



**SUBJECT: Amendments to Commercial Vehicle Weights and Dimensions by General Authorization (bus load sharing ratio, auxiliary power unit weight allowances, and axle track width requirements for trailers equipped with super single tires)**

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Managers, Victoria	Passenger Transportation Board	Commercial Transport Insp.
Regional CVSE Managers	Passenger Transportation Branch	(Inspection Stations)
Area Vehicle Inspectors	Carrier Safety Inspectors	ICBC
Deputy Director, CVSE	Government Agents	Supt of Motor Vehicles
ADM, Highways Department	Law Enforcement Agencies	Trucking Industry

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### **PURPOSE OF CIRCULAR**

To advise industry, staff and the general public that Commercial Vehicle Safety and Enforcement (CVSE) will be enacting changes to commercial vehicle weights and dimensions by general authorization. This allowance is authorized pursuant to the general authority granted to the Director of CVSE under section 7.02(1) of the Commercial Transport Regulations (CTR).

### **BACKGROUND**

National standards for weight and dimension limits for heavy commercial vehicles used in inter-provincial transportation are contained in the Memorandum of Understanding Respecting a Federal/Provincial/Territorial Agreement on Vehicle Weights and Dimensions (MOU). In October 2009, the Council of Deputy Ministers responsible for transportation and highway safety approved three changes to the MOU, those changes being:

- Removal of the requirement for Intercity Buses and Recreational Vehicles to have a 2:1 load sharing ratio on the last axle group of the vehicle;
- Allowance for an additional 225kg of weight for tractor-semitrailer configurations where the power unit is equipped with auxiliary power units (APUs); and
- Amendment to the current minimum axle track width for axles equipped with super single tires to 2.45m.

To promote consistency and national harmonization, BC has committed to bringing these changes into force immediately through general authorization. The CTR will be amended in the future to reflect these changes.

## **IMPLEMENTATION**

### **1. Buses**

Currently, Appendix C of the CTR requires that when buses have more than one axle at the rear, the load carried by the group must be distributed between axles in a ratio corresponding to the number of tires on each axle (2:1 ratio). This weight distribution ratio is no longer required effective immediately.

### **2. Weight Allowance for Truck Tractors and Straight Trucks equipped with APUs**

Compliance Circular 04/10, [http://www.cvse.ca/CTPM/Com\\_Circulars/2010/100510\\_comp\\_circ\\_04-10.pdf](http://www.cvse.ca/CTPM/Com_Circulars/2010/100510_comp_circ_04-10.pdf) issued in 2010 by CVSE, already permits an additional weight allowance of 225 kg for truck tractors and straight trucks equipped with APUs. These vehicles will still be required to report to an inspection station for confirmation of the installation of the APU and obtain an approved decal.

### **3. Minimum Axle Track Width Requirements for Axles fitted with Super Single Tires**

Currently, the CTR requires that the minimum axle track width for trailers manufactured after December 31, 2009 and equipped with super single tires be no less than 2.5m and no more than 2.6m. Effective immediately, trailers manufactured after December 31, 2009 and equipped with super single tires will be allowed to have a minimum axle track width of 2.45m. The maximum axle track width requirement remains at 2.6m.

## **MORE INFORMATION**

For more information on these changes, please contact Jan Lansing, Commercial Transport Advisor, CVSE, at (250) 953-4026 ([Jan.Lansing@gov.bc.ca](mailto:Jan.Lansing@gov.bc.ca)) or Jeff Monty RPF, Manager Commercial Transport, CVSE at (250) 953-4017 ([Jeff.Monty@gov.bc.ca](mailto:Jeff.Monty@gov.bc.ca))



Brian Murray  
Director, Commercial Vehicle Safety and Enforcement Branch  
Ministry of Transportation & Infrastructure