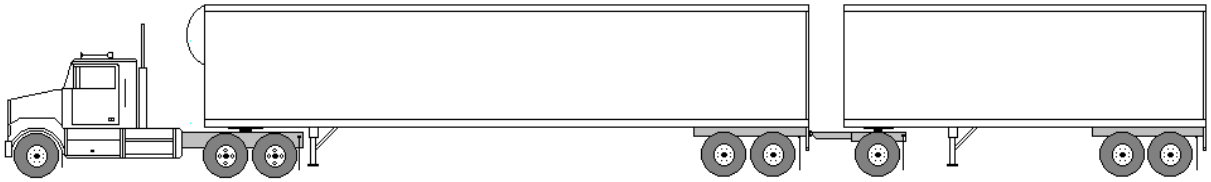
Harmonization of Special Permit Conditions for Operation of Rocky Mountain Double Long Combination Vehicles in Western Canada



November 13, 2014

Memorandum of Understanding Respecting the Harmonization of Special Permit Conditions for Operation of Rocky Mountain Double Long Combination Vehicles in Western Canada

This Memorandum of Understanding

ENTERED INTO this 13th day of November A.D. 2014 by and between

The Government of British Columbia herein represented by the Deputy Minister of Transportation and Infrastructure

and

The Government of Alberta herein represented by the Deputy Minister of Transportation

and

The Government of Saskatchewan herein represented by the Deputy Minister of Highways and Infrastructure

and

The Government of Manitoba herein represented by the Deputy Minister of Infrastructure and Transportation

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, there is concern about the fact that such legislation affects the efficiency of transportation, and of interprovincial transportation in particular;

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

Whereas it is desirable to establish uniform standards for the weights, dimensions and operating permit rules which ensure the protection of public highway safety;

Therefore, the parties to this Memorandum agree to the following:

Article 1: Purpose

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

For this purpose, each jurisdiction will allow the operation of Rocky Mountain Double Configurations which meet the requirements stipulated in Appendix A of this Memorandum 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.

It is recognized that jurisdictions may continue to issue permits for other configurations of Long Combination Vehicles which operate with weights and dimensions which are different than those stipulated in this Memorandum of Understanding.

Article 2: Implementation

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

2.2 The parties undertake to implement this Memorandum of Understanding on the highway system designated in Appendix B.

2.3 The parties recognize that Appendices A, B, C and D are an integral part of this Memorandum. In the event of any incompatibility between these Appendices and the Memorandum, it is understood that the terms of the Memorandum will prevail.

2.4 The parties agree to maintain an LCV Policy Coordination Committee, with membership, role and responsibilities as described in Appendix D.

2.5 The parties agree that Appendix B can be amended and/or revised by a jurisdiction at any time.

2.6 The parties agree that any changes being contemplated to Appendix C will be referred to the LCV Policy Coordination Committee for review at least 30 days prior to implementation.

Article 3: Exceptions

3.1 Exceptions to the provisions of the Memorandum, which may be required as a condition of entry by a Jurisdiction and which have been approved by all member jurisdictions will form part of this Memorandum by listing in Appendix C.

3.2 There shall be no exceptions taken however to the purpose of this Memorandum as set out in Article 1.

Appendix A

Standards for Operation of Rocky Mountain Double Configurations in Western Canada

Appendix A

Standards for Operation of Rocky Mountain Double Configurations in Western Canada

1. Driver Qualifications and Training

The carrier is responsible for issuing an annual LCV Driver's Certificate. The Driver's Certificate is valid for a period of 12 months after the date of issue and must be in the possession of the driver at all times when operating an LCV.

The LCV Driver's Certificate must show the following information:

- driver's name;
- Company's name;
- issue and expiry date; and
- signature and printed name of the person issuing certificate

Prior to issuing an LCV Driver's Certificate, the carrier must ensure the driver meets the following qualifications:

(a) Holds a valid Class 1 driver's license or equivalent with an airbrake endorsement.
(b) Has a minimum of 24 months or 150,000 km of driving experience with articulated vehicles.
(c) Has passed a Professional Driver Improvement Course within the past 48 months.
(d) Has passed the Canadian Trucking Alliance's "Longer Combination Vehicles Driver Training Course".
(e) The driver's abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must show no driving-related criminal code convictions in the prior 36 months; no more than 2 moving violations in the prior 12 months; and no more than 3 moving violations in the prior 36 months. The date of conviction and the current date will be the dates used to determine time periods.
(f) In the past 12 months the driver has reviewed all current regulations, permit conditions and issues covering the operation of LCV's.

A driver-in-training who meets the requirements of (a), (b), (e), and (f), may operate a long combination vehicle, while accompanied by a driver who holds a valid LCV Driver's Certificate.

Upon request, the company must be able to produce all documents to support the driver's qualifications.

2. Instructor Qualifications

The Instructor must be certified in their home jurisdiction to instruct the Canadian Trucking Alliance (CTA) Longer Combination Vehicle Driver Training Course. The Instructor's LCV Driver Training Certificate must be renewed every three years. CTA or its provincial designate is responsible for certifying LCV instructors in the participating provinces.

3. Operational Restrictions

Where a route falls outside the provincial transportation authority's direct jurisdiction, the company is responsible for obtaining permission from the necessary authority(s) to operate extended length combinations on the route and must comply with the conditions stipulated by the authority (some jurisdictions have designated LCV routes and operating restrictions.)

Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by an authorized official or peace officer.

The vehicles in a combination shall be loaded and coupled together as to ensure that any such combination travelling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 cm to each side of the path of the towing vehicle when it is moving in a straight line.

Drivers shall avoid crossing opposing lanes of traffic unless absolutely necessary.

Maximum speed shall be the lesser of 100 km/h or the posted speed limit.

4. Hours of Operation

While it is desirable to allow LCV's to operate on multilane divided highways without restrictions on hours of operation, it is recognized that restrictions on hours and/or days of operation may be included for both multilane divided and non-divided highways in the conditions of special permits issued by provinces for LCV operations.

5. Adverse Weather Conditions

- LCV's shall not cross oncoming lanes where visibility does not allow it to be done safely.
- Where there is accumulated snow on the highway or when the driving lanes are icy, LCV's shall not pass any other vehicle unless that vehicle is traveling at a speed of less than 70 km/hr.
- Where a highway becomes impassible due to icy or slippery conditions, LCV's will obey all advisories posted by the provincial or territorial agency responsible for highways within the province of travel.
- The company is required to make a reasonable effort to determine the driving conditions on the route.
- Jurisdictions may require that LCV's are not dispatched when adverse conditions are known to be present on the route, and may also require drivers encountering unexpected adverse conditions to stop at the next safe location (or as directed by an authorized official or a peace officer) and wait for the adverse conditions to abate.

6. Cargo Restrictions

Freight must be hauled on flat deck trailers or in van trailers where the load stands alone without support of the van walls or ceiling. This provision does not preclude the use of logistics decks within van trailers.

- No bulk liquids (excluding tote tanks between 500 – 1000 litres), no homogenous bulk commodities such as hay, wood chips, sawdust or hog fuel, and no hanging/swinging loads such as meat. No bulk loads of logs, gravel, livestock etc.
- No tankers, low beds hauling heavy machinery, or any other unspecified type of vehicles and vehicle combinations

7. Equipment Requirements

Tractor Horsepower	All tractors must feature a maximum gross weight to power ratio of no more than 160 kg per horsepower (120 kg/kW).
Tractor Air Supply	Compressors must be capable of raising the air pressure from 50 PSI to 90 PSI with the engine idling at 1,250 RPM in 2 minutes or less with the tractor alone and 4 minutes or less with the trailers hooked up and the complete air system energized
Air Reservoirs	Tractors must be equipped with at least two air reservoirs. Each reservoir must have at least 41,000 cm^3 (2,500 in^3) of capacity and the two tanks must have a combined capacity of 82,000 cm^3 (5,000 in^3)
Brake Relay Valves	Compatible relay valves (such as SEALCO 3100 mini-valve or Bendix R-12-P Valve) are required to reduce the time lapse between treadle application and brake application at the rear most trailers
Hitches	The trailers of the combination shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.
Mudflaps/Splashguards	The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mudflaps or splash guards that are constructed to ensure that they remain in a rigid downward position at all times. All mud flaps or splash guards shall be mounted behind the wheels at a distance not exceeding 25.0 cm to the rear of the wheels.

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

8. Tire and Axle Weight Limits[1]

	Limit
Tire loading	Max 10 kg/mm
Steering Axle	Max 6000 kg
Single Axle (with dual tires)	Max 9100 kg
(with wide base single tires)	Max 7700 kg
Tandem Axle: Spread 1.0 m – 1.85 m (with dual tires)	Max 17,000 kg
(with wide base single tires)	Max 15,400 kg
Tridem Axle: Spread 2.4 m – < 3.0 m (with dual tires)	Max 21,000 kg
Spread 3.0 m – < 3.6 m (with dual tires)	Max 24,000 kg[2]
Spread 3.6 m – 3.7 m (with dual tires)	Max 24,000 kg

9. Overall Length Limit Determination

The overall length limit for all Rocky Mountain Double configurations is:

- 31.0 m for operation on the Two Lane Highways designated in Schedule B
- Up to 41.0 m for operation on the Multi-Lane Highways designated in Schedule B

Determination of overall length excludes:

- A heavy duty bumper or moose catcher up to a maximum additional length of 0.3 metres
- An aerodynamic device on the rear of the second semitrailer 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.

10. Vehicle Weights and Dimensions – General Provisions

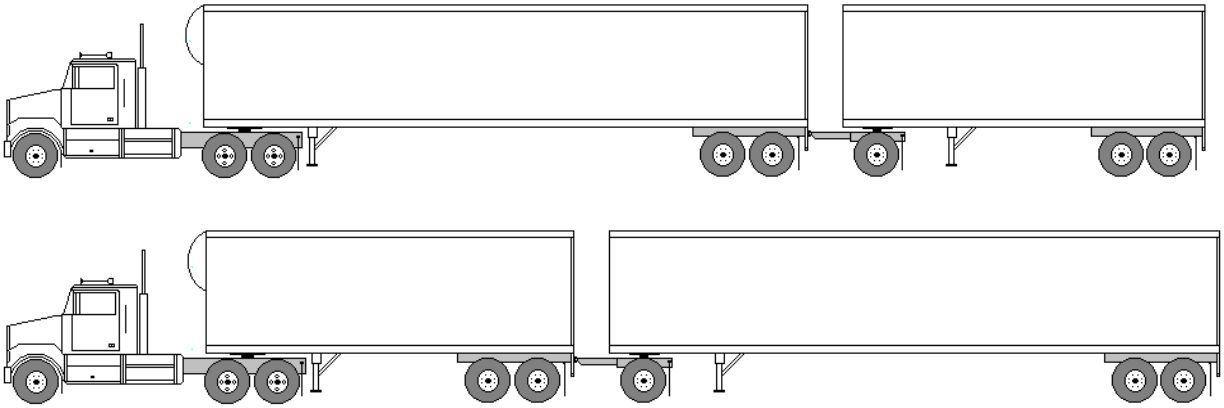
Dimensions or weights which are not specifically identified in this memorandum must comply with the applicable provincial or territorial regulations.

[1] The tire and axle weight limits outlined in this memorandum may be subject to reduction during periods when seasonal load restrictions are in effect.

[2] See exception for Manitoba in Appendix C

11. Dimension Controls and Gross Weight Limits

A Train Configuration



DIMENSION	A Train
Overall Length	
Two Lane Highways	Max 31.0 m
Multi-lane Highways	Max 41.0 m
Lead Semi-trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m/Max 14.0m
Hitch Offset: Trailer length up to 13.7 m	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m
Converter Dolly	
Max No of Axles	2
Second Semi-trailer or Full Trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m
WEIGHT LIMIT	
Maximum Gross Vehicle Weight*	Max 53,500 kg

** Based on use of dual tires on all axles except the tractor steering axle*

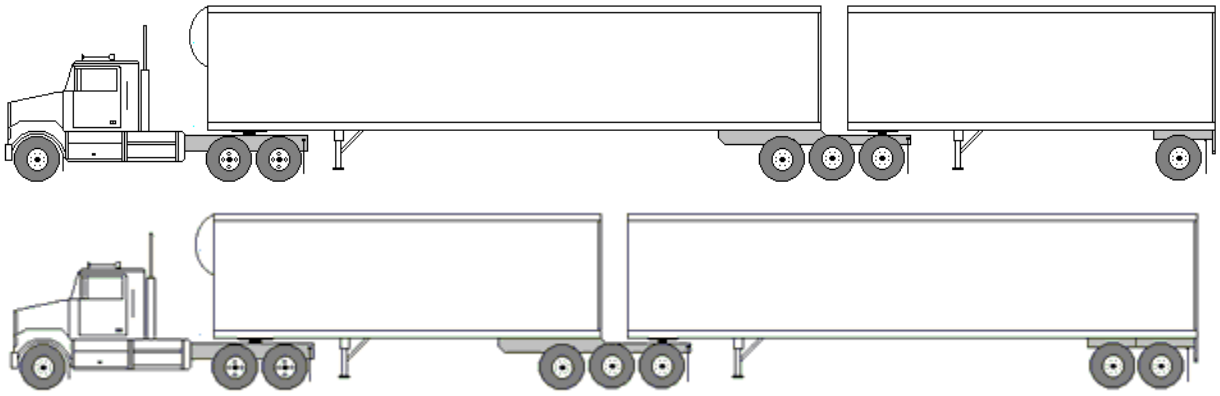
Notes:

- **<u>In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer and one of the two semitrailers must be at least 12.2 meters long</u>**.
- The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.
- The axle unit on the lead semi-trailer and the axle units on the second semi-trailer may be a single axle, a tandem axle group or a tridem axle group.
- Interaxle spacing - Tandem to Single:
    - if the interaxle spacing is equal to or greater than 3.0 m, the maximum combined axle group weight is 26,100 kg (17,000 kg + 9,100 kg)
    - if the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing
- Interaxle spacing - Tandem to Tandem:
    - When the spacing between the last axle of the tandem axle group on the lead semitrailer and the first axle on the tandem axle group on the converter dolly or full trailer is more than 3.0 m but less than 5.0 m, the maximum combined weight of the two tandem axle groups is as follows:

Interaxle Spacing	Combined Weight Limit
< 3.0 m	Max 23,000 kg
3.0 m to < 4.3 m	Max 30,000 kg
4.3 m to < 4.4 m	Max 30,500 kg
4.4 m to < 4.5 m	Max 31,000 kg
4.5 m to < 4.6 m	Max 31,500 kg
4.6 m to < 4.7 m	Max 32,000 kg
4.7 m to < 4.8 m	Max 32,500 kg
4.8 m to < 4.9 m	Max 33,000 kg
4.9 m to < 5.0 m	Max 33,500 kg
5.0 m and greater	Max 34,000 kg

- Interaxle spacing - Tridem to Single:
  - if the interaxle spacing is equal to or greater than 3.0 m, the maximum combined axle group weight is:
    - tridem spread 2.4 m to < 3.0 m: 30,100 kg (21,000 kg + 9100 kg)
    - tridem spread 3.0 m to < 3.6 m: 33,100 kg (24,000 kg + 9100 kg)
    - tridem spread 3.6 m to 3.7 m: 33,100 kg (24,000 kg + 9100 kg)
  - if the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing
- Interaxle spacing - Tridem to Tandem:
  - if the interaxle spacing is equal to or greater than 5.5 m, the maximum combined axle group weight is:
    - tridem spread 2.4 m to < 3.0 m: 38,000 kg (21,000 kg + 17,000 kg)
    - tridem spread 3.0 m to < 3.6 m: 41,000 kg (24,000 kg + 17,000 kg)
    - tridem spread 3.6 m to 3.7 m: 41,000 kg (24,000 kg + 17,000 kg)
  - if the interaxle spacing is less than 5.5 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing
- An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 meters on two lane routes or 41.0 meters on multi-lane highways and the dolly is equipped with all legally required lights and equipment. If the converter dolly is not equipped with ABS brakes, the brakes may be deactivated when the dolly is towed empty. The brakes on an empty converter dolly do not need to be activated on application of the brake pedal, but must automatically activate and remain on for 15 minutes if the converter dolly detaches from the towing unit.
- The second semitrailer may be equipped with a tridem axle group.

B Train Configuration



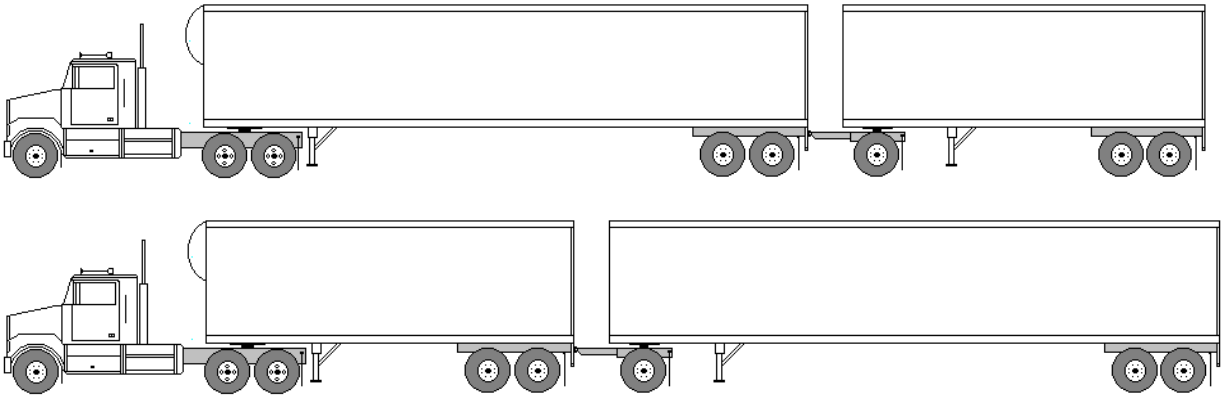
DIMENSION	B Train
Overall Length	
Two Lane Highways	Max 31.0 m
Multi-lane Highways	Max 41.0 m
Lead Semi-trailer	
Wheelbase	Min 6.25 m/Max 12.5 m
Second Semi-trailer	
Wheelbase	Min 6.25m
WEIGHT LIMIT	
Maximum Gross Vehicle Weight*	Max 63,500 kg

** Based on use of dual tires on all axles except the tractor steering axle*

Notes:

- The maximum allowable weight on the center tridem axle group is 24,000 kg (spread 3.0 to 3.1 m).
- The drive axle unit on the truck tractor may be a single axle, a tandem drive axle group or a tridem drive axle group.
- The axle unit on the lead semi-trailer may consist of either a tandem axle group or a tridem axle group.
- The axle unit on the second semi-trailer may consist of either a single axle, tandem axle group or a tridem axle group.

C Train Configuration



DIMENSION	C Train
Overall Length	
Two Lane Highways	Max 31.0 m
Multi-lane Highways	Max 41.0 m
Lead Semi-trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m/Max 14.0 m
Hitch Offset: Trailer length up to 13.7 m	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m
Converter Dolly	
Drawbar Length	Max 2.0 m
Max No of Axles	1
Second Semi-trailer or Full Trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m
WEIGHT LIMIT	
Maximum Gross Vehicle Weight*	Max 60,500 kg

** Based on use of dual tires on all axles except the tractor steering axle*

Notes:

- **<u>In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer and one of the two semitrailers must be at least 12.2 meters long.</u>**
- Interaxle spacing - Tandem to Single:
  - if the interaxle spacing is equal to or greater than 3.0 m, the maximum combined axle group weight is 26,100 kg (17,000 kg + 9,100 kg)
  - if the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing
- An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 meters on two lane routes or 41.0 meters on multi-lane highways and the dolly is equipped with all legally required lights and equipment. If the converter dolly is not equipped with ABS brakes, the brakes may be deactivated when the dolly is towed empty.
- Only “C” dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the Motor Vehicle Safety Act, (Canada) will be allowed.
- The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.
- The axle unit on the lead semi-trailer may consist of a single axle or a tandem axle group.
- The axle unit on the second semi-trailer may consist of a single axle, a tandem axle group, or a tridem axle group.

Memorandum of Understanding on the Weights and Dimensions of Longer Combination Vehicles

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 are transmitting 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
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

Effective 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 or 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 axles or axle groups calculated from the centres of the two adjacent axles
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 drawbar of the full 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 Length	Means the greatest overall longitudinal dimension of a vehicle or combination of vehicles including load
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 one metre apart
Steering Axle	Means the articulated lead axle or axles of a motor vehicle which govern the direction travelled by the vehicle
Tandem Axle Group	Means an axle group containing two consecutive axles whose centers are not less than one meter 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 overall width of an axle across the outside edges of the tires
Tractor Wheelbase	Means the longitudinal distance from the center of the steering axle to the geometric center of the drive axle unit
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
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
Wide Base Single Tire	Means a tire on a carrying axle (ie. not the steering axle) which has a width of 445 mm or greater
Width of Tire	Means the width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires

Appendix B

Designated Highway Systems

British Columbia:

Approved Route Information (Both Directions):

Interior / Lower Mainland Corridors	
Rocky Mountain Doubles up to 32 m Overall Length and Turnpike Doubles up to 41 m Overall Length Maximum trailer wheelbase 12.5 m	Travel Times: **00:00 to 23:59**

1. **Burnaby (7867 Express Street) to Kamloops (1120 McGill Street)**
   Express Street to Lake City Way, turn left onto Lake City Way, Lake City Way to Lougheed Highway (Highway 7), turn left onto Lougheed Highway, Lougheed Highway to Gaglardi Way, turn right onto Gaglardi Way, Gaglardi Way turns into Caribou Road North, Caribou Road North to Highway 1, turn right onto Highway 1, Highway 1, Highway 5, Highway 1, Highway 1 to Columbia Street, exit to the right onto Columbia Street, Columbia Street to Summit Drive, turn left onto Summit Drive, Summit Drive to McGill Street, turn left onto McGill Street.
2. **Kamloops (1120 McGill Street) to Burnaby (7867 Express Street)**
   McGill Street to Summit Drive, turn right onto Summit Drive, Summit Drive to Columbia Street, turn right onto Columbia Street, Columbia Street to Highway 1, exit to the right onto Highway 1, Highway 1, Highway 5, Highway 1, Highway 1 to Caribou Road North, exit to the right onto Caribou Road North, Caribou Road North turns into Gaglardi Way, Gaglardi Way to Lougheed Highway (Highway 7), turn left onto Lougheed Highway, Lougheed Highway to Lake City Way, turn right onto Lake City Way, Lake City Way to Express Street, turn right onto Express Street.
3. **Kamloops (682 Sarcee Street West) to Highway 1 WB and Hillside Way (Exit 368)**
   From 682 Sarcee Street West turn left onto Mt Paul Way, Mt Paul Way to Highway 5, turn right onto Highway 5 SB, Highway 5 SB to Hwy 1 WB, Highway 1 WB to Hillside Way (Exit 368).
4. **Kamloops Highway 1 EB and Hillside Way (Exit 368) to Kamloops (682 Sarcee Street West)**
   From Highway 1 EB in Kamloops near Hillside Way to Highway 5 EB, exit right onto Highway 5 NB, Highway 5 NB to Salish Rd, turn right onto Salish Rd, turn right onto Chief Louis Way, turn right onto Paul Lake Rd, turn left onto Highway 5 SB, turn right onto Mt Paul Way, turn right into Sarcee Street West, continue to 682 Sarcee Street West.
5. **Township of Langley (27475 58TH Crescent) – for Rocky Mountain Doubles only**
   Exit the Trans-Canada Highway taking the 264th street exit north. This exit leads directly to the intersection of 56th avenue and 264th Street. Continue eastbound on 56th avenue to 58 Crescent. Turn left on 58 Crescent and proceed directly into the General Motors yard.
6. **Junction Hwy 5 (Exit 286) and Highway 97 in Merritt to Kelowna (1100 Mayfair Road)**
   From Highway 5 (Coquihalla Highway) northbound Exit 286 to Highway 97C (Okanagan Connector) eastbound heading toward Kelowna, exit Highway 97C to Highway 97 northbound, right turn at McCurdy Road, left turn on Mayfair Road, and left turn into 1100 Mayfair Road.
7. **Township of Langley (9818-198B Street) – Inbound Only**
   From Highway 1 WB exit onto 176th Street, turn left onto 176th Street (Hwy 15), turn left onto Golden Ears Way, turn left onto 192nd Street, continue onto 98A Ave, turn right onto New Telegraph Trailer, turn left onto Telegraph Trail, turn left onto 196A Street, continue onto 98 Ave, continue to 9818-198B Street.

8. **Township of Langley (9818-198B Street) – Outbound only**
   From 9818-198B Street, turn left onto 96th Ave, turn right onto 199A Street, continue to 200th Street, turn left onto Hwy 1 (EB) on-ramp.
9. **Kamloops (2073 Falcon Rd)**
   From Highway 1 (EB), turn right onto Oriole Rd. Alternatively, from Oriole Rd, turn left onto Highway 1 (WB).
10. **Aldergrove (3365 264th Street)**
    From Highway 1 (WB), take 264th Street exit, turn right onto 264th Street, proceed to 3365 264th Street. Alternatively, from 3365 264th Street, proceed north on 264th Street, turn right onto Highway 1 (EB) on-ramp.

Peace River District

Rocky Mountain Doubles up to 31 m Overall Length Maximum trailer wheelbase 12.5 m	Travel Times: **00:00 to 23:59**

1. **Highway 2 between Dawson Creek and the Alberta Border,** and to and from the clients' yards, as follows:

   a. 97th Avenue
   Inbound - Highway 2 to 8th Street, around the traffic circle, north up the Alaska Highway, right turn onto 15th Street and a left turn onto 97th Avenue into client's yard.
   Outbound - Right turn onto 97th Avenue: across 15th Street, along 97th Avenue. to Spinney Drive, along Spinney Drive to 8th Street, right turn onto 8th Street down to the traffic circle and continuing down 8th St. to Highway 2.

   b. 13th Street
   Inbound and Outbound
   Enter Dawson Creek via Highway 2, north to the Traffic Circle (Junction of Highway 2 and Highway 49), half way around the Traffic Circle, proceed north to Spinney Drive, left turn on Spinney Drive proceeding to 97th Avenue, left turn on 13th Street, right turn to client's yard at 9701 13th Street.

   c. 7th Street
   Inbound - Highway 2 to 8th Street, a right onto 120th Avenue to 7th Street, left on 7th Street into client's yard.
   Outbound - Left onto 7th Street, left onto 116th Avenue, left onto 8th Street to Highway 2.

   d. 112th Avenue
   Inbound - Highway 2 to 8th Street, right turn onto 112th Avenue into client's yard.
   Outbound - Left onto 112th Avenue, left turn onto 8th Street to Highway 2.

   e. Parkhill Road
   Inbound - Highway 2 to 8th Street, right turn onto 103rd Avenue into client's yard and/or continuing along 103rd Avenue across Rolla Road onto Parkhill Road into client's yard.
   Outbound - A left turn out of client's yard onto Parkhill Road, across Rolla Road to 103rd Avenue, along 103rd Avenue to 8th Street, left turn off of 103rd Avenue onto 8th Street, down 8th Street to Highway 2.

   f. 114th Avenue
   Inbound - Highway 2 to 8th Street, rights turn into 114th Avenue and into client's yard.
   Outbound - Left onto 114th Avenue, left onto 8th Street to Highway 2.

   g. Vic Turner Drive Option 1:
   Inbound - Highway 2 to Vic Turner Drive. Right turn onto Vic Turner Drive continuing along Vic Turner Drive, left turn into client's yard
   Outbound - From client's yard, right turn onto Vic Turner Drive, continuing along Vic Turner Drive, left turn onto Highway 2

h. Vic Turner Drive Option 2:

Inbound - Right turn onto Vic Turner Drive at Airport, right turn onto Vic Turner Drive, right turn into client's yard

Outbound - From client's yard, left turn onto Vic Turner Drive, left turn onto Vic Turner Drive at Airport, left onto Highway 2

Vancouver Island Corridors	
Rocky Mountain Doubles up to 32 m Overall Length and Turnpike Doubles up to 41 m Overall Length Maximum trailer wheelbase 12.5 m	Travel Times: **18:00 to 06:00**

1. **Nanaimo (850 Jackson Road) to Campbell River (1611 Coulter Road)**
   Jackson Road to Maughan Road, turn right onto Maughan Road, Maughan Road turns into MacMillan Road, turn left onto MacMillan Road, continue onto Highway 19, Highway 19 to Coulter Road, turn right onto Coulter Road, turn right into 1611 Coulter Road.
2. **Campbell River (1611 Coulter Road) to Nanaimo (850 Jackson Road)**
   Coulter Road to Highway 19, turn left onto Highway 19, Highway 19 to MacMillan Road, exit right onto MacMillan Road, MacMillan Road turns into Maughan Road, Maughan Road to Jackson Road, turn right onto Jackson Road, turn right onto 850 Jackson Road.
3. **Nanaimo (180 Front Street) – Travel from 00:01 to 06:00 only**
   Inbound and Outbound
   From 180 Front Street, continue straight onto Esplanade, turn left onto Nicol Street (Highway 1 SB), turn left onto Nanaimo Parkway (Cedar Rd).

Alberta:

Multi-Lane Highways:

- All multi-lane highways with four or more driving lanes
- Hwy. 1A from the Calgary City Limits east to Jct. Hwy. #1
- Hwy. 11A from Hwy. 2 east to Gaetz Avenue, Red Deer

Two Lane Highways:

Highway	***Section***
1A	Calgary to Jct. 22 Jct. 1 (Chestermere) to Calgary
2	USA boundary to Jct. 5 Jct. 5 to Jct. 3 Jct. 642 to Jct. 18 Jct. 49 (West of Donnelly) to Jct. 43 (North of Grande Prairie)
2A	Jct. 2 (Leduc) to Jct. 2 (near Morningside)
3	All
5	Jct. 2 to Lethbridge
8	Calgary to Jct. 22
9	Jct. 36 to Saskatchewan Jct. 1 to Drumheller
11A	Jct. 2 to Gaetz Avenue (Red Deer)
12	Jct. 2 to Veteran
13	Jct. 2A to Camrose
14	Edmonton to Sask. border
15	Edmonton to Jct. 45 (South of Bruderheim)
16	West of Hinton to East Jasper Park Gates
17	Jct. 14 South to the Sask. border
18	Jct. 2 to Westlock
20	Jct. 53 to Rimbey
21	Jct. 12 to Jct. 13
22	Jct. 8 to Jct. 1 Jct. 1 to Jct. 1A
22X	Calgary to Jct. 24
23	Jct. 2 to Jct. 3
28	Jct. 28A to Jct. 63 Jct. 63 to Bonnyville
28A	Edmonton to Jct. 28
35	Jct. 2 to NWT border
36	Jct. 1 to Jct. 9 Jct. 14 to Jct. 16 Jct. 28 to Lac La Biche
39	Jct. 2 to Calmar
43	Valleyview to Crooked Creek Wembley to BC border
44	Jct. 16 to Westlock
49	Jct. 43 (Valleyview) to Jct. 2 (West of Donnelly) Jct. 2 (near Rycroft) to McLennan
52	Jct. 5 to Raymond
53	Jct. 2A (Ponoka) to Jct 20
55	Jct. 63 to Athabasca
63	Jct. 28 to Ft. McMurray
69	Jct. 63 to South Industrial Park in Ft. McMurray
901	Jct. 22X to Jct. 1

Saskatchewan:

- Carriers are responsible for obtaining approval for routes within urban municipalities (ex. Regina, Saskatoon, North Battleford, Lloydminster, etc)

Multi-Lane Highways:

- Hwy #1 from the Manitoba/Saskatchewan border to the Alberta/Saskatchewan border
- Hwy #11 from Regina to Prince Albert
- Hwy #16 from Saskatoon to Lloydminster

Two Lane Highways:

Highway	***Section***
2	Jct 11 (south of Prince Albert) to La Ronge
3	Jct 23 (Crooked River) to Prince Albert
4	Jct 14 (Biggar) to Jct 1 (Swift Current) Jct 16 (North Battleford) to Meadow Lake
6	Jct 39 to Jct 3
7	Saskatoon to AB border
9	Jct 1 to Yorkton
10	Jct 1 to Yorkton
12	Saskatoon to Martensville
14	Saskatoon to AB border
16	Saskatoon to MB border
17	Jct 14 (Macklin) to AB border (south of hwy 40)
22	Jct 9 to Esterhazy
29	Jct 40 to Jct 14
35	Jct 3 to Nipawin
39	US border to Jct 1
40	Jct. 4 to Jct 29
41	Jct 5 (near Saskatoon) to Jct 6 (Melfort)
41 A	Jct 41 to Jct 3

Note: Hours of operation restrictions may apply.

Manitoba:

Multi-Lane Highways:

The following are the approved Multi-Lane Highways in Manitoba. It should be noted that carriers are responsible for obtaining approval for routes within urban municipalities (e.g. Winnipeg, Brandon, etc)

- PTH 1 from the Manitoba-Saskatchewan border to its west junction with PTH 100;
- PTH 1 from a point 5.5 km west of its east junction with PTH 100 to Pipeline Road, 4 km west of Falcon Lake Access;
- PTH 1A The City of Portage la Prairie from the east junction of PTH 1 to the west junction of PTH 1;
- PTH 5 – PTH 1 to 5.0 km south;
- PTH 7 from a point 1.5 km south of PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101);
- PTH 12 from the north boundary of the City of Steinbach to its junction with PTH 1;
- PTH 29 from the Canada-U.S. border to its junction with PTH 75;
- PTH 59 from its junction with PTH 100 to a point 1.4 km north of PTH 100 (PTH 100 to City of Winnipeg boundary);
- PTH 59 from a point 0.3 km south of PTH 101 to its junction with PTH 101 (City of Winnipeg boundary to PTH 101);
- PTH 75 from its junction with PTH 29 to a point 4 km south of PTH 100 (PTH 29 to City of Winnipeg boundary);
- PTH 100 and PTH 101;
- PTH 190 (CentrePort Canada Way) - The entire length of the highway, and
- PR 221 from a point 1.8 km west of PTH 101 to its junction with PTH 190.

Two Lane Highways:

The following are the approved Two Lane Non-Divided Highways in Manitoba. It should be noted that carriers are responsible for obtaining approval for routes within urban municipalities (e.g. Winnipeg, Brandon, etc)

- PTH 1E from its junction with Pipeline Road East to its junction with the Manitoba-Ontario border;
- PTH 3 from its junction with PTH 100 to a point 8.4 km east of PTH 100 (PTH 100 to City of Winnipeg boundary);
- PTH 16 from its junction with PTH 1W to its junction with the Manitoba/Saskatchewan Border.
- PTH 110 – PTH 1 to Richmond Avenue

Appendix C

Exceptions

British Columbia

- Maximum overall length, maximum trailer wheelbase and travel times are route-specific.
- Tractor power to Gross Vehicle Weight (150 kg/hp)
- Electronic log book recorder and an onboard recording device which measures speed and time are required
- Engine Retarder or Driveline Retarder is required

Alberta

Saskatchewan

Manitoba

- The overall length limit for Rocky Mountain Doubles on two lane roads is 32.5 m.
- Tridem axle group weight limit: 3.0 – < 3.6 m spread (23,000 kg)
- Not valid for left hand turns except at intersections identified as part of the Approved Routes or the routes listed below:
    - PTH 75 at PR 200, Emerson (This location used to be identified as PTH 29 & PTH 75)
    - PTH 1 and PTH 10 South (18th Street, Brandon)
    - PTH 1 and PTH 10 North (1st Street, Brandon)
    - PTH 1 and King Street, Virden
    - PTH 1 and PR 248, Elie
    - PTH 1 and Coverall Service Road (Husky), Headingley
    - PTH 1 and Camp Manitou Road (Flying J), Headingley

Appendix D

LCV Policy Coordination Committee

The Committee will include a representative appointed from each of the participating provincial and territorial departments of transportation, and one representative from each of the provincial or territorial trucking associations within the region addressed by the MOU.

The responsibilities of the Committee will include:

1. Monitoring the progress of jurisdictions in implementing this memorandum, and any revisions to this memorandum approved by the Ministers, and report annually on that progress.

2. Develop and advance recommendations for amendments to this memorandum for consideration by Ministers.

3. Receive and review submissions for amendments to policies or permit conditions relating to LCV operations.

4. Prepare and maintain an information guide for operation of LCV's within the western region, based on the provisions of this memorandum and provincial/territorial requirements.

5. Recommend any new cooperative studies or research needed to further develop or amend Appendix A, or to monitor the effectiveness of the implementation.