

THE VEHICLE WEIGHT AND DIMENSION REGULATIONS, 2010

Summary of Changes

What are the changes contained within this regulation?

The Ministry of Highways and Infrastructure is amending *The Vehicle Weight and Dimension Regulations (1999)*, under the *Highways and Transportation Act (1997)*. The existing regulation is being repealed and will be replaced by *The Vehicle Weight and Dimension Regulations, 2010*.

The regulation contains many changes including changes to the presentation style to improve the way information is presented and other key changes as follows:

- Update several definitions for consistency with the national Vehicle Weights and Dimensions Memorandum of Understanding (MOU) and neighbouring jurisdictions.
- Introduce tridem drive trucks and truck tractors into regulations.
- Allow the use of lift axles that auto-deploy when the vehicle is loaded, and grandfather those semi-trailers that currently have lift axles.
- Increase the allowable weight on wide based tires (super singles) to 3,850 kg per tire on primary highways for consistency with the national Vehicle Weights and Dimensions MOU.
- Allow the use of aerodynamic devices installed at the rear of trucks, trailers and semi-trailers, and exclude them from the determination of overall length, provided the device does not protrude beyond specific lengths from the rear of the vehicle.
- Include an exemption to exclude heavy duty bumpers or devices designed to reduce impact of wildlife collisions from the determination of overall vehicle length.
- Update the definition and exclusion from determination of overall vehicle width for mirrors for consistency with the national Vehicle Weights and Dimensions MOU.
- Increase the maximum allowable length for motor homes to 14 m for consistency with the national Vehicle Weights and Dimensions Memorandum of Understanding.
- Expand the list of highways at which B-trains can operate at 63,500 kg.
- Update the combined weight limits for adjacent axle groups dimensions and introduce a step formula for determining the allowable weight for these adjacent axle groups.
- Allow the use of an OVERSIZE LOAD sign.
- Change the style of the regulation by adding drawings and section headings to simplify interpretation.

How will this be implemented?

The Vehicle Weight and Dimension Regulations, 2010 are effective November 12, 2010. Where applicable, the permit system at the SGI Permit Office has been updated with the information contained within this regulation.

What prompted the change?

The changes to the regulation are a culmination of several years of working with industry and other Canadian jurisdictions to improve the efficiency of industry and support harmonization. Several of the changes contained in the regulation are a result of initiatives developed by through the Task Force of Vehicle Weights and Dimensions, and which have been incorporated into the national Memorandum of Understanding on Vehicle Weights and Dimensions.

In October 2009, Alberta and Saskatchewan entered into a Memorandum of Understanding to harmonize policy and regulation for commercial operations. Changes contained within this regulation support harmonization and the commitment made in this Memorandum of Understanding.

On April 30, 2010, Alberta, British Columbia and Saskatchewan launched the New West Partnership, an ambitious agreement that will create Canada's largest interprovincial barrier-free trade and investment market and see the three westernmost provinces work together in unprecedented ways to the benefit of workers, businesses and investors in all three provinces. Changes within this regulation support the goals of the New West Partnership.

What are the implications for the commercial trucking industry?

The majority of the changes contained within this regulation are intended to improve efficiency of the trucking industry. These changes include not only technical changes to vehicle weights and dimensions, but also includes changes that support harmonization between provinces thereby removing impediments to interprovincial movement and improving the efficiency of commercial vehicle operations.

The largest implication for industry is the inclusion of tridem drive trucks and truck tractors into regulation. This will allow those tridem drive vehicles that meet the requirements of the regulation to operate without a permit (subject to registration/prorate rules). All vehicles that exceed regulated weight or dimension limits will require a permit. To obtain a permit, please contact the SGI Permit Office at (306) 775-6969 or toll free at 1-800-667-7575 (Sask. callers only).

Is SGI ready to implement this change?

SGI has updated their computer system and trained their permit issuing staff and motor license issuers regarding the new regulation.

More detail on the changes (by section number)

Clarification of Vehicle Width Limit for Mirrors - section 4(a)

- Rear view mirrors are now allowed to extend up to 30 cm beyond each side of the vehicle.

Aerodynamic Devices Mounted on Rear of Trucks, Trailers and Semi-trailers - section 4(e)

- Aerodynamic devices installed at the rear of trucks, trailers and semi-trailers will not be included in the measurement of overall length, trailer length, semi-trailer length, box length and effective rear overhang, provided the device does not protrude beyond 0.61 m from the rear of the vehicle. This promotes the use of these devices without penalizing the carrier.

Moose Bumpers - section 4(f)

- An exemption of 0.3 m from the determination of overall length for heavy duty bumpers designed to reduce the impact of wildlife collisions has been included in the regulation. A heavy duty bumper or device designed to reduce the impact of wildlife collisions that is mounted on front of a truck or truck tractor is not included in determining the length of the vehicle, if the bumper or device does not extend more than 30 cm beyond the front of the vehicle.

Lift Axles That Auto-Deploy - section 7(1)

- For non-auto deploying lift axle systems, effective immediately, only semi trailers that have existing lift axles will be allowed to operate with the axles deployed provided the axles are equally spaced, the weight within the axle group is equally distributed to within 1,000 kg of the adjacent axle within the group, and the axle group is a tandem or tridem axle group.
- “F” plated trucks with a liftable tag axle on the drive axle group will continue to be allowed to install and use these liftable axles. These vehicles are allowed to operate with the lift axle provided the weight is equally distributed within the axle group. This provision does not apply to trucks equipped with a tridem drive axle group.
- All new lift axle systems installed must auto-deploy when the vehicle is loaded. A permit to operate a vehicle with one of these axle systems is required. The permit is free and can be obtained by contacting the Ministry of Highways and Infrastructure at (306)787-5307.
- Lift axles that auto-deploy allow industry to reduce costs when the vehicle is empty by allowing axles to be raised thereby lowering the rolling resistance and saving fuel, and reducing tire and suspension wear.

The list of weight restricted highways due to bridge concerns has been updated. Three highways were removed from the list - **section 8**

- Provincial Highway 201;
- Provincial Highway 217; and
- Provincial Highway 350.

Wide Base Single Tires - Minimum Track Width - section 10(3) to 10(5)

- The minimum track width on trailer axles fitted with single tires (for trailers built in 2009 or earlier) has been reduced to 2.3 m.
- For trailers built after January 1, 2010 and originally equipped with wide based single tires, the minimum track width allowed is 2.45 m.
- For trailers built after January 1, 2010, and originally equipped with dual tires and retrofitted with wide based single tires, the minimum track width allowed is 2.45 m. This scenario requires that those axles that have been retrofitted with wide base single tires have their axle load ratings revised. This is due to a change in stress on the axle bearings due to the cantilever effect (rotational stress) caused by the offset wheel hubs.

Increasing the length of Motor Homes - Appendix A, configuration 11

- The allowable length of a bus/motor coach has been increased to 14 m.

OVERSIZE LOAD Sign - section 11(1)

- Carriers will now be able to use "OVERSIZE LOAD" signs as an acceptable sign for moving over-dimension loads

Tridem Drive Trucks and Truck Tractors - Appendix A, configuration 12-14

- Tridem drive trucks and truck tractors have three axles in the drive axle group. All of these axles must be drive axles, equally spaced, and capable of equalizing the weight between axles to within 1,000 kg of the adjacent axle.
- Tridem drive trucks or truck tractors are not allowed to tow a trailer unless that trailer is connected through a fifth wheel assembly.

Wide Base Single Tires - Weight Limits - section 16(4)

- The weight limit for single tires with a width of 445 mm (17.5") or greater increases to 7,700 kg (from 6,000 kg) for single axles and to 15,400 kg for tandem axle groups.
- This weight limit is consistent with the national Vehicle Weights and Dimensions MOU to increase the weight on single tires.
- This weight limit applies to primary weight highways, which includes 12 month primary weight highways, nine-month primary weight highways, and municipal primary weight highways. All provincial highways and municipal roads where the weight limit is at secondary weight (or lower by order) are excluded from the increase in weight.
- Additional research is required to determine the effect of super single tires on thin asphalt surfaces and the incremental costs to the pavements versus the benefits.

Multiple Axle Groups (more than three axles) - section 16(11)

- Weight limits for a multiple axle group have been added to the regulation. While this axle group was defined in the existing regulation, there were no weights assigned to the group (rules were unclear).
- A multiple axle group is an axle group of three (spread >3.7 to 4.5 m) or more axles with an axle spread of not more than 4.5 metres.

Combination Axle Weight - section 17(2) to 17(3)

- The minimum interaxle spacing for adjacent axle groups has been updated to reflect national standards.
- Weight limits for adjacent axle groups have been modified. The old rule penalized carriers who were marginally under the allowable limits (see table). The new rule uses a step formula reducing weight by 500 kg for every 10 cm or portion thereof below the prescribed limit (so the weight reduction for being slightly under the minimum prescribed axle separation limit is not as severe as the old rule). This weight reduction is typically applied to A-trains where the axle group on the lead trailer is at the rear of the trailer and the lead axle group on the second trailer is at the front.

- Example of the combined weight for a single axle and a tandem axle group:

Interaxle spacing	Maximum weight
3.0 m or greater	26,100 kg
2.99m to 2.9 m	25,600 kg
2.89m to 2.8 m	25,100 kg
2.79 m to 2.7 m	24,600 kg
2.69 m to 2.6 m	24,100 kg
2.59 m to 2.5 m	23,600 kg
2.49 m to 2.4 m	23,100 kg
2.39 m to 2.3 m	22,600 kg
2.29 m to 2.2 m	22,100 kg

Drawings and tables of vehicle weights and dimensions for the vehicle configurations most commonly operated on provincial highways will be included as schedules in the regulations. This aims to improve the clarity of the regulation and simplify its interpretation. **(Appendix A)**

The rules for the distance escort vehicles may precede a load have been amended. **(Appendix C, section 4(1))**

A section has been added to the regulation addressing the use of the escort vehicle as a towing or cargo carrying unit while engaged as an escort vehicle. **(Appendix C, section 4(3))**

63,500 kg for B-trains - Appendix E

The list of eligible highways at which B-trains can operate at 63,500 kg has been expanded at the request of industry as follows:

- Highway 6 from Regina to Melfort;
- Highway 9 from Highway 1 to Yorkton;
- Highway 13 from the Manitoba Boundary to its junction with Highway 39;
- Highway 18 from the Manitoba Boundary to its junction with Highway 39;
- Highway 22 from Stockholm to Esterhazy;
- Highway 39 from Highway 6 to Highway 1; and
- Highway 40, from its junction with Highway 4 to its junction with Highway 29.

More on 63,500 kg for B-trains

What is the process for commercial carriers to access this weight limit increase?

On June 1st 2010 and thereafter, a carrier will be able to attend their license issuer's office or one of SGI's branch offices, and increase their registered gross vehicle weight to 63,500 kg.

What is the cost?

The annual costs to move the registered gross vehicle weight for B-trains from 62,500 kg to 63,500 kg for the various heavy truck classes are as follows:

Classes A & D - *\$99 registration fee, 0\$ insurance premium, and a \$10 admin fee = \$109

Class C - *\$72 registration fee, 0\$ insurance premium, and a \$10 admin fee = \$82

Class F - *\$36 registration fee, 0\$ insurance premium, and a \$10 admin fee = \$46

How will carriers access sites not on the selected highway system?

Carriers that need to access sites off the selected highway system will need a permit from the municipality they are operating in, whether it is a rural or urban municipality.

The process is in place to give municipalities the opportunity to assess their infrastructure to determine whether their roads are capable of supporting the increased weight.

Does the 15 km rule apply?

No. The weight increase is restricted to the corridors specified and does not extend beyond the highways on the list.

Why not expand the increase to all tridem axle groups on these highways?

The Ministry is using a multi-phased approach to increasing the weight on tridem axle groups. The initial phase will be limited to B-trains. Once there has been an opportunity to assess the impact of the weight increase, the Ministry will explore the potential of increasing the weight to all mid-spread tridem axle groups.

Phase 1, which was implemented June 1, 2010, was limited to National Highway System (NHS) highways as well as other select primary weight highways where it is determined that this increase in weight will not have a detrimental effect on bridge structures. In addition, this weight limit increase will be in effect on extensions of these select highways and connections between these select highways in all cities as well as all urban centres located along these routes.

To ensure that municipalities are given the opportunity to assess their road infrastructure, carriers needing to access sites off the select highway system will require a permit from the municipality they will be operating in. Permits for provincial highways are not available.