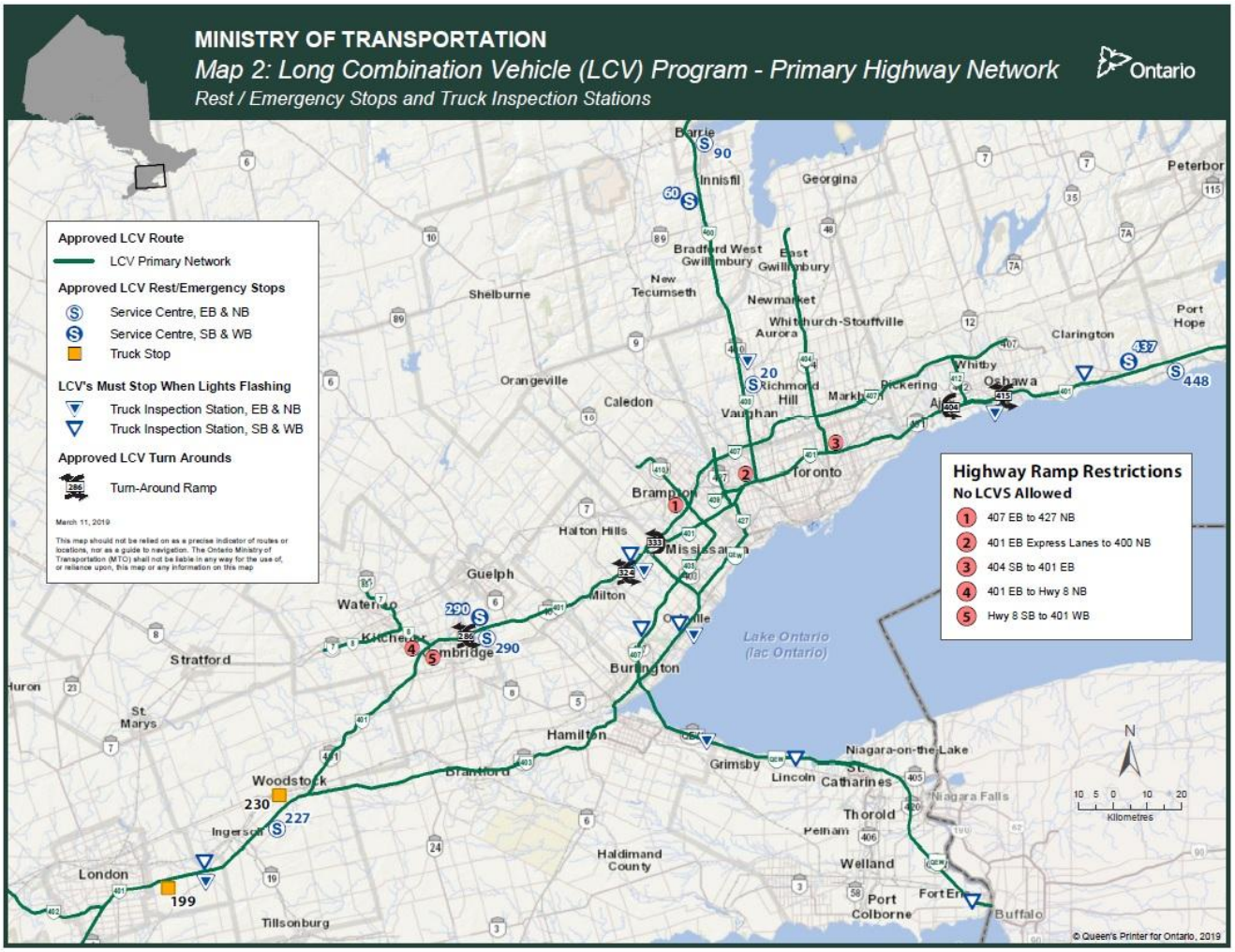
Authorized LCV Networks and Routes

Each Party determines the authorized LCV networks and routes, within its boundaries. That is why the presentation of these authorized networks and routes are different from one party to another.

Ontario:

LCVs may only operate along the approved Primary Network of highways (generally controlled access, multi-lane, divided highways), turnaround ramps and approved rest/emergency stop locations as permits allow. These routes and stops are generally available to all LCV permit holders. Specific carrier Origin/Destination (O/D) Certificates, indicating locations in close proximity to the Primary Network and the named carrier authorized to access/egress, are contained within the permit package. Refer to the maps below.





Québec:

A special permit authorizes a road train to travel only on the following roads:

1) divided lane autoroutes and their entrance and exit ramps
2) road segments linking the exit and entrance ramps of an autoroute in opposite directions
3) roads open to trucks, from an autoroute exit or entrance ramp and for a distance of no more than 500 m
4) roads on which trucks are permitted to access an industrial park or technology park, from an autoroute exit or entrance ramp and for a distance of no more than 2 km
5) roads within an industrial park or technology park

New Brunswick:

Route 1

- LCVs will be permitted to operate on NB Route 1 from the junction of Routes 1 and 2 at River Glade, New Brunswick, to an approved staging area (proposed by the applicant) near the Canada/U.S. border at Calais.

Route 2

- LCVs will be permitted to operate on NB Route 2 from the New Brunswick/Nova Scotia border to an approved staging area (proposed by the applicant) in advance of the New Brunswick/Québec border.

Route 95

- LCVs are permitted on Route 95 from the Route 95/Route 2 interchange at Woodstock to a pre-approved staging area (proposed by the applicant) near the Canada/U.S. border at Houlton.

Other routes

- Limited operation of LCVs on two-lane highways will only be permitted for very short distances and is subject to approval from both the appropriate municipality (if applicable) and the New Brunswick Department of Transportation and Infrastructure.

Nova Scotia:

Applications for routes will be accepted for any four-lane divided highway in Nova Scotia.

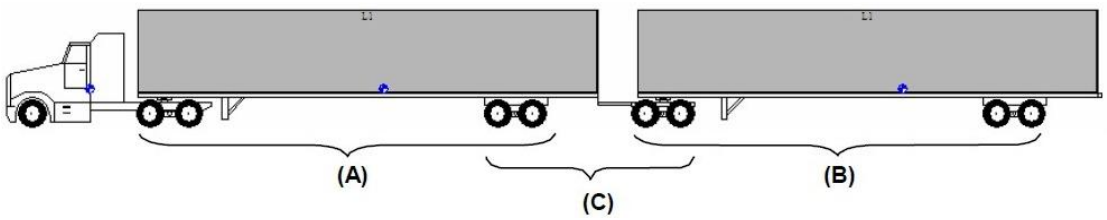
- Carriers must supply detailed information on all routes from origin to destination, including staging areas.
- Plan surveys with vehicle turning templates will be required for each interchange/intersection where the LCV could off-track from its proper lane of travel.

Appendix C

Exceptions

Ontario:

- Drivers and carriers must meet requirements set out in Ontario's *Workplace Safety and Insurance Act*.
- Drivers and carriers may be required to provide documentation to support these qualifications, including compliance with Ontario's *Workplace Safety and Insurance Act* and Ontario's *Dangerous Goods Transportation Act*.
- Allowable Gross Vehicle Weight (AGVW):
  - AGVW = sum of the actual weight on the front axle plus the allowable weights of all other axles (none of which exceed any limits in axle limit charts). AGVW shall not exceed 63,500 kg.
- LCV A-train double – Weight Restriction #2



Inter-Vehicle Unit Distance	Sum of weights of rear axles of lead semi-trailer plus dolly axles (C):
2.7 < 3.0 m	Max. 25,000 kg (32,000 kg if tridem/tandem group)
3.0 < 3.6 m	Max. 28,000 kg (34,000 kg if tridem/tandem group)
3.6 m or more	Max. 32,000 kg (37,000 kg if tridem/tandem group)

Québec:

- Between November 1 and March 31, operations are subject to additional permit conditions related to weather conditions, refuges and operation reporting.

New Brunswick:

- Maximum axle weight limits for wide base single tires of 445 mm or greater is 7,700 kg.
- New Brunswick requires that dollies be registered when located at the rear of a semi-trailer. LCV carriers, originating from and registered in Ontario or in Québec are exempted from this requirement when operating in New Brunswick, as they are not required to be registered in those provinces.

Nova Scotia:

- Maximum axle weight limits for wide base single tires of 445 mm or greater is 7,700 kg.
- Nova Scotia requires that dollies be registered when located at the rear of a semi-trailer. LCV carriers originating from and registered in Ontario or in Québec are exempted from this requirement when operating in Nova Scotia as they are not required to be registered in those provinces.

Appendix D

LCV Policy Coordination Committee

The Committee will include a representative appointed from each party's departments/ministries of transportation within the region addressed by the MoU.

The responsibilities of the Committee will include:

1. Monitor the progress of jurisdictions in implementing this MoU, and any revisions to this MoU approved by the Deputy Ministers, and report annually on that progress.
2. Develop and advance recommendations for amendments to this MoU for consideration by the Deputy Ministers.
3. Receive and review submissions for amendments to policies or permit conditions relating to LCV operations.
4. Recommend any new cooperative studies or research needed to further develop or amend Appendix A, or to monitor the effectiveness of the implementation.

Appendix E

Relevant moving violations considered to establish a driver's eligibility to operate LCVs

- Driver failing to stop when signalled or requested to stop by a police officer
- Careless driving
- Racing
- Exceeding speed limit by 50 km/h or more
- Exceeding speed limit by 30 to 49 km/h
- Exceeding speed limit by 16 to 29 km/h
- Driving through, around or under railway crossing barrier
- Failing to yield right of way
- Failing to obey a stop sign, signal light or railway crossing signal
- Failing to obey directions of police constable
- Driving or operating a vehicle on a closed highway
- Failing to report an accident
- Improper passing
- Improper driving where highway divided into lanes
- Failing to stop for school bus
- Following too closely
- Crowding driver's seat
- Drive wrong way – divided highway
- Cross divided highway – no proper crossing provided
- Wrong way in one way street or highway
- Backing on highway
- Pedestrian crossover
- Failing to share road
- Improper right turn
- Improper left turn
- Failing to signal
- Unnecessary slow driving
- Failing to lower headlamp beam
- Improper opening of vehicle door
- Prohibited turns
- Driver failing to properly wear seat belt
- Failing to stop on right for emergency vehicle
- Failing to stop – nearest curb – for emergency vehicle
- Failing to stop – nearest edge of roadway – for emergency vehicle
- Failing to slow down and proceed with caution for emergency vehicle
- Failing to move into another lane for emergency vehicle – if safe to do so
- Following fire department vehicle too closely
- Motor vehicle equipped with or carrying a speed measuring warning device
- Improper use of high occupancy vehicle lane
- Failing to obey traffic control stop sign
- Failing to obey traffic control slow sign
- Failing to obey school crossing stop sign

- Disobey a sign
- Failing to remain at the scene of a collision
- Failing to stop when signaled or asked by a police officer
- Exceeding maximum driving hours
- Driving a vehicle with major defect(s)
- Driving a commercial vehicle with a suspended licence