Council of Deputy Ministers Responsible for Transportation and Highway Safety

Task Force on Vehicle Weights and Dimensions Policy

Task Force on Vehicle Weights and Dimensions Policy
Western Regional Meeting

Monday, December 4, 2000 - 9:00 AM to 5:00 PM
Tuesday, December 5, 2000 - 9:00 AM to 5:00 PM
Ballroom, Ramada Hotel, 708 8th Ave, Calgary Alberta

Draft Agenda

1) **Welcome and Opening Remarks**

2) **Round Table Introductions**

3) **Minutes of Meeting Held September 9/10, 1999 (Calgary)**

4) **National Developments**
   a) Ontario/Québec Agreement
   b) Development of uniform VW&D standards for Atlantic Canada
   c) Other issues

5) **International Developments**
   a) Update on NAFTA LTSS 2 discussions
   b) Regional pilot project initiatives
   c) Federal Highway Administration - Comprehensive Truck & Weight Study

6) **Vehicle Configuration Issues**
   a) Tridem Drive Tractors
   b) Stabilized Trailers (FERIC)

7) **Regulated Dimension Limits**
   a) B Train Double - limit on effective rear overhang (Advance Engineering)
   b) Box length limit on A trains
   c) Roll Tarp Systems - application of overall width limit (Till Fab)
   d) Length limit exclusions and exceptions
   e) Tandem Steer - Tridem Drive Straight Truck

8) **Regulated Weight Limits**
   a) Steering Axle weight limit
   b) Tandem axle weight limit
   c) Tridem axle weight limits
   d) Gross Vehicle Weight limit

9) Specialized Vehicles - Automobile Transporters

a) Dimension limits
   i) Overall length
   ii) Length limit exclusions
   iii) Wide limit exclusions
b) Configurations

10) Special Permit Programs - Longer Combination Vehicles

a) Dimension limits for Rocky Mountain Doubles

11) Special Permit Programs - Oversize/Overweight Vehicles & Loads

a) Review of proposed regional agreement (Attachment 1 - September 1999)
b) Follow-up Actions & reports arising
   i) Weight limit for 16 wheel configurations (B.C.)
   ii) Acceptability of self steering dollies (B.C.)
   iii) Weight limit "knock-down formula (All jurisdictions)
   iv) Development of common permit application form
   v) Other issues

c) Route networks/corridors

   i) Industry update
   ii) Other issues

d) Next steps

12) Special Permits: Marking, Lighting and Escort Vehicle Requirements

a) Oversize Load Sign
b) Escort Vehicle Requirements
c) Flashing lights

13) Other Business

a) Mobile homes

14) Adjournment

Attachment 1
Draft Western Regional Agreement on Oversize/Overweight Special Permits (Sept 99)

Harmonization of Special Permit Conditions for Movement of Indivisible Loads and Specialized Heavy Haul Equipment

Objectives:

Phase 1: Today

- To establish an "envelope" of vehicle dimensions and weights which will be acceptable to all participating jurisdictions for special permit travel on a broad network of highways under provincial/territorial jurisdiction
- To establish a mechanism for "one stop shopping" for special permits for vehicles which fall within the described envelope, for travel in all participating jurisdictions

Phase 2: Future

- To identify and establish a series of corridors within western Canada to facilitate intra- and inter-jurisdictional travel which are capable of accepting vehicle configurations and weights commonly used by heavy haul industries
- To establish "one stop shopping" for special permits for travel on these corridors

Proposals

1. Weight Limits

Axle Configuration	**Limit – Phase 1 Network Wide**	**Limit – Phase 2 Corridors**
Tire Loading	Max 10 kg/mm	Max 10 kg/mm
Steering Axle (single tires)	9100 kg (20,062 lb)	9100 kg (20,062 lb)
Single Axle	9100 kg (20,062 lb)	9100 kg (20,062 lb)
Tandem Steer (single tires)	15,200 kg (33,510 lb)	Cap based on 10 kg/mm
Tandem Axle Group	21,000 kg (46,297 lb)	23,000 kg (50,706 lb)
Tridem Axle Group 2.4 – 3.0 m spread > 3.0 m spread	 27,000 kg (59,525 lb) 27,000 kg (59,525 lb)	 27,000 kg (59,525 lb) 29,000 kg (63,934 lb)
Tridem Equivalent 2.4 – 3.0 m spread > 3.0 m spread	 27,000 kg (59,525 lb) 27,000 kg (59,525 lb)	 27,000 kg (59,525 lb) 29,000 kg (63,934 lb)
16 Wheel Configuration	27,500 kg (60,627 lb)	31,000 kg (68,343 lb)
Gross Vehicle Weight	60,000 kg (132,277 lb)	

2. Interaxle Spacing Requirements:

(Minimum spacing required to obtain maximum axle weights)

	Phase 1 – Network *(to be completed)*	**Phase 2 – Corridors** *(to be completed)*
Single to Single		
Single to Tandem		
Single to Tridem		
Tandem Steer to Tandem		
Tandem to Tandem		
Tandem to Tridem		
Tridem to Tridem		

"Knock-down Formula" – reduction in allowable axle weight when minimum interaxle spacing requirement is not met: **To Be Determined**

Dimension Envelope

1. Without pilot car

	Phase 1 – Network	**Phase 2 – Corridors**
Overall Length	27.5 m (90.2 ft)	
Overall Width	3.5 m (11.5 ft)	
Overall Height	4.3 m (14.1 ft)	

2. With pilot car(s)

	Phase 1 – Network	**Phase 2 – Corridors**
Overall Length	30 m (98.4 ft)	
Overall Width	3.85 m (12.6 ft)	
Overall Height	4.3 m (14.1 ft)	

Warning Signs, Signals and Devices for Movement of Overdimensional Loads

- as specified in the national standards (July 1999)

Notes:

Phase 1 (Network)

- weight limits are dependent upon use of appropriate equipment (ie. rated capacities of tires, axles, suspensions etc)
- tridem drive trucks or tractors are not included in envelope permit agreement
- use of self-steering dollies sought throughout network
- each jurisdiction to provide listing of available routes and posted bridges
- participation by federal and municipal governments to be pursued

Phase 2 (Corridors)

- proposed corridor network to be documented and distributed for consultation
- jurisdictions to assess viability and/or impacts of proposed weights on identified corridors