Rail Mounted Lift Gates

Manitoba Trucking Association

November 2017

BMR-A SPECIFICATIONS

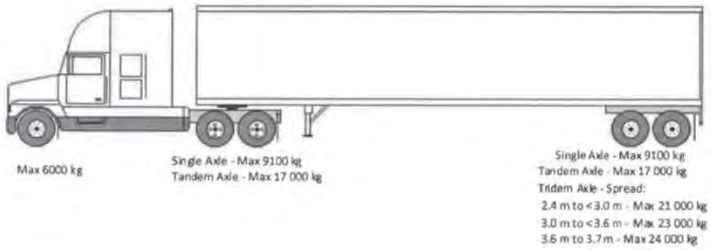
The New BMR-A from Maxon:

So many improvements,
the A stands for Advanced

- Totally Automatic Hydraulic Locking Mechanism eliminates the need for manual locking thus taking the driver out of the equation
- Newly designed closer arms automatically secure the platform tightly against the back of the truck
- Concentric rollers allow 400% more bearing surface on the rollers, reducing wear and extending life
- Undercarriage Mounted Switch is protected from side impacts
- Fully Automatic Retention Ramp
- Corrugated Steel Platform Structure design eliminates the problem of waffling. All platform configurations are available in steel and aluminum
- BMR-A models come with all-new trailer kits, which separate out the trailer portion from the tractor portion

Estimated Hours to Install: 8	Steel Platform Sizes	
	Steel Platform Sizes	w/16" Aluminum Retention Ramp

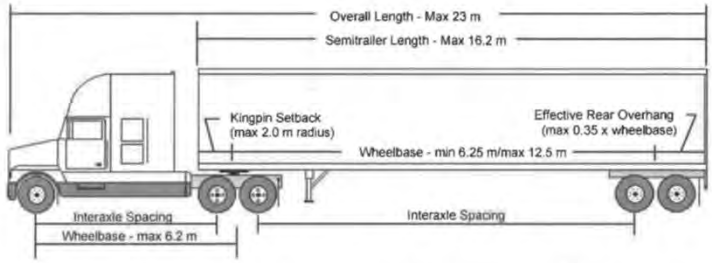
Single Steer/Tandem Drive Truck Tractor with Semi-trailer
Weight Limits



WEIGHT LIMIT					
Maximum Axle Weight	**RTAC Route**	**Class A1 Highway**	**Class B1 Highway**	**Proposed Weight (kg)**	**Tire Size (mm)**
Truck Tractor:					
Steering Axle	6,000 kg	6,000 kg	6,000 kg	No change	
Single Axle	9,100 kg	9,100 kg	8,200 kg	No change	
Tandem Axle:					
Axle Spread 1.0 m - 1.85 m	17,000 kg	16,000 kg	14,500 kg	No change	
Semitrailer					
Single Axle *	9,100 kg	9,100 kg	8,200 kg	No change	
Tandem Axle:					
Axle Spread 1.0 m - 1.85 m	17000 kg	16,000 kg	14,500 kg	No change	
Tridem Axle:					
Axle Spread 2.4 m to less than 3.0 m	21,000 kg	21,000 kg	20,000 kg	No change	
Axle Spread 3.0 m to less than 3.6 m	23,000 kg	23,000 kg	20,000 kg	No change	
Axle Spread 3.6 m to 3.7 m	24,000 kg	23,000 kg	20,000 kg	No change	
Maximum Gross Vehicle Weight					
Three Axles	24,200 kg	24,200 kg	22,400 kg	No change	
Four Axles	32,100 kg	31,100 kg	28,700 kg	No change	
Five Axles	40,000 kg	38,000 kg	35,000 kg	No change	
Six Axle with tridem semitrailer:				No change	
Axle Spread 2.4 m to less than 3.0 m	44,000 kg	43,000 kg	40,500 kg		
Axle Spread 3.0 m to less than 3.6 m	46,000 kg	45,000 kg	40,500 kg		
Axle Spread 3.6 m to 3.7 m	47,000 kg	45,000 kg	40,500 kg		

* Semi–trailers equipped with two single axle units with an interaxle spacing of between 1.86 m and 3.05 m cannot exceed the maximum allowable gross axle weight for a single axle unit.

Single Steer/ Single or Tandem Drive Truck Tractor with Semi-trailer
Dimension Limits



DIMENSION	LIMIT	PROPOSED DIMENSIONS
Overall Length	Maximum 23 m	23.305
Overall Width	Maximum 2.6 m	No change
Overall Height	Maximum 4.15 m	No change
Tractor:		
Wheelbase	Maximum 6.2 m	No change
Tandem Axle Spread	Minimum 1.0 m/Maximum 1.85 m	No change
Semitrailer		
Length	Maximum 16.2 m	16.505
Wheelbase*	Minimum 6.25 m/Maximum 12.5 m	No change
Single, Tandem or Tridem Axle Group	Minimum 6.25 m/Maximum 12.5 m	No change
Kingpin Setback	Maximum 2.0 m radius	
Effective Rear Overhang	Maximum 35% of wheelbase	Excluded from measurement
Tandem Axle Spread	Minimum 1.0 m/Maximum 1.85 m	No change
Tridem Axle Spread	Minimum 2.4 m/Maximum 3.7 m	No change
Track Width	Minimum 2.5 m/Maximum 2.6 m**	No change
Interaxle Spacing		
Steering Axle to Drive Axle	Minimum 3.0 m	No change
Single Axle to Single, Tandem or Tridem Axle	Minimum 3.0 m	No change
Tandem Axle to Tandem Axle	Minimum 5.0 m	No change
Tandem Axle to Tridem Axle	Minimum 5.5 m	No change

* In the case of a truck-tractor coupled to a semi-trailer which is equipped with a single axle, the wheelbase of the semi-trailer is not controlled.
** Semi-trailers manufactured prior to July 1, 1988 that have not had their running gear totally replaced may have a track width of less than 2.5 m.

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.

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 Liftable 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 chose 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 (October 2014):**
   It is understood that flexible 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 deployed device more than 1.9 m above the ground does not protrude more than 1.52 m beyond the rear of the vehicle, and
   - 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 devices are 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 CMVSS 223 exclusive of any aerodynamic devices
   - vehicles fitted with aerodynamic devices must also comply with applicable CMVSS standards and provincial/territorial regulations regarding lighting and conspicuity.