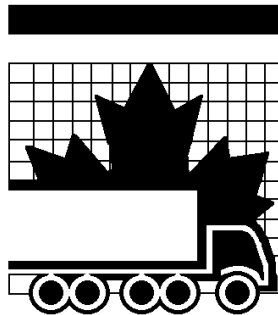


Task Force on Vehicle Weights and Dimensions Policy

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

December 2011

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Introduction

In February 1988, the Council of Ministers Responsible for Transportation and Highway Safety endorsed a Memorandum of Understanding designed to improve uniformity in regulations covering weights and dimensions of four types of commercial vehicles operating between provinces and territories on a nationwide highway system. The original MOU included the following configurations:

- Category 1: Tractor Semitrailer
- Category 2: A Train Double
- Category 3: B Train Double
- Category 3: C Train Double

Since the original agreement was established, five amendments have been prepared and endorsed by the Council of Ministers.

Amendment 1:

In September 1991 the number of vehicle configurations covered by the national standards agreement was increased from four to eight to include:

- Category 5: Straight Truck
- Category 6: Truck - Pony Trailer
- Category 7: Truck - Full Trailer
- Category 8: Intercity Bus

Amendment 2:

In July 1994 changes were made to the dimensional limits applicable to Categories 1 through 4 as follows:

- the maximum length of semitrailers was increased from 14.65 metres (48 feet) to 16.2 metres (53 feet)
- the overall length limit applicable to double trailer combinations was increased from 23 metres (75 feet) to 25 metres (82 feet)

Amendment 3:

In June 1997 amendments to the standards contained in the MOU included the following:

Dimension Limits:

- the box length limit for truck-pony trailer and truck-full trailer configurations was increased to 20 metres.
- the maximum hitch offset was standardized for all configurations at 1.8 metres.
- the minimum wheelbase requirement for all semitrailers, pony trailers and full trailers was standardized at 6.25 m.
- the interaxle spacing between the axle(s) on the lead trailer and the converter dolly of A and C Train Doubles can be less than 3.0 m, but weight limit restrictions apply.
- the fifth wheel position on the lead trailer of a B Train must not be located more than 0.3 metres behind the center of the last axle on the lead semitrailer.

Weight Limits:

- the steering axle weight limit on straight trucks was increased to 7250 kg.
- weight limit caps on the second trailer of A and C train double trailer combinations were removed and replaced by the requirement that the weight of the tractor drive axles + the weight of the lead trailer axles must be greater than the weight of the second trailer.

Amendment 4:

In September 2004 additional amendments were made as follows:

- *A Train Double Trailer Combinations:* The box length limit was increased to 20 metres
- *B Train Double Trailer Combinations:* A kingpin setback limit of a maximum 2.0 m radius is applied to the second semitrailer.
- *Recreational Vehicles:* The Intercity Bus category was amended to include recreational vehicles, thereby allowing them to be up to 14 metres long

Amendment 5:

In April 2008 changes and additions were made as follows:

- *Use of Wide Base Single Tires:* For axles fitted with two single tires, each of which has a width of 445 mm or greater, the weight limits were increased to 7700 kg for Single Axles and 15,400 kg for Tandem Axle Groups.
- *Minimum Track Width for Trailer Axles Fitted with Single Tires:* The minimum track width for trailer axles fitted with single tires was reduced to 2.3 m for trailers built in 2007 or earlier (the minimum track width for all axles on trailers built in 2008 or later remains at 2.5 m).
- *Aerodynamic Devices on Rear of Trucks and Trailers:* Aerodynamic devices installed at the rear of trucks, trailers and semitrailers were excluded from measurement of overall length, trailer length, semitrailer length, box length and effective rear overhang (within specific dimensional limits outlined in the MOU)
- *Exclusions from Determination of Overall Width:* A clarification was added to exclude from measurements of overall width:
 - 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, and
 - rear view mirrors which do not extend more than 30 cm beyond each side of the vehicle

Amendment 6:

In October 2009 changes and additions were made as follows:

- *Definition of Track Width:* A revised definition was adopted as follows:
 - *Track Width* means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim
- *Minimum Track Width for Trailer Axles Fitted with Single Tires:* The provisions introduced in April 2008 were amended as follows:
 - The minimum track width for trailer axles fitted with single tires was reduced to 2.3 m for trailers from model year 2009 or earlier, the minimum track width for all axles on trailers from model year 2010 or later must be no less than 2.5 m
- *Addition of Stinger Steer Automobile Carrier Configuration*
 - The Stinger Steer Automobile Carriers was added to the MOU under a “Specialized Vehicle” category. For this category, provinces and territories have agreed to allow these configurations to operate on highways deemed suitable and appropriate by the jurisdiction, either through regulation or by issuance of special permit authorities.

Amendment 7:

In April 2011 changes were made as follows:

- *Weight Allowance for Tractors Equipped with Auxiliary Power Units (APU's):*
 - An additional allowance of up to 225 kg will be provided on the combined weight of the tractor steering axle and drive axle group of a vehicle in *Category 1: Tractor-Semitrailer* if the tractor is equipped with a functioning Auxiliary Power Unit. In such cases the Gross Vehicle Weight limit for the combination will also increase up to a maximum of 225 kg to accommodate the increased weight of the tractor
- *Minimum Track Width for Trailer Axles Fitted with Single Tires:* The provisions introduced in April 2008 and October 2009 were further amended as follows:
 - The minimum track width for trailer axles fitted with single tires must be no less than 2.3 m for trailers from model year 2009 or earlier.
 - The minimum track width for trailer axles fitted with single tires from model year 2010 or later must be no less than 2.45 m.
 - Any trailer built in or after 2010 that is converted from dual to single tires must bear a label adjacent to the original compliance label:
 - Identifying the company, or authorized dealer of a company, under the Motor Vehicle Safety Act (Canada) that converted the trailer; and
 - Indicating the revised tire and wheel size designation and revised gross vehicle and axle weight ratings
- *Revision to Axle Weight Limit Requirements for Category 8: Intercity Bus and Recreational Vehicles*
 - The following stipulation regarding load distribution was removed:
 - When there is more than one axle at the rear of the vehicle, the load carried by the group must be distributed between axles in a ratio corresponding to the number of tires on each axle.

MOU Implications

Under the terms of the Memorandum of Understanding, each of the provinces and territories will permit vehicles which comply with the appropriate weights and dimensions described in the following section to travel on a designated system of highways in their jurisdiction.

It should be recognized that each jurisdiction continues to retain authority to allow more liberal weights and dimensions, or different types of vehicle configurations, for trucking operations within their jurisdiction. In addition, for trucking operations which take place between adjacent jurisdictions with compatible weight and dimension regulations which are more liberal than those specified in this document, the local regulations will prevail.

For further information on the Memorandum of Understanding, please contact the appropriate authority in each participating jurisdiction.

The Federal - Provincial - Territorial Memorandum of Understanding on Interprovincial Weights and Dimensions

The Provincial and Territorial governments in Canada have authority over the weight and dimension limits which apply to the highways within their boundaries. The Memorandum of Understanding on Interprovincial Weights and Dimensions (MOU) is intended to provide improved uniformity in weight and dimension limits through establishment of minimum and/or maximum thresholds acceptable to all jurisdictions for eight configurations of vehicles commonly used in interprovincial transportation.

General Conditions

1. It has all of the characteristics provided for below for the following eight categories:

Category 1:	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

2. Its height, including load, does not exceed 4.15 metres

3. Its width, including load but excluding mirrors, lamps, and load covering or securing devices, does not exceed 2.6 metres

4. Its length, including load, does not exceed:

Category 1:	Tractor Semitrailer	23 metres
Category 2:	A Train Double	25 metres
Category 3:	B Train Double	25 metres
Category 4:	C Train Double	25 metres
Category 5:	Straight Truck	12.5 metres
Category 6:	Truck - Pony Trailer	23 metres
Category 7:	Truck - Full Trailer	23 metres
Category 8:	Intercity Bus and Recreational Vehicles	14 metres

5. Its Gross Combination Weight does not exceed:

Category 1:	Tractor Semitrailer	46 500 kg
Category 2:	A Train Double	53 500 kg
Category 3:	B Train Double	62 500 kg
Category 4:	C Train Double	58 500 kg
Category 5:	Straight Truck	24 250 kg
Category 6:	Truck - Pony Trailer	45 250 kg
Category 7:	Truck - Full Trailer	53 500 kg
Category 8:	Intercity Bus and Recreational Vehicles	24 250 kg

6. Its axle weight does not exceed the weight limit stipulated for each axle type in its vehicle category, it being understood that the load shared between adjacent axles in a group must not vary by any more than 1000 kg.
7. Its axle weight does not exceed the lesser of the maximum rated capacity of any single component of the axle, suspension or braking system, the rated capacity of the tires, or 10 kg/mm of tire width (with a minimum tire width of 150 mm).
8. Each semitrailer has only one axle group consisting of either a single axle or a tandem or tridem group that will achieve equalized load sharing between axles in the group. This does not necessarily preclude the use of independently suspended axles or axle groups in the tandem or tridem categories, provided load equalization can be demonstrated.
9. Its axle weights and Gross Combination Weight do not exceed the limits stipulated for each axle and vehicle type, recognizing that jurisdictions will not have legislated or published tolerances concerning the enforcement of the local legislation.
10. Its axle weights, when an axle is fitted with two single tires, each of which has a width of 445 mm or greater, do not exceed 7700 kg for Single Axles and 15,400 kg for Tandem Axle Groups.

Additional Conditions and Restrictions

The weight limits of several jurisdictions are also subject to seasonal restrictions, primarily during the spring thaw period. As the timing and nature of these restrictions vary by province, carriers should contact provincial authorities directly for specific details.

The use of liftable axles is discouraged or prohibited in a number of jurisdictions, primarily in western Canada.

The province of British Columbia requires that highway tractors use engines which meet a minimum ratio of gross weight to horsepower of 150 kg/hp. In addition, vehicle combinations with gross weights in excess of 38,000 kg must employ tractors with tandem drive axles.

Interpretations and Clarifications

In July 1994 an additional section was added to the MOU to elaborate on, or clarify, specific provisions of the agreement, based on consensus reached through discussion by the participating jurisdictions. As issues or questions arise in the future, this section is expected to be expanded to include the consensus reached on each issue.

As of December 2011, six issues are addressed in this section:

1. Dromedary Boxes on Tractors (July 1994):

It is understood that all jurisdictions will permit load to be carried on tractors for vehicles which comply with the provisions applicable to Category 1 - Tractor Semitrailer.

2. Category 3 - B Train Configurations (July 1994):

It is understood that the provisions applicable to Category 3 - B Train Double do not preclude the use of a tridem axle configuration on the second semitrailer.

3. All Categories - Vehicles Fitted with Lifiable Axles (June 1997):

It is understood that vehicles which are fitted with liftable axles will be recognized as meeting the requirements of this Memorandum of Understanding provided that, when the lift axles are raised, all other requirements are met.

It is further understood that participating jurisdictions can choose to eliminate any liftable axles from the determination of axle and/or gross vehicle weight limits for a vehicle.

4. All Categories - Aerodynamic Devices Fitted on Rear of Vehicles (April 2008):

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

- any portion of the device more than 1.9 metres above the ground does not protrude more than 0.61 metres beyond the rear of the vehicle, and
- any portion of the device within 1.9 metres of the ground does not protrude more than 0.305 metres beyond the rear of the vehicle, and
- the aerodynamic device is not designed or used to carry cargo.

It is further understood that vehicles fitted with aerodynamic devices must also comply with applicable CMVSS standards and provincial/territorial regulations regarding lighting and conspicuity.

5. All Categories – Exclusions from Determination of Overall Width (April 2008):

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.

6. Minimum Track Width for Trailer Axles Fitted With Single Tires (April 2008, amended October 2009, amended April 2011):

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

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

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

- Identifying the company, or authorized dealer of a company, under the Motor Vehicle Safety Act (Canada) that converted the trailer; and
- Indicating the revised tire and wheel size designation and revised gross vehicle and axle weight ratings.

Exceptions

As of December 2011, three exceptions are noted:

1. Northwest Territories - Weight Limit on Single Tires (April 2008):

The weight on a single tire (except on steering axles) cannot exceed 3000 kg.

2. New Brunswick (April 2008)

The weight on a single tire (except on steering axles) having a minimum width of 445 mm cannot exceed 3080 kg on highways rated as Class 3 - Gross Vehicle Weights up to 50,000 kg and Class 4 - Gross Vehicle Weights up to 43,500 kg.

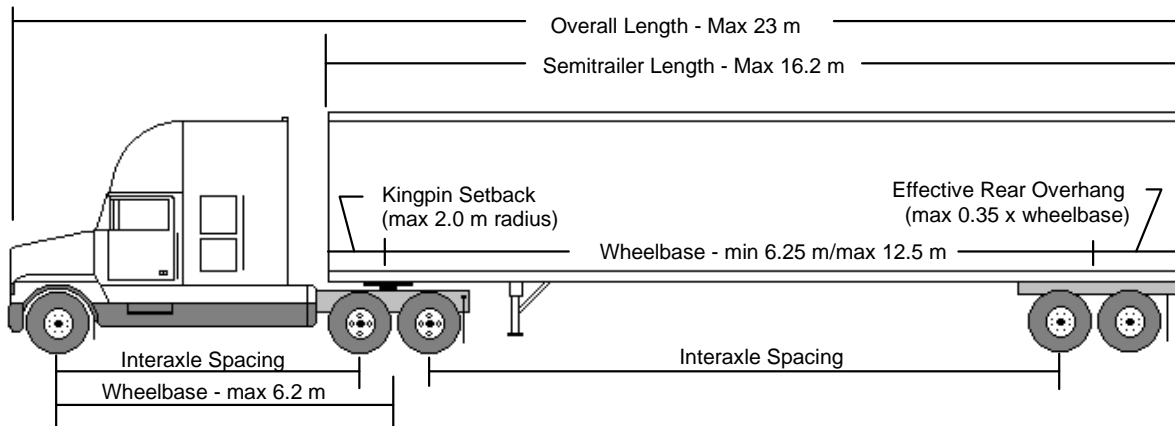
The weight on a single tire (except on steering axles) having a width of less than 445 mm cannot exceed 3000 kg on all New Brunswick highways

3. Newfoundland and Labrador - Weight Limit on Single Tires (April 2008):

The weight on a single tire (except on steering axles) cannot exceed 3000 kg on secondary roads within the designated route network.

Category 1: Tractor Semitrailer

Part 1 - Dimension Limits

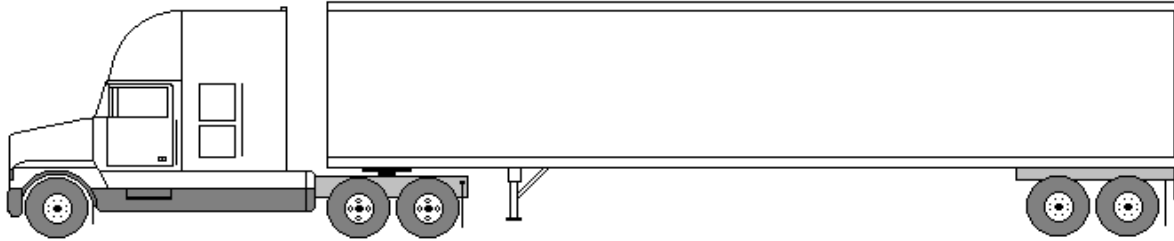


DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Semitrailer	
Length	Maximum 16.2 m
Wheelbase	
Single, Tandem or Tridem Axle Group	Minimum 6.25 m/Maximum 12.5 m
Kingpin 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: With dual tires	Minimum 2.5 m/Maximum 2.6 m
With single tires	Minimum 2.45 m ¹ /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

¹ The minimum track width for trailers fitted with single tires and manufactured prior to 2010 is 2.3 m.

Category 1: Tractor Semitrailer

Part 2 - Weight Limits



Max 5500 kg

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

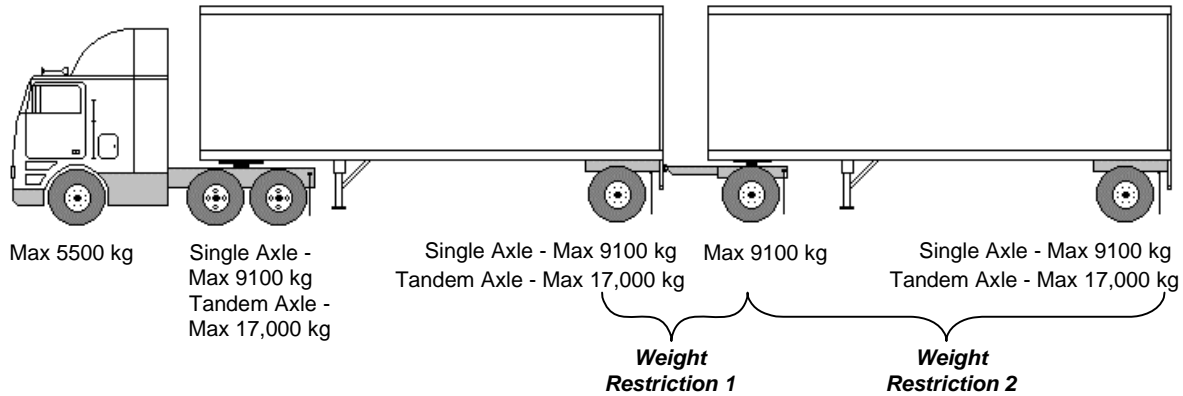
Single Axle - Max 9100 kg
Tandem Axle - Max 17 000 kg
Tridem Axle - Spread:
2.4 m to < 3.0 m - Max 21 000 kg
3.0 m to < 3.6 m - Max 23 000 kg
3.6 m to 3.7 m - Max 24 000 kg

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

² An additional allowance of up to 225 kg will be provided on the combined weight of the tractor steering axle and drive axle group of a vehicle in *Category 1: Tractor-Semitrailer* if the tractor is equipped with a functioning Auxiliary Power Unit. In such cases the Gross Vehicle Weight limit for the combination will also increase up to a maximum of 225 kg to accommodate the increased weight of the tractor.

Category 2: A Train Double

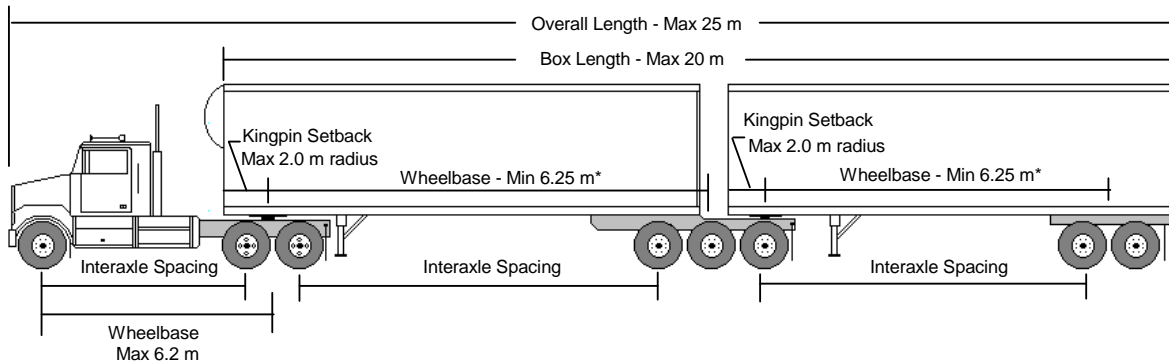
Part 2 – Weight Limits



WEIGHT	LIMIT
Axle Weight Limits:	
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
Weight Restriction 1: Sum of Axle Weights of Lead Semitrailer Plus Weight of Converter Dolly Axle	If Dimension “A” is less than 3 metres, the weight of the axle(s) on the lead semitrailer plus the weight of the converter dolly axle(s) is limited to a maximum of 17,000 kg for a two axle group or a maximum of 23,000 kg for a three axle group.
Weight Restriction 2: Sum of Axle Weights of Full Trailer or Second Semitrailer	The weight of the second trailer must not exceed the weight of the tractor drive axle(s) plus the weight of the axle(s) on the first semitrailer.
Gross Vehicle Weight Limits:	
Five Axles	Maximum 41 900 kg
Six Axles	Maximum 49 800 kg
Seven Axles	Maximum 53 500 kg
Eight Axles	Maximum 53 500 kg

Category 3: B Train Double

Part 1 – Dimension Limits

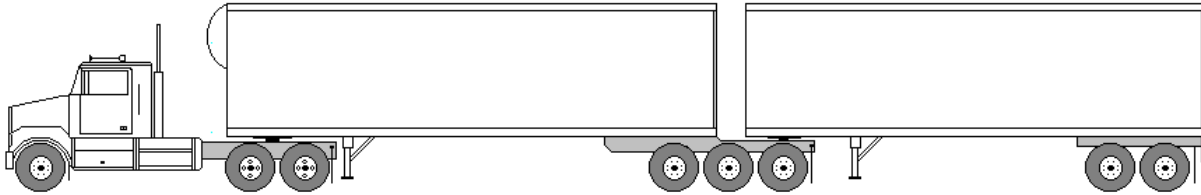


DIMENSION	LIMIT
Overall Length	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20.0 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Lead Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle 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 ⁴ /Maximum 2.6 m
Fifth Wheel Position	No more than 0.3 m behind the centre of the rearmost axle on the semitrailer
Second Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle 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 ⁴ /Maximum 2.6 m
* Sum of Semitrailer Wheelbases	Maximum 17.0 m
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Tandem Axle to Tridem Axle	Minimum 5.5 m
Tridem Axle to Tridem Axle	Minimum 6.0 m

⁴ The minimum track width for trailers fitted with single tires and manufactured prior to 2010 is 2.3 m.

Category 3: B Train Double

Part 2 - Weight Limits



Max 5500 kg

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

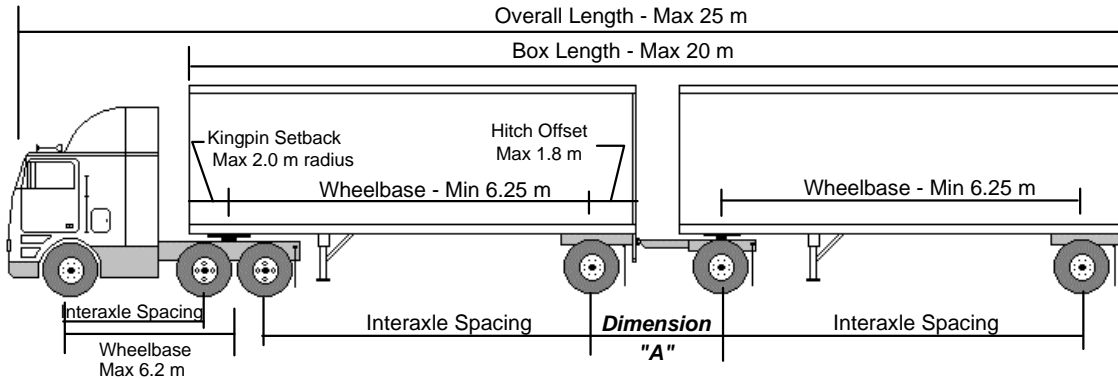
Tandem Axle - Max 17,000 kg
Tridem Axle:
Spread 2.4 to < 3.0 m: Max 21 000 kg
Spread 3.0 to 3.1 m: Max 23 000 kg

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

WEIGHT	LIMIT
Axle Weight Limits:	
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 to less than 3.0 m	Maximum 21 000 kg
Axle Spread 3.0 m to 3.1 m	Maximum 23 000 kg
Gross Vehicle Weight Limits:	
Five Axles	Maximum 40 700 kg
Six Axles	Maximum 48 600 kg
Seven Axles	Maximum 56 500 kg
Eight Axles	Maximum 62 500 kg

Category 4: C Train Double

Part 1 - Dimension Limits

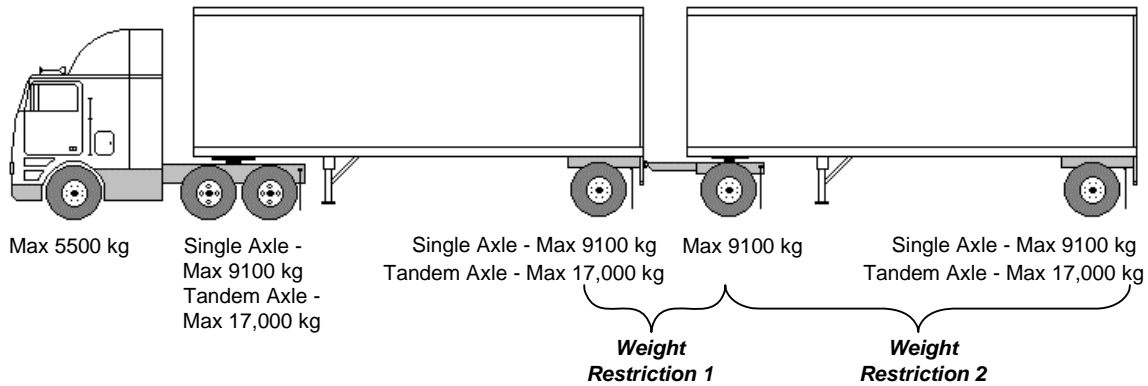


DIMENSION	LIMIT
Overall Length	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20.0 m
Tractor:	
Wheelbase	Maximum 6.2 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Lead Semitrailer	
Wheelbase	Minimum 6.25 m
Kingpin Setback	Maximum 2.0 m radius
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Hitch Offset	Maximum 1.8 m
Track Width: With dual tires	Minimum 2.5 m/Maximum 2.6 m
With single tires	Minimum 2.45 m ⁵ /Maximum 2.6 m
Second Semitrailer or Full Trailer	
Wheelbase	Minimum 6.25 m
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Track Width: With dual tires	Minimum 2.5 m/Maximum 2.6 m
With single tires	Minimum 2.45 m ⁵ /Maximum 2.6 m
C Dolly Drawbar Length	Maximum 2.0 m
Interaxle Spacings	
Single Axle to Single Axle	Minimum 3.0 m
Single Axle to Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m
Dimension "A" (from the centre of last axle on the lead semitrailer to centre of the first axle on the converter dolly or second trailer)	Not controlled

⁵ The minimum track width for trailers fitted with single tires and manufactured prior to 2010 is 2.3 m.

Category 4: C Train Double

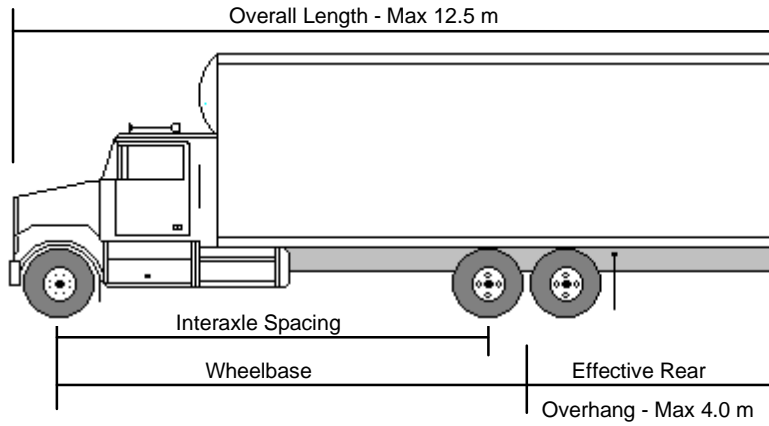
Part 2 - Weight Limits



WEIGHT	LIMIT
Axle Weight Limits:	
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
Weight Restriction 1: Sum of Axle Weights of Lead Semitrailer Plus Weight of Converter Dolly Axle	If Dimension "A" is less than 3 metres, the weight of the axle(s) on the lead semitrailer plus the weight of the converter dolly axle(s) is limited to a maximum of 17,000 kg for a two axle group or a maximum of 23,000 kg for a three axle group.
Weight Restriction 2: Sum of Axle Weights of Full Trailer or Second Semitrailer	The weight of the second trailer must not exceed the weight of the tractor drive axle(s) plus the weight of the axle(s) on the first semitrailer.
Gross Vehicle Weight Limits:	
Five Axles	Maximum 41 900 kg
Six Axles	Maximum 49 800 kg
Seven Axles	Maximum 54 600 kg
Eight Axles	Maximum 58 500 kg

Category 5: Straight Truck

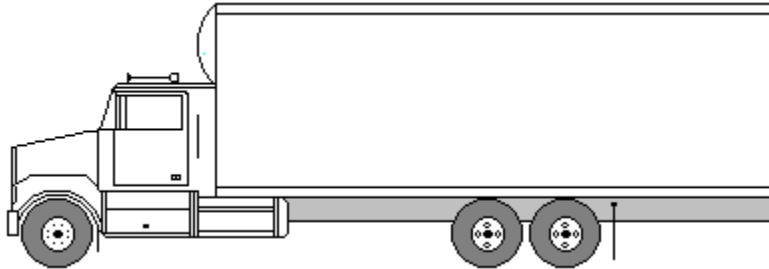
Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 12.5 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Not Controlled
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Interaxle Spacings	
Single Axle to Single or Tandem Axle	Minimum 3.0 m

Category 5: Straight Truck

Part 2 - Weight Limits



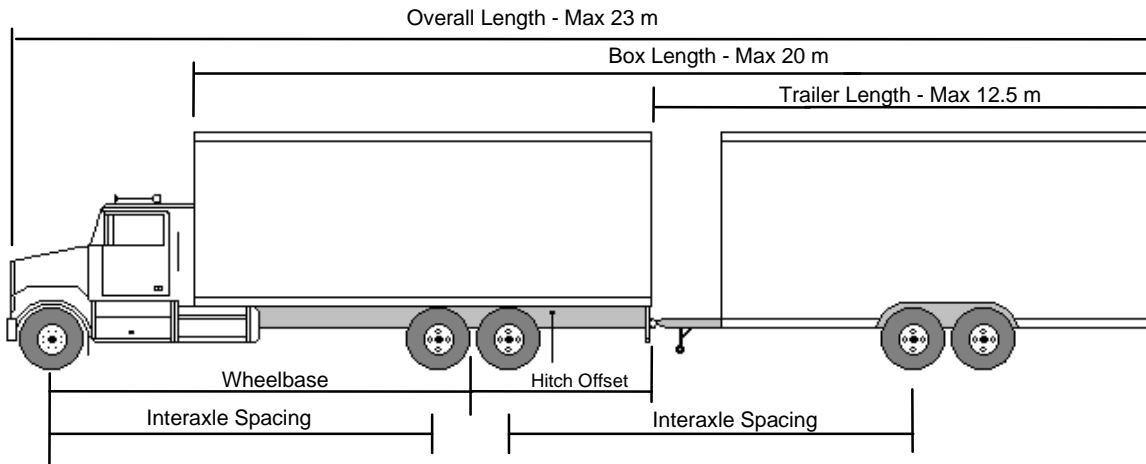
Max 7250 kg

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

WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Gross Vehicle Weight Limits:	
Two Axles	Maximum 16 350 kg
Three Axles	Maximum 24 250 kg

Category 6: Truck - Pony Trailer Combination

Part 1 - Dimension Limits



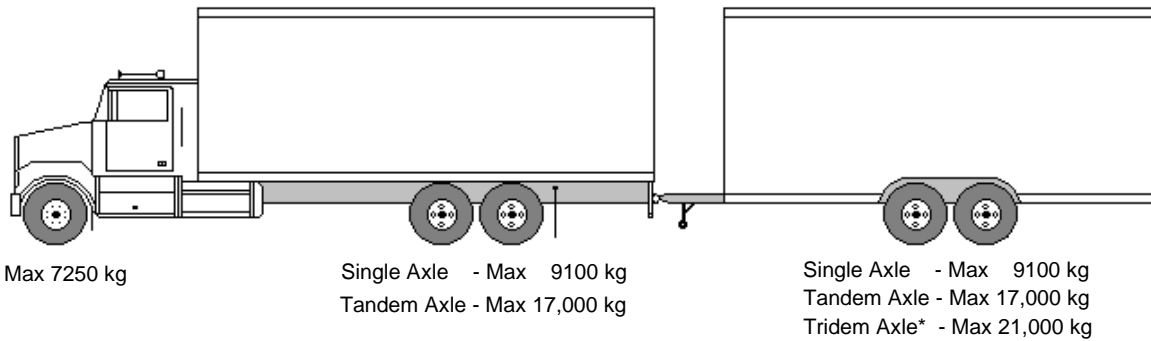
DIMENSION	LIMIT
Overall Length	Maximum 23 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Box Length	Maximum 20 m
Truck:	
Length	Maximum 12.5 m
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Hitch Offset	Maximum 1.8 m
Pony Trailer	
Length	Maximum 12.5 m
Wheelbase*	Minimum 6.25 m
Tandem Axle Spread*	Minimum 1.2 m/Maximum 1.85 m
Tridem Axle Spread*	Minimum 2.4 m/Maximum 2.5 m
Track Width: With dual tires*	Minimum 2.5 m/Maximum 2.6 m
With single tires*	Minimum 2.45 m ⁶ /Maximum 2.6 m
Effective Rear Overhang*	Maximum 4.0 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

* Limits not applicable to pony trailers with Gross Vehicle Weight Rating of less than 10 000 kg.

⁶ The minimum track width for trailers fitted with single tires and manufactured prior to 2010 is 2.3 m.

Category 6: Truck - Pony Trailer Combination

Part 2 - Weight Limits

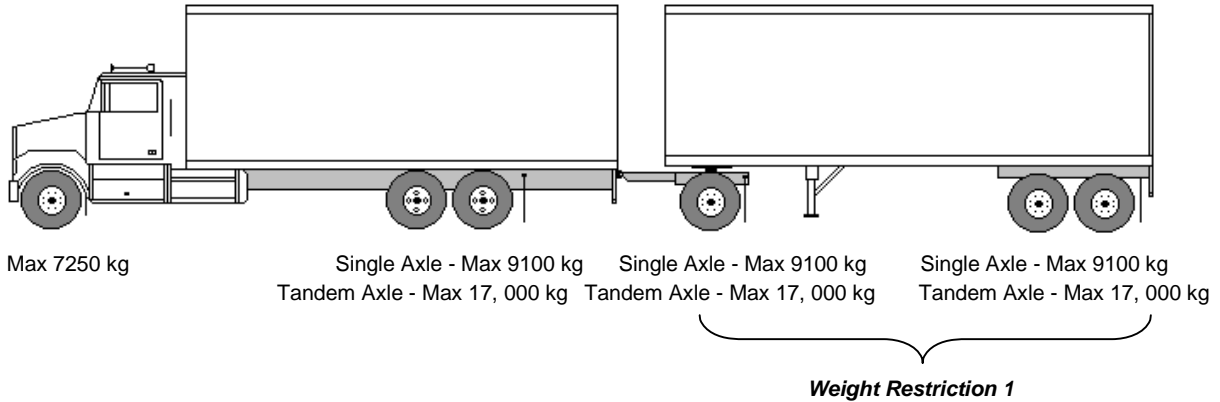


Note: The maximum spread permitted for a tridem axle group on a pony trailer is 2.5 m.

WEIGHTS	LIMITS
Axle Weight Limits:	
Steering Axle	Maximum 7250 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 - 2.5 m	Maximum 21 000 kg
Gross Vehicle Weight Limits:	
Three Axles	Maximum 25 450 kg
Four Axles	Maximum 33 350 kg
Five Axles	Maximum 41 250 kg
Six Axles	Maximum 45 250 kg

Category 7: Truck - Full Trailer Combination

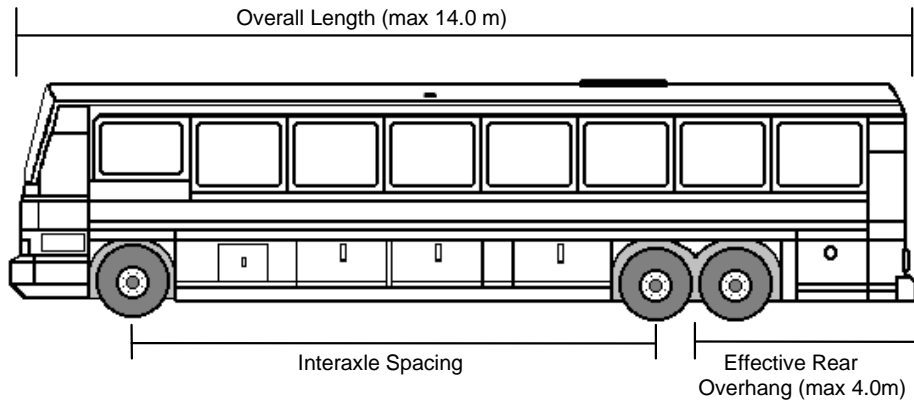
Part 2 - Weight Limits



WEIGHT	LIMIT
Axle Weight Limits:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Weight Restriction 1:	
Sum of Axle Weights of Full Trailer	
4 Axle Truck-Trailer Combination	Maximum 17 000 kg
5 Axle Truck-Trailer Combination	Maximum 17 000 kg
6 Axle Truck-Trailer Combination	Maximum 24 000 kg
7 Axle Truck-Trailer Combination	Maximum 31 000 kg
Gross Vehicle Weight Limits:	
Four Axles	Maximum 33 350 kg
Five Axles	Maximum 41 250 kg
Six Axles	Maximum 48 250 kg
Seven Axles	Maximum 53 500 kg

Category 8: Intercity Bus and Recreational Vehicles

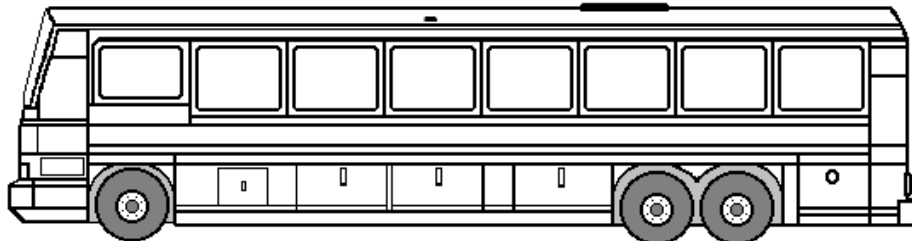
Part 1 - Dimension Limits



DIMENSION	LIMIT
Overall Length	Maximum 14.0 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.15 m
Wheelbase	Not controlled
Tandem Axle Spread	Minimum 1.2 m/Maximum 1.85 m
Effective Rear Overhang	Maximum 4.0 m
Axle Requirements:	
Overall length 12.5 m or less	Not controlled
Overall length greater than 12.5 m	Minimum 3 axles

Category 8: Intercity Bus and Recreational Vehicles

Part 2 - Weight Limits



Max 7250 kg

Single Axle (single tires) - Max 6000 kg
 Single Axle (dual tires) - Max 9100 kg
 Tandem Axle - Max 17000 kg

WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 7250 kg
Single Axle (dual tires)	Maximum 9100 kg
Single Axle (single tires)	Maximum 6000 kg
Tandem Axle	Maximum 17 000 kg
Gross Vehicle Weight Limits:	
Two axles	Maximum 16 350 kg
Three axles (8 tires)	Maximum 22 350 kg
Three axles (10 tires)	Maximum 24 250 kg

Definitions

Defined Word	Definition
A Dolly	Means a trailer converter dolly that is towed from a single hitch located on the centre line of the towing unit
A Train Double	Means a combination of vehicles composed of a tractor, a semitrailer and either an A Dolly and a semitrailer or a full trailer attached to the lead semitrailer in a like manner as if an A Dolly were used
Axle	Means an assembly of two or more wheels whose centres are in one transverse vertical plane and which transmits weight to the highway
Axle Spread	Means 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 1000 kg
Axle Weight	Means the total weight transmitted to the highway by the axle or axle group
B Train Double	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a fifth wheel mounted on the rear of the first semitrailer
Box Length	Means the longitudinal dimension from the forward most part of the cargo carrying unit(s) or load(s) to the rearmost part of the cargo carrying unit(s) or load(s), exclusive of any extension(s) in the dimension caused by auxiliary equipment or machinery at the front that is not designed for the transportation of goods
C Dolly	Means a trailer converter dolly, with a frame rigid in the horizontal plane that is towed from two hitches located in a horizontal transverse line on the towing unit, that precludes any rotation in the horizontal plane about the hitch points, and which satisfies all requirements of the Canadian Motor Vehicle Safety Standards applicable to such devices
C Train Double	Means a combination of vehicles composed of a tractor, a semitrailer, followed by another semitrailer attached to the first semitrailer by the means of a C Dolly
Drawbar	Means 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	Means 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

Drive Axle	Means the axle or axle group that is or may be connected to the power source of a motor vehicle and that transmits power to the wheels
Effective Rear Overhang	Means the longitudinal distance calculated from the trailer turn centre to the rearmost point including load on the trailer or semitrailer
Fifth Wheel	Means 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 and towing a semitrailer
Fifth Wheel Offset	Means the longitudinal distance calculated from the center of the hole for the kingpin in the fifth wheel/kingpin assembly to the center of the drive axle unit
Full Trailer	Means 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 semitrailer and a trailer converter dolly
Gross Vehicle Weight	Means the total weight transmitted to the highway by a vehicle or combination of vehicles
Height	Means the vertical distance from the highest point on the vehicle to the ground
Hitch Offset	Means the longitudinal distance from the towing vehicle turn center to the articulation point of the hitch or fifth wheel used to tow the trailing unit
Interaxle Spacing	Means the longitudinal distance separating two axle or axle groups calculated from the centres of the two adjacent axles
Intercity Bus	Means a vehicle designed to carry more than fifteen passengers and equipped with facilities to allow extended travel without stopping.
Lift Axle	See Lifiable Axle
Lifiable Axle	Means an assembly of two or more wheels whose centres are in one transverse plane that is equipped with a device for altering (other than by longitudinal movement of the assembly only) the weight transmitted to the highway surface and that may be able to lift its tires from contact with that surface
Kingpin Setback	Means the horizontal distance from the vertical axis through the center of the kingpin to any point on the semitrailer 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)	Means the longitudinal dimension from the front of the cargo carrying section of the full trailer to its rearmost point
Length (Pony Trailer)	Means the longitudinal dimension from the front of the drawbar of the pony trailer to its rearmost point
Length (Semitrailer)	Means the longitudinal dimension from the front of the cargo carrying section of the semitrailer 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 Height	Means the greatest overall vertical distance from the highest point on the vehicle or load to the ground
Overall Length	Means the greatest overall longitudinal dimension of a vehicle or combination of vehicles including load
Pony Trailer	Means a vehicle that is designed to be towed by another vehicle, is equipped with a drawbar that is rigidly attached to the structure of the trailer, and is so designed and used that the preponderance of its weight and load is carried on its own axles
Rear Overhang	Means the longitudinal distance calculated from the center of the last axle to the rearmost point, including load, on the trailer or semitrailer
Semitrailer	Means 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
Single Axle	Means one or more axles whose centres are included between two parallel transverse vertical planes 1.2 metres apart
Steering Axle	Means the articulated lead axle or axles of a motor vehicle which govern the direction travelled by the vehicle
Self Steering Axle	Means an axle which articulates in response to forces generated between the tire and the road or through mechanisms or linkages operating independently of the driver of the vehicle
Tandem Axle Group	Means an axle group containing two consecutive axles whose centers are not less than 1.2 meters apart and are attached to the vehicle in a manner which achieves equalized loading between the axles
Tractor	Means a motor vehicle designed to and normally used to pull a semitrailer or a semitrailer and a full trailer or a semitrailer and a semitrailer
Track Width	Means 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	Means the longitudinal distance from the center of the steering axle to the geometric center of the drive axle unit
Trailer Converter Dolly	Means a vehicle unit consisting of one or more axles, a fifth wheel and a drawbar used to convert a semitrailer to a full trailer
Trailer Wheelbase	Means the longitudinal distance from the center of the kingpin of a semitrailer, 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 center
Tridem Axle Group	Means an axle group containing three consecutive axles whose extreme centres are not less than 2.4 metres apart, are equally spaced and are attached to the vehicle in a manner which achieves equalized loading among the three axles
Truck	Means a motor vehicle, other than a bus, that is either permanently fitted with a special purpose device, or is designed to and normally used to carry a load, that may operate as a single unit or may pull a trailer other than a semitrailer
Turn Centre	Means the geometric centre of the axle group on a semitrailer or pony trailer or the rear axle group on a truck, tractor or full trailer
Width of Tire	Means the width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires

Designated Highway Systems

Yukon

Yukon's designated highway system includes:

- Highway 1, Alaska Highway
- Highway 2, Klondike Highway
- Highway 3, Haines Road
- Highway 4, Robert Campbell Highway
- Highway 5, Dempster Highway
- Highway 7, Atlin Road
- Highway 8, Tagish Road Km 0-2 only
- Highway 9, Top of the World Highway
- Highway 11, Silver Trail
- Highway 15, Mitchell Road
- Highway 37, Stewart Cassiar Highway

British Columbia

British Columbia's designated highway system includes:

- a. highways in unorganized territory, and
- b. arterial highways as designated by authority of Section 45 of the Transportation Act..

The Motor Vehicle Act and Commercial Transport Act defines highway as:

"highway includes every highway within the meaning of the Highway Act, and every road, street, lane or right of way designed for or used by the general public for the passages of vehicles, and every private place or passageway to which the public, for the purpose of parking or servicing of vehicles, has access or is invited."

Alberta

Alberta's designated highway system includes numbered highways from 1 to 99 and 500 to 999.

Manitoba

Manitoba's designated highway system includes routes classified as "RTAC Routes" and RTAC routes designated under permit.

Ontario

Ontario's designated highway system includes all of the King's Highways but excludes secondary roads.

Québec

Québec's designated highway system includes all public highways but excludes bridges with limited capacity and certain roads which have a limited Gross Vehicle Weight of 59,000 kg.

New Brunswick:

New Brunswick's designated highway system includes all public highways. However there are four classes of highways within this system, with Gross Vehicle Weight limits as follows:

Class 1 - Gross Vehicle Weights up to 62,500 kg

Class 2 - Gross Vehicle Weights up to 56,500 kg

Class 3 - Gross Vehicle Weights up to 50,000 kg

Class 4 - Gross Vehicle Weights up to 43,500 kg

The overall length limit is 25 meters on all classes of highways.

Nova Scotia

Nova Scotia's designated highway system includes:

Primary Highway System:

Available to all tractor semitrailer and B Train double trailer combinations.

Secondary Highway System:

Restricted to vehicles with a Gross Vehicle Weight of 41,500 kg or less.

B Train Double trailer combination Network:

Subject to special designation; includes the primary highway system plus additional routes identified from within the secondary network. Carriers may request access to sections of the secondary highway system and approval may be granted if traffic and bridge capacity criteria are met.

Prince Edward Island

Prince Edward Island's designated highway system includes:

- all public highways for tractor semitrailer configurations
- all highways with paved shoulders for A, B and C Train double trailer combinations

Newfoundland and Labrador

Newfoundland and Labrador's designated highway system includes all primary and secondary roads, except those that are otherwise posted.

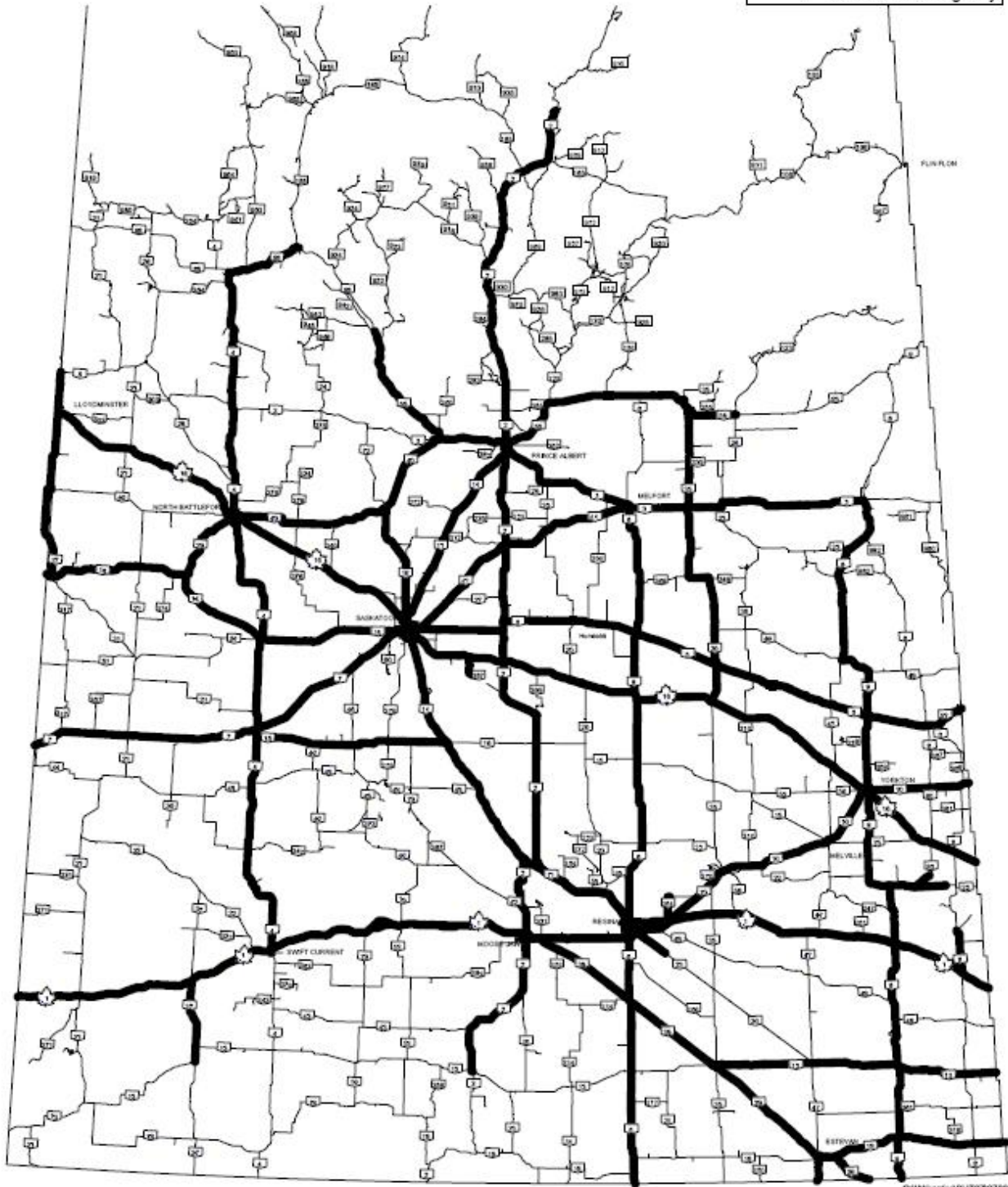
Saskatchewan



Saskatchewan Primary Weight Highway

Legend

- Primary Weight Highway
- Saskatchewan Highway

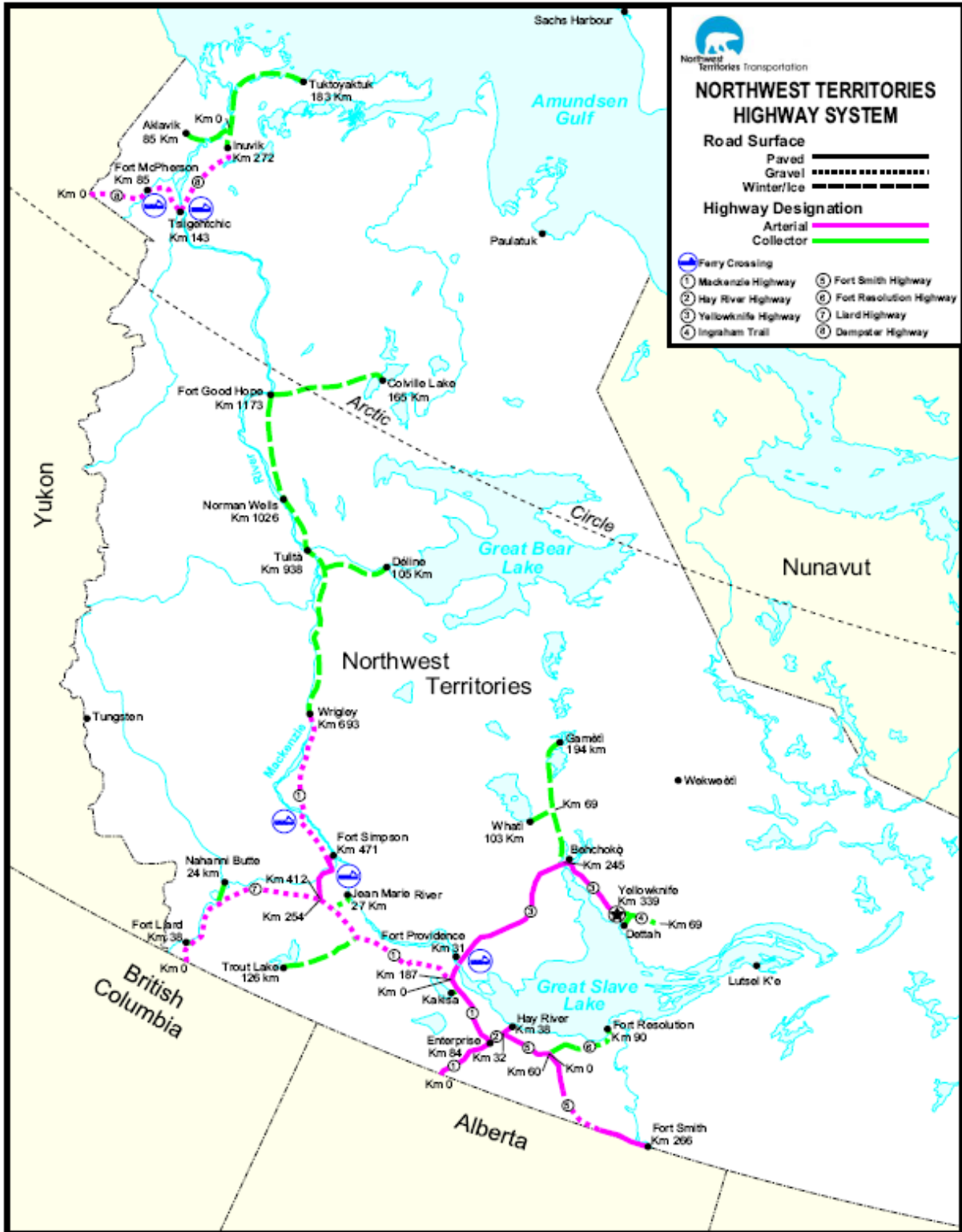


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Northwest Territories

The Northwest Territories' designated highway system includes: arterial class, collector class and local classes of roads and highways in accordance with the NWT Public Highway Act. A summary of the system and map are included. The system does have seasonal restrictions and limited capacity on some routes.

CLASS	HIGHWAY (NAME/No.)	RESTRICTIONS/NOTES
ARTERIAL	Mackenzie Highway No.1 - km 0 to km 687 Hay River Highway No. 2 – km 0 to 48.6 Yellowknife Highway No. 3 – km 0 to km 338.8 Yellowknife Highway No. 3 Winter Detour Road – 12.5 km Fort Smith Highway No. 5 – km 0 to km 266 Liard Highway No. 7 – km 0 to km 254.1 Dempster Highway No. 8 – km 0 to km 272.5 [map attached]	Seasonal Weight restrictions (75%) in effect on selected Highways (or Highway sections) as required. Ferry Restrictions (seasonal) due to weight, water levels and ice conditions and must be followed. Winter /Ice Road weight restrictions apply (seasonal) and must be followed. Enhanced Visibility Highways include only the Hwy 1 and 3 Route from the Alberta border to Yellowknife and Hwy 2 Call ahead to the permit issuing office for specific details.
COLLECTOR	Ingraham Trail Highway No. 4 – km 0 to km 69.2 Fort Resolution Highway No. 6 – km 0 to km 90.0 Dettah Road – km 0 to km 11.3 Dettah Ice Road – 6.3 km Aklavik Ice Road – 86 km Colville Lake Winter Road – 165 km Deline Ice Road – 105.3 km Inuvik-Tuktoyaktuk Ice Road – 194 km Mackenzie Valley Winter Road – 486.4 km Nahanni Butte Winter Road – 22.3 km Trout Lake Winter Road – 126 km Whati Winter Road – 105 km Gameti Ice Road – 138 km Various Community Access Roads [map attached]	Seasonal Weight restrictions (75%) in effect on selected Highways (or Highway sections) as required. Winter /Ice Road weight restrictions apply (seasonal) and must be followed. Call ahead to permit issuing office for specific details.
LOCAL	Kakisa Access Road – 12.9 km Salt River Access Road – 15.5 km Vee Lake Road – 5.1 km Various Local Roads [map attached]	As per the NWT Public Highways Act

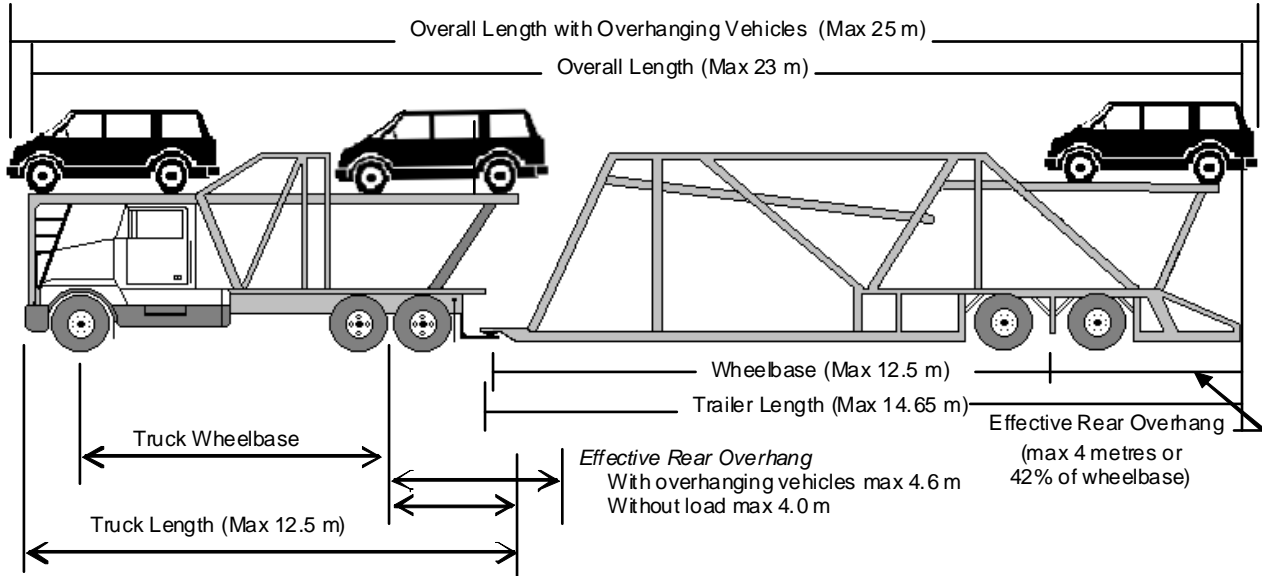


Vehicle Weight and Dimension Limits for Specialized Vehicles

Note: For this category, provinces and territories have agreed to allow these configurations to operate on highways deemed suitable and appropriate by the jurisdiction, either through regulation or by issuance of special permit authorities

Category S1: Stinger Steer Automobile Carrier

Part 1 - Dimension Limits

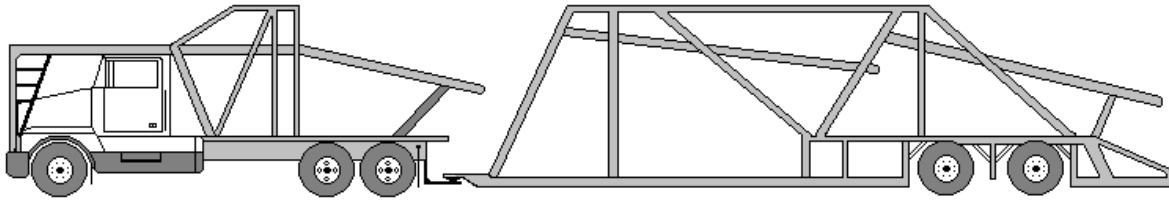


DIMENSION	LIMIT
Overall Length	
- without load	Maximum 23 m
- when loaded with overhanging motor vehicles	Maximum 25 m
Overall Width	Maximum 2.6 m
Overall Height	Maximum 4.3 m
Truck:	
Overall Length	Maximum 12.5 m
Wheelbase	Not Controlled
Tandem Axle Spread	Min 1.2 m/Max 1.85 m
Fifth wheel offset (behind centre of drive axle or axle group)	Not controlled
Load Overhang at front of tractor (beyond tractor bumper)	Maximum 1.0 m
Effective Rear Overhang - without load	Maximum 4.0 m
- when loaded with overhanging motor vehicles	Maximum 4.6 m
Semitrailer	
Length	Maximum 14.65 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
Load Overhang at Rear of Semitrailer (provided width of overhang does not exceed 2.3 m)	Maximum 1.2 m
Tandem Axle Spread	Min 1.2 m/Max 1.85 m
Interaxle Spacing	
Single Axle to Single or Tandem Axle	Minimum 3.0 m
Tandem Axle to Tandem Axle	Minimum 5.0 m

Note: Extendable support plates are considered to be part of the load.

Category S1: Stinger Steer Automobile Carrier

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

WEIGHT	LIMIT
Axle Weights:	
Steering Axle	Maximum 6000 kg
Single Axle (dual tires)	Maximum 9100 kg
Tandem Axle:	
Axle Spread 1.2 m - 1.85 m	Maximum 17 000 kg
Gross Vehicle Weight:	Sum of Axle Weights
Three Axles	Maximum 24 200 kg
Four Axles	Maximum 32 100 kg
Five Axles	Maximum 40 000 kg