

New Vehicle Weights and Dimensions on Classes of Highways Regulation (M.R. 155/2018) takes effect February 15, 2019

Effective February 15, 2019, Manitoba Infrastructure is reducing regulatory requirements for commercial vehicle operators in Manitoba by eliminating the non-Road Transportation Association of Canada (RTAC) standard from the Vehicle Weights and Dimensions on Classes of Highway Regulation. This will provide a single standard for vehicle weights and dimensions. The existing RTAC standard remains the legal standard in the new regulation.

Why change the regulation?

- Moving to a single standard for vehicle weights and dimensions will create a less complex system, and make it easier to develop, implement and enforce new policies and regulations.
- The change harmonizes the provincial regulations adopted by the New West Partnership Trade Agreement partners of British Columbia, Alberta, Saskatchewan and Manitoba. This will help reduce barriers that affect the efficient transportation of goods across western Canada.
- A single vehicle standard simplifies permit processes and may lead to more permit self-issuance in a new Overweight/Over-dimensional permitting system.

How will this affect you?

- Companies can continue operating existing non-RTAC equipment under permit. Permit fees may apply. Non-RTAC vehicles will continue to fall within legal length, height and width requirements.
- Permits will no longer be required for long-wheel-base semi-tractors, full and semi-trailer lift axles and tandem steer axles with a spread of 1.0 m to 2.2 m.
- If vehicles have short interaxle spacing that does not meet interaxle spacing requirements, they will require a permit to operate legally.
- The amended regulation applies to all relevant vehicles. Any impact, including permit fees, will apply to individual vehicles. The total impact on companies will depend on the number of non-RTAC vehicles they own.

How will the regulation changes be evaluated?

- In the first year following implementation, Manitoba Infrastructure will gather feedback from Motor Carrier Enforcement officers and consult with permit services to determine the impact of the changes.
- Existing Manitoba Infrastructure committees will regularly gather industry feedback to help assess the impact of the regulatory changes and respond to any issues through regulatory amendments or policy changes where appropriate.

For more information, contact Permit Services at **1-877-812-0009**
or visit: <https://www.gov.mb.ca/mit/mcd/index.html>.

What will change?

***If you are currently operating an RTAC vehicle, there will be no significant changes.**

Specific Item	Former regulation (M.R. 575-88)	New regulation (M.R. 155/2018)	Impact/Accommodation/Benefit
Axle group(s) weight changes	Non-RTAC vehicles were allowed a lower maximum permissible gross axle group weight than RTAC vehicles.	The change will require a single maximum permissible gross axle group weight for each axle group type. This will apply to all vehicle configurations.	Non-RTAC vehicles are still allowed to maintain previous non-RTAC maximum weight, under permit. Permit fees may apply.
Inter-axle spacing changes	Vehicles with short interaxle spacing are more damaging to the highway infrastructure. This regulation stipulated that inter-axle spacing requirements for non-RTAC vehicles are different than the interaxle spacing requirements for RTAC vehicles. RTAC vehicles typically have longer interaxle spacing, which is the rationale for allowing higher permissible gross axle group weights on RTAC configurations.	This change now requires a single set of interaxle spacing requirements that will apply to all vehicle configurations. Vehicles which do not meet the interaxle spacing requirements will be required to obtain a permit and will be subject to a reduction in weight (see downloading factor changes below).	Permits for non-conforming vehicles will be available. Permit fees may apply.
Downloading factor changes	If a vehicle did not meet the interaxle spacing requirements for a RTAC vehicle, it was deemed to be non-RTAC and subject to lower maximum permissible axle group weights. If the vehicle also does not meet non-RTAC interaxle spacing, permissible axle group loading is further reduced, using the downloading factor. The downloading factor is a calculation that requires a reduction in weight of 330 kilograms for every 0.1 metre that the inter-axle spacing is short of the prescribed requirement.	Under the new regulation, the formula will be changed to require a 500 kilogram reduction in weight for every 0.1 metre reduction in interaxle spacing, from what is prescribed in the regulation. The change aligns the downloading formula with Alberta and Saskatchewan. The reduction in weight recognizes that a shorter-than-legal interaxle spacing causes more pavement damage.	Non-RTAC vehicles are still allowed to maintain previous non-RTAC maximum weight, under permit. Permit fees may apply.
Rear overhang and other non-controlled dimensions	The former regulation did not control the rear effective overhang on non-RTAC vehicles.	Maximum rear effective overhang is 4 metres for straight trucks and 35 per cent of the trailer wheelbase for truck tractor combinations. The new regulation will control most vehicle dimensions that are currently not controlled.	Permits for non-conforming vehicles will be available. Permit fees may apply.
Winter weight changes	Specified axle groups on RTAC configurations were allowed an increase of ten per cent during the winter months. These weight increases were not applied to non-RTAC configurations.	The current RTAC winter weight allowances will now apply to all vehicle configurations.	Winter weight premiums continue to be applied to single and tandem axles only (steering and tridem axles continue to be excluded).
Legalization of lift axles for full/semi-trailer	Lift axles are designed to be lifted off the road's surface when not needed in order to reduce drag and improve fuel economy. Lift axles were only allowed for non-RTAC vehicles and permits are issued for RTAC vehicles.	Amendments now allow lift axles on all full and semi-trailers without a permit when operated in accordance with the prescribed conditions.	Not required.
Changes to lighting, signs and pilot vehicles	Pilot vehicle definitions, equipment requirements and signage requirements were slightly different in Manitoba than in other western jurisdictions.	Amendments have allowed harmonization with western counterparts on the following: the specifications of over-dimensional signs allowed in Manitoba; updating and harmonizing equipment standards; and defining pilot vehicles and requirements for pilot vehicles.	Not required