

John Levi

From: @MTO-R-Toronto-Vehicle Weight & Dimension Reform Project [VWDReforms@ontario.ca]
Sent: Friday, March 26, 2010 10:29 AM
Subject: Release of Revised Technical Consultation Paper - Phase 4 Vehicle Weight and Dimension Reforms
Attachments: Consultation Paper Phase 4 - Final Mar25.pdf

In November 2009, MTO released a technical consultation paper entitled “Proposed Regulatory Changes - Vehicle Weight and Dimension Reforms Phase 4 – introduction of remaining Safe, Productive, Infrastructure-Friendly (SPIF) vehicles and simpler heavy vehicle weight calculations”.

Since that time the ministry has received numerous submissions and comments related to different aspects of the proposals. MTO staff also met with a large number of stakeholder groups to ensure full understanding of the proposals and to hear comments and concerns about the impact on specific segments of the trucking industry. As a result, a number of adjustments to the proposed regulatory changes have been introduced in an attempt to address those issues while still meeting the objectives of weight and dimension reforms. The attached revised document incorporate the changes with all modifications highlighted in yellow.

Any further comments should be submitted as soon as possible, but not later than April 30, 2010 to the Project Leader at: VWDreforms@ontario.ca. Please feel free to share this document with other interested parties.

Ron Madill
Co-ordinator Vehicle Weights and Dimensions
Ontario Ministry of Transportation
(519) 473-6543
Ron.Madill@ontario.ca



**Proposed Regulatory Changes
Vehicle Weight and Dimension Reforms**

Phase 4 – introduction of remaining Safe, Productive, Infrastructure-Friendly (SPIF) vehicles and simpler heavy vehicle weight calculations

**Technical Consultation Paper
(Revised to Reflect Comments Received)**

Ministry of Transportation
Transportation Policy Branch
March 2010



MAIN REVISIONS INTRODUCED AFTER COMMENTS RECEIVED

MODIFICATION	REASON FOR MODIFICATION	PAGE
– Introduce dimensional exemption for SPIF #3.	– Allow existing semi-trailers to be converted to SPIF.	10
– Allow all SPIF vehicles with steerable lift-axes to have automatic controls that raise or lower the axle depending on vehicle weight.	– Provide additional industry flexibility.	10
– Express minimum front axle weight as a percentage of gross vehicle weight.	– More straightforward method of expressing this requirement.	18 to 31
– Exempt overhanging boom of a rear-facing crane from effective rear overhang.	– Booms require additional overhang space into an area that does not present a safety concern.	18 to 31
– Increase inter-axle spacing allowance for the auxiliary axle on Truck #B(1) and allow it to be forced-steer or self-steer.	– Provide additional industry flexibility and improve harmonization with Quebec.	22
– Truck #B(1) and #D liftable axle must not be deployed unless a specified minimum axle weight is achieved.	– Address dynamic performance issues on lightly loaded trucks.	22 & 26
– Modify twin-steer front axle spread and minimum wheelbase in Truck #C.	– Wide spread twin-steers are accommodated in Truck B(1).	24
– Modify wheelbase requirements of Truck #D.	– Better match requirements of dump industry.	26
– No vehicle, whether SPIF or non-SPIF, may be loaded beyond its gross axle weight ratings (GAWR). If no written verification of GAWR, no axle may be loaded beyond the sum of the maximum load ratings as marked on the tire sidewalls.	– Ensures there is effective controls to prevent overloaded vehicles.	Appendices A -F
– Clarify weight allowances related to tag axles on buses.	– Better accommodate industry practices.	46 to 49

Table of Contents

- 1) Purpose of this Document
- 2) Overview of Vehicle Weight & Dimension (VW&D) Reforms
- 3) Expected Results
- 4) VW&D Reforms - Consultation Process
- 5) Highlights of Phase 4 Proposals

Appendix A – details of proposed Safe, Productive, Infrastructure-Friendly (SPIF) truck and truck-trailer combinations

Appendix B – details of proposed SPIF buses

Appendix C – details of proposed SPIF stinger-steer tractor-trailer

Appendix D – details of proposed SPIF saddlemount combination

Appendix E – revised Weight Limit Charts for the 13 SPIF tractor-trailer combinations

Appendix F – proposed non-SPIF allowable gross vehicle weight tables (for all non-SPIF vehicles that are not protected by grandfather provisions)

1) Purpose of this Document

This paper provides an overview of proposed changes to Ontario's allowable weights and dimensions of heavy commercial vehicles. This is the fourth and final phase of a broader Vehicle Weight and Dimension (VW&D) Reform Project that began in 2000. Phase 4 sets Safe, Productive, Infrastructure-Friendly (SPIF) standards for:

- Straight trucks,
- Truck-trailer combinations,
- Buses, and
- Specialty combinations (including stinger-steer tractor-trailers and saddlemount combinations).

SPIF tractor-trailer standards were set out in regulation in previous phases of the program.

This paper also includes proposed changes to Ontario's method of calculating allowable axle and gross vehicle weights which will impact all heavy commercial vehicles, including those addressed in previous phases. These changes are primarily intended to simplify the process of calculating allowable weights rather than substantially changing weight allowances.

All items in this document are proposed changes only. Vehicle purchase decisions should not be based on these proposals until amendments to the Highway Traffic Act (HTA) or its regulations are finalized. This paper is intended to provide interested persons, companies, organizations and governments the opportunity to review the proposed regulatory changes and provide comments or submissions to MTO. MTO officials are also prepared to meet directly with interested individuals and organizations to discuss these proposed reforms.

2) Overview of Vehicle Weight & Dimension (VW&D) Reforms In Ontario

Allowable weights and dimensions in Ontario are set out in the Highway Traffic Act (HTA). The HTA and associated regulations can be viewed at <http://www.e-laws.gov.on.ca/>. Ontario regulates vehicle weights in kilograms (kg) and dimensions in metres (m). Equivalent imperial measures can be calculated using 39.37 inches per metre and 2.2046 pounds per kilogram.

Certain truck and trailer configurations have been identified as causes of significant damage to roads and bridges. This is especially true of lift-axle equipped vehicles which are also known to have inherent safety issues. Recent research shows that these, and many other commercial vehicle configurations, do not meet nationally accepted performance criteria related to vehicle controllability, stability and ability to operate within highway lane space allowances.

The purpose of VW&D reforms is to cause a migration to vehicles designated as *Safe, Productive and Infrastructure-Friendly (SPIF)*. SPIF vehicles are equipped with axles that do not need to be raised for cornering. Just as importantly, SPIF vehicles must be designed to automatically distribute the weight between the axles to minimize impact on roads and bridges and ensure optimum dynamic performance.

SPIF vehicle weight and dimension standards are based on bridge and pavement capabilities as well as vehicle dynamic performance characteristics. The approach to assess vehicle dynamic performance was originally sponsored and developed by the Canadian Council of Motor Transport Administrators (CCMTA) and the Roads and Transportation Association of Canada (RTAC) in the mid 1980s. Tests, based on a series of computer simulated high-speed and low-speed manoeuvres, determine the vehicle's controllability and stability, and whether the vehicle can operate within an acceptable space envelope on public roadways.

Ontario's VW&D Reform Project is divided into four phases, with each addressing a separate group of vehicles. Phase 1 regulations were introduced in 2000 and addressed non-dump 'light' semi-trailers (semi-trailers with up to 3 axles). Phase 1 also introduced the self-steer quad semi-trailer into regulation, in coordination with Quebec.

Phase 2 regulatory amendments impacted dump semi-trailers built in or after 2003. Phase 3 amendments impacted non-dump 'heavy' semi-trailers (semi-trailers with 4 or more axles) and all double-trailer combinations built in or after 2006. In all three phases, existing vehicles were grandfathered for operation on Ontario highways.

The proposed approach for Phase 4 is similar to previous phases. Once new regulations are adopted, all new straight trucks, pony trailers, full trailers, buses and specialty combinations operating on Ontario highways must be built to and operate at SPIF standards or face a sanction. Sanctions may range from a significant reduction in the allowable gross weight of the vehicle to not being allowed to operate on public highways. Phase 4 vehicles built prior to the new regulations coming into effect will be grandfathered and may continue to operate at existing weight allowances.

Consultations on Phase 4 will be conducted over the coming months. New regulations are targeted for introduction in late 2010, and could come into effect in 2011. Charts included in this document refer to 2011 as notional date.

3) Expected Results

Four key objectives underlie Ontario's VW&D reform project:

Safer highways

Existing and proposed SPIF vehicles have been subjected to rigorous performance analysis and improve the level of control and stability compared to the vehicles they replace. Drivers of SPIF vehicles find them 'more forgiving' if a mistake is made or an emergency manoeuvre is necessary. Whether making a normal turn at an intersection, or an emergency high-speed avoidance manoeuvre, trailers do not follow the same path as the truck or tractor. SPIF combination vehicles are designed to operate within an acceptable amount of space to minimize risk of colliding with other vehicles, pedestrians and roadside objects.

Eliminating the use of standard lift-axles on SPIF vehicles in Ontario avoids the severe overloading of remaining axles and associated risk.

Less infrastructure damage

Certain heavy truck configurations (especially those equipped with rigid lift-axles) cause hundreds of millions of dollars of avoidable damage to Ontario roads and bridges each year. Some of this damage, such as pavement rutting, is readily apparent. Other types of damage include cumulative stress and fatigue leading to premature wear of bridges and roads. This shortens their effective life and results in the need for more frequent and costly replacement or rehabilitation. MTO's objective is to reduce the damage to infrastructure.

Highly productive vehicles

In addition to improving highway safety and reducing infrastructure damage, a primary focus of VW&D reforms is to maximize heavy vehicle productivity for business. This includes:

- Providing a wide range of SPIF configurations to meet the different operational requirements of Ontario businesses;
- Ensuring maximum payload opportunities on SPIF vehicles within the constraints of dynamic performance and infrastructure protection;
- Ensuring SPIF vehicles are consistent with inter-jurisdictional VW&D harmonization agreements;
- Ensuring a fair and level playing field through the transition to SPIF vehicles.

Less regulatory burden

Another goal of VW&D reforms is to reduce the complexity of Ontario's vehicle weight and dimension regime once the transition to SPIF vehicles is complete. Less complex rules lead to improved compliance and enforcement which, in turn, further improve highway safety and infrastructure protection.

4) VW&D Reforms - Consultation Process

To develop the proposals in this paper MTO undertook technical research to understand the numbers, types and characteristics of the vehicles included in Phase 4 of this project. A broad range of potential vehicles were examined from a technical feasibility, safety, infrastructure and productivity standpoint.

MTO engaged the National Research Council of Canada to undertake computer simulations of the dynamic performance of existing trucks and truck-trailer combinations as well as potential SPIF alternatives. The resulting performance measures provide a reliable indication of each vehicle's performance and whether vehicles meet nationally accepted targets for stability, vehicle control and space occupied during high and low-speed turns and emergency avoidance manoeuvres.

Results of the analysis and computer simulations indicate that some prospective SPIF configurations do not meet performance targets. Due to unacceptable stability levels or control, these configurations were eliminated from consideration. Other configurations required modifications to originally proposed dimensions or weight allowances to bring them within acceptable performance targets. Stakeholder feedback is extremely valuable in these cases as there may be different methods of achieving the desired result.

The first version of this Technical Consultation Paper was released to stakeholders in November 2009. Since that time, MTO staff have received numerous submissions and have met with a large number of stakeholder groups. A number of issues surfaced during these consultations and, in many cases, it has been possible to make adjustments to the proposed changes to address or partially address concerns. These changes are reflected in this revised version of the Technical Consultation Paper with all changes highlighted in yellow.

Any further comments should be submitted as soon as possible, but no later than April 30, 2010 to:

Project Leader
VW&D Reform Project
Goods Movement Policy Office
Ministry of Transportation, Ontario
777 Bay Street, 30th floor
Toronto, Ontario M7A 2J8

email: VWDR reforms@ontario.ca
fax: (416) 585-7204

5) Highlights of Phase 4 Proposals

a) New vehicles must be built to SPIF standards

Once Phase 4 of VW&D reforms is complete and the regulations are adopted any new heavy straight truck¹ and truck-trailer combination operating on Ontario public highways will need to be built and operated to SPIF vehicle weight and dimension standards. The proposed standards are set out in Appendix A

Buses operating on Ontario public highways will need to continue to meet SPIF vehicle weight and dimension standards as specified in Appendix B. In the past, truck weight and dimension limits often also applied to buses. Although the limits for buses would remain largely unchanged, it is proposed to show them as separate SPIF vehicles in regulation.

Vehicles built after the effective date that do not meet the SPIF standards will be subject to the dimension and weight limits of Parts VII and VIII of the Highway Traffic Act as well as the reduced allowable gross weight limits specified in Appendix F.

b) Existing vehicles will be grandfathered

Any straight truck, truck-trailer combination, bus or specialty combinations built prior to the new regulations taking effect that does not meet SPIF standards is grandfathered and may continue to operate at existing weight and dimensional allowances as specified in Parts VII and VIII of the Highway Traffic Act until at least December 31, 2020.

Depending on the year of manufacture, this grandfather period may be extended. Starting in 2021, special annual permits will be available for vehicles built in 2006 through 2010 until the end of the year in which the vehicle reaches 15 years from date of original manufacture.

Years in which Extended Grandfathering Permits will be Available

	2021	2022	2023	2024	2025
Vehicle built in 2006	x				
Vehicle built in 2007	x	x			
Vehicle built in 2008	x	x	x		
Vehicle built in 2009	x	x	x	x	
Vehicle built in 2010	x	x	x	x	x

At the expiry of grandfather protection, non-SPIF vehicles will remain subject to the dimension and weight limits of Parts VII and VIII of the Highway Traffic Act as well as being subject to the reduced allowable gross weight limits specified in Appendix F.

¹ Note the distinction between a ‘truck’ and a ‘tractor’. A tractor is defined as “a commercial motor vehicle designed to draw one or more semi-trailers to which it is coupled by means of a fifth wheel assembly”. A truck refers to any other commercial motor vehicle not designed to transport passengers.

c) Aggregate reduction does not apply to SPIF vehicles

Once new regulations are adopted, the special gross weight calculation for ‘aggregate vehicles’ will no longer apply to trucks and truck-trailer combinations meeting all SPIF standards as specified in Appendix A.

d) SPIF Stinger-Steer Tractor-Trailer

Once new regulations are adopted, Stinger-Steer Tractor-Trailers meeting all SPIF standards as specified in Appendix C will be able to operate on Ontario highways at the weights specified in the Weight Limit Chart. Special permits for Stinger-Steer Auto Haulers will no longer be required or available beyond this date.

e) SPIF Saddlemount Combination

Once new regulations are adopted, Saddlemount Combinations meeting all SPIF standards as specified in Appendix D will be able to operate on Ontario highways.

f) Revised ‘Weight Limit Charts’ will apply to SPIF tractor-trailers

Once new regulations are adopted, the weight limit charts for each of the 13 designated SPIF tractor-trailer combinations will be replaced with charts as specified in Appendix E. These charts are intended to simplify weight limits and should not cause significant changes to current allowances. Many of the ‘SPIF Qualifying Preconditions’ have been incorporated into the Weight Limit Chart. Exceeding these limits will result in an overweight infraction rather than a more onerous SPIF disqualification.

g) Non-SPIF vehicles will be subject to a new gross weight table

Once new regulations are adopted, all non-SPIF vehicles (other than those protected by grandfather provisions) will be subject to the reduced allowable gross vehicle weight limits specified in Appendix F. These simplified tables will replace the current 29 vehicle weight tables which are used in combination with non-SPIF weight penalties to determine allowable gross vehicle weight.

h) Elimination of the 29 Gross Weight Tables (summary)

SPIF Vehicles - The allowable gross weight of all SPIF vehicles will be as specified in the Weight Limit Chart for each SPIF vehicle or accompanying table. In many cases, the allowable gross vehicle weight is simply the sum of the axle weights with occasional reference to a simplified table of weight maximums based on the vehicle's base length and/or number of axles. There will be no requirement to go through the complicated exercise of cross-checking allowable weights from Vehicle Weight Tables 1 through 29 as well as B-train Tables A and B.

Non-SPIF Vehicles – The allowable gross weight of vehicles not meeting SPIF standards (other than those protected by grandfather privileges) will be determined from two simplified tables as specified in Appendix F. These tables incorporate reductions in allowable weights which are intended to discourage the use of non-SPIF vehicles as well as address infrastructure and dynamic performance concerns.

Non-SPIF Vehicles Protected by Grandfather – The allowable gross weight of grandfathered vehicles will continue to be calculated based on axle weight allowances contained in Part VIII of the Highway Traffic Act as well as the 29 Vehicle Weight Tables.

Once the grandfather protection for all non-SPIF vehicles has expired, the 29 Vehicle Weight Tables will be eliminated from regulation.

i) Elimination of maximum allowable weights – single unit vehicles

Once new regulations are adopted, Reg 413/05, Section 36.1 (formerly Regulation 573) regulating maximum allowable gross vehicle weights for small single unit vehicles will be eliminated.

j) Adjustments to semi-trailer track width requirements

Once new regulations are adopted, the track width for semi-trailers built in 2010 and after and equipped with wide single tires will be reduced from 2.5m to 2.45m. This will generally allow 2 inch offset wheels to be mounted on standard 77.5 inch axles. Any retrofit of these trailers from dual tires to single tires will require a manufacturer's re-rating of the axles.

k) SPIF #3 (Self-Steer Quad) Dimensional Exemption

Semi-trailers up to 14.65m which were built prior to 2006 currently qualify as SPIF even if they do not meet wheelbase (dimension 11) and track width (dimension 19) requirements. It is proposed that such trailers will also be exempt from inter-vehicle-unit distance (dimension 13) provided this distance is not less than 4.5m.

l) Lift controls standardized for all steerable lift-axes on SPIF vehicles

It is proposed that the restrictions on controls to raise and lower self-steer axles on semi-trailers will also apply to trucks and their trailers. These restrictions currently state that:

SPIF vehicles must not be equipped with controls that would allow the driver to lift or deploy the steerable lift-axle(s) from the cab of the truck or tractor unless equipped with cab controls that only allow the axle to be raised when the emergency 4-way flashers are activated and the vehicle speed is 60 kph or less. Automatic controls that raise the axles when the vehicle is reversing are also acceptable.

In addition, it is proposed that any SPIF vehicle may be equipped with automatic controls that raise or lower steerable lift-axles based on whether the vehicle is lightly or heavily loaded.

m) No vehicle may be loaded beyond its gross axle weight ratings (GAWR)

Currently, no axle on a SPIF vehicle may be loaded beyond its GAWR. If no written verification of the front axle GAWR is available, the allowable front axle weight is 5,000 kg. It is proposed that, if no written verification of GAWR is available:

- a) the front axle shall not be loaded beyond the lower of: 5,000 kg or the sum of the maximum tire load ratings as specified on the tire sidewalls;
- b) any other axle shall not be loaded beyond the sum of the maximum tire load ratings as specified on the tire sidewalls.

Currently, the front axle of any non-SPIF vehicle may not be loaded beyond its GAWR. If no written verification of GAWR is available, the allowable front axle weight is 5,000 kg. In addition to this, it is proposed that for vehicles manufactured in or after 2011, no axle of any non-SPIF vehicle shall be loaded beyond its GAWR. If no written verification of GAWR is available:

- a) the front axle shall not be loaded beyond the lower of: 5,000 kg or the sum of the maximum tire load ratings as specified on the tire sidewalls;
- b) any other axle shall not be loaded beyond the sum of the maximum tire load ratings as specified on the tire sidewalls.

BLANK PAGE

List of Appendices

Appendix A – details of proposed SPIF truck and truck-trailer combinations

Appendix B – details of proposed SPIF buses

Appendix C – details of proposed SPIF stinger-steer tractor-trailer

Appendix D – details of proposed SPIF saddlemount combinations

Appendix E – revised Weight Limit Charts for the 13 SPIF tractor-trailer combinations

Appendix F – proposed non-SPIF allowable gross vehicle weight tables (for all non-SPIF vehicles not protected by grandfather provisions)

BLANK PAGE

Appendix A – Proposed SPIF Trucks and Truck-Trailer Combinations

Vehicles meeting the following descriptions and dimensional limits will qualify as SPIF vehicles and may operate at weights shown in the Weight Limit Charts. Any truck or truck-trailer combination built after the new regulations are adopted that does not qualify as SPIF is subject to the dimension and weight limits specified in Parts VII and VIII of the Highway Traffic Act as well as the reduced allowable gross vehicle weights in Appendix F of this paper.

There are 7 designated SPIF trucks and 5 designated SPIF trailers listed in the following pages. The trucks may operate as a single vehicle or, in most cases, may be combined with any of the SPIF trailers. The allowable gross weight of truck-trailer combinations is limited by two weight tables that consider the combination's overall base length and total number of axles.

Note that existing trucks and trailers (those built prior to the new regulations been adopted) are exempted from some of the dimensional requirements and will qualify as SPIF even if they do not meet those dimensional limits.

It is proposed that the liftable axle on SPIF trucks #B(1) and #D may not be deployed if the resulting weight on the self-steer axle is less than 3,000 kg or 4,000 kg respectively.

As with SPIF tractor-trailer combinations, SPIF trucks and truck-trailer combinations must not be equipped with controls that would allow the driver to lift or deploy the self-steering or forced steering axles from the cab of the truck unless equipped with cab controls that only allow the axle to be raised when the emergency 4-way flashers are activated and the vehicle speed is 60 kph or less. Automatic controls that raise the axles when the vehicle is reversing are acceptable and it is also proposed that any SPIF vehicles may be equipped with automatic controls that raise or lower steerable lift-axles based on whether the vehicle is lightly or heavily loaded.

Charts included in this appendix refer to 2011 as notional date.

BLANK PAGE

List of Phase 4 Potential SPIF Straight Trucks and Trailers

Straight Trucks

- A. 2-axle straight truck (2 axles total)
- B. Tandem-axle straight truck (3 axles total)
- B(1). Tandem-axle straight truck plus auxiliary axle (4 axles total)
- C. Twin-steer tandem-drive straight truck (4 axles total)
- D. Self-steer triaxle straight truck (4 axles total)
- E. Tridem-drive straight truck (4 axles total)
- F. Twin-steer tridem-drive straight truck (5 axles total)

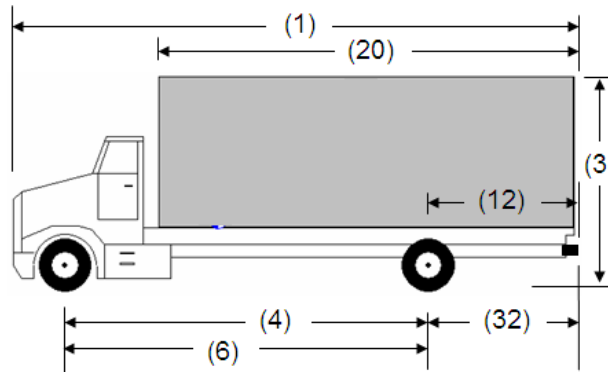
Trailers that above trucks may pull

- J. Fixed-axle pony trailer (1, 2 or 3 axles on trailer)
- K. Self-steer triaxle pony trailer (3 axles on trailer)
- L. Full trailer (2, 3 or 4 axles on trailer)
- M. Self-steer triaxle full trailer (3 axles on trailer)
- N. Tridem axle full trailer (3 axles on trailer)

Pony Trailer – “means a vehicle that is designed to be towed by another vehicle, is equipped with a drawbar that is rigidly attached to the structure of the trailer, and is so designed and used that the preponderance of its weight and load is carried on its own axles.”

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 semi-trailer and a trailer converter dolly.”

SPIF #A
DESIGNATED VEHICLE A — 2-AXLE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle A is a 2-axle straight truck with a front single steering axle and rear single drive-axle. The front axle weight must be at least **30% of the gross vehicle** weight at all times.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #A)

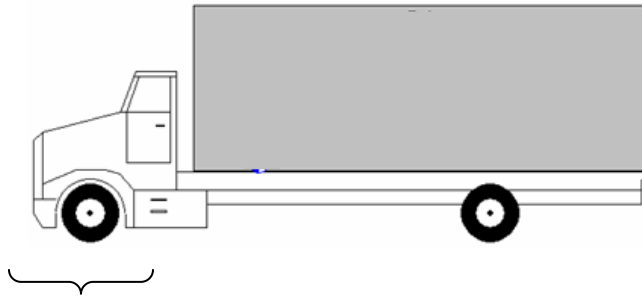
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(4)	Inter-axle Spacing	Min. 3.0m
	(6)	Wheelbase	Not Controlled
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 1.8m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (12) and (32) do not apply if the truck was built before 2011.

** **The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.**

**SPIF #A
DESIGNATED VEHICLE A — 2-AXLE STRAIGHT TRUCK**



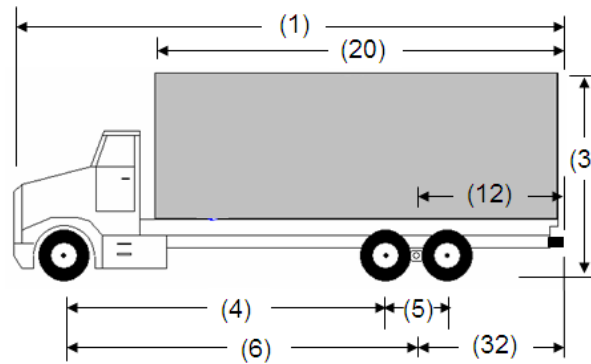
Front axle must not weigh less than 30% of the gross vehicle weight

SPIF #A – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle rating	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Drive Axle	Max. 10,000 kg (9,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

SPIF #B
DESIGNATED VEHICLE B — TANDEM-AXLE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle B is a 3-axle straight truck with a front single steering axle and rear tandem drive-axle. The front axle weight must be at least 23% of the gross vehicle at all times.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #B)

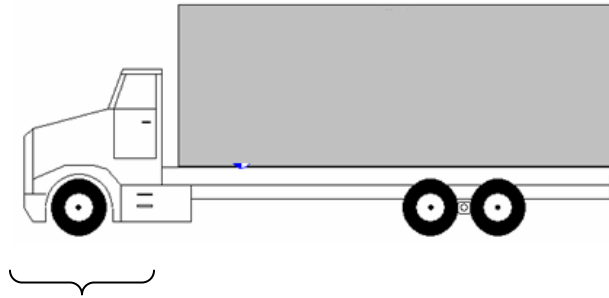
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Not Controlled
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 1.8m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (12) and (32) do not apply if the truck was built before 2011.

** The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.

**SPIF #B
DESIGNATED VEHICLE B — TANDEM-AXLE STRAIGHT TRUCK**



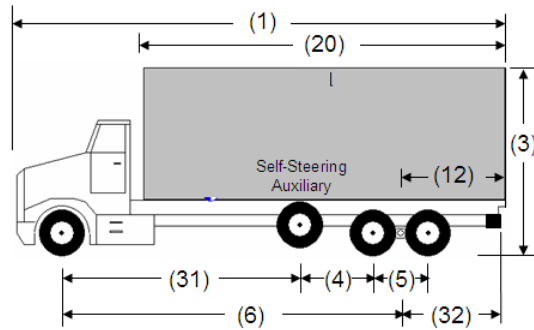
Front axle must not weigh less than 23% of the gross vehicle weight

SPIF #B – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tandem Drive Axle by spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart). AGVW shall not exceed:
Base Length (BL) – means the distance from the centre of the front axle to the centre of the last axle of the vehicle.	- 25,000 kg if BL is less than 4.5m - 26,000 kg if BL is 4.5m to less than 4.7m - 27,000 kg if BL is 4.7m to less than 4.9m - 28,100 kg if BL is 4.9m or more

* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

SPIF #B(1)
DESIGNATED VEHICLE B(1) — 3-AXLE STRAIGHT TRUCK PLUS AUXILIARY AXLE



Vehicle Description

SPIF Vehicle B(1) is a 4-axle straight truck with a front single steering axle, a self-steering or forced-steer liftable auxiliary pusher axle designed to automatically carry one-third of the weight of the drive axles, and a rear tandem drive axle. The front axle weight must be at least 19% of the gross vehicle weight at all times. The lift axle may not be deployed if the resulting weight on the axle is less than 3,000 kg.

The truck's original compliance label or manufacturer's identification plate must contain the notation "SPIF" signifying it was built to Ontario standards. Trucks may be converted to Ontario standards by a federally authorized facility provided the truck bears an additional label indicating the name of the company who did the conversion and the "SPIF" notation as above.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #B(1))

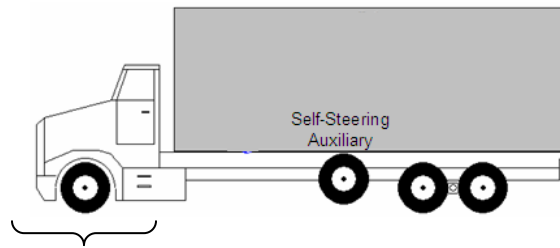
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(31)	Inter-axle Spacing	Min. 3.0m
	(4)	Inter-axle Spacing	2.3 to 2.7m
	(5)	Tandem Axle Spread	1.3 to 1.6m
	(6)	Wheelbase	Not Controlled
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 1.8m
	(35)**	Tandem Track Width	2.4 to 2.6m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (12), (32) and (35) do not apply if the truck was built before 2011.

** The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.

**SPIF #B(1)
DESIGNATED VEHICLE B(1) — 3-AXLE STRAIGHT TRUCK PLUS AUXILIARY AXLE**



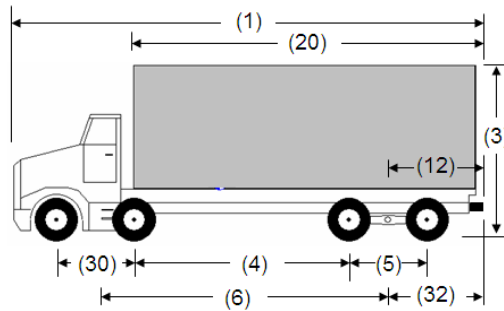
Front axle must not weigh less than **19% of the gross vehicle weight**

SPIF #B(1) – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Self-Steering Auxiliary Axle	Max. 33% of the tandem drive axle weight, up to 6,000 kg (4,500 kg if improper load distribution)*
Tandem Drive Axle	Max. 18,000 kg (15,000 kg if improper load distribution)*
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* The axles are deemed to have proper load distribution if the weight on the self-steer auxiliary axle is within 500 kg of 33% of the actual weight on the tandem drive axle.

SPIF #C
DESIGNATED VEHICLE C — TWIN-STEER TANDEM-DRIVE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle C is a 4-axle straight truck with a front tandem steering axle and a rear tandem drive-axle. The front axle weight must be at least **38% of the gross vehicle** weight at all times.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #C)

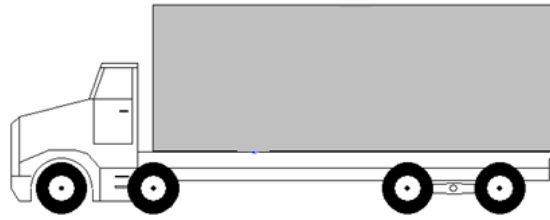
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(30)	Front Tandem Axle Spread	1.2 to 2.3m
	(4)	Inter-axle Spacing	Not Controlled
	(5)	Rear Tandem Axle Spread	1.2 to 1.85m
	(6)	Effective wheelbase	Min. 6.0m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 1.8m
	(35)**	Rear Tandem Track Width	2.4m to 2.6m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (12), (32) and (35) do not apply if the truck was built before 2011.

** **The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.**

SPIF #C
DESIGNATED VEHICLE C — TWIN-STEER TANDEM-DRIVE STRAIGHT TRUCK

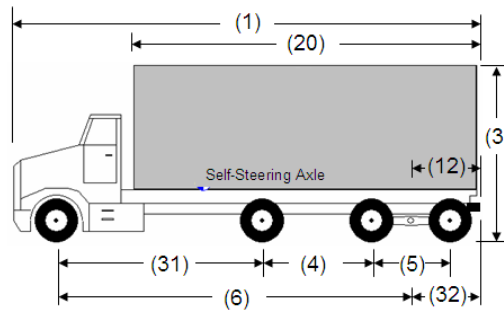


Front axle must not weigh less than **38% of the gross vehicle weight**

SPIF #C – WEIGHT LIMIT CHART
 Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 10,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Tandem Axle spread (steering): - 1.2 < 1.6m - 1.6 to 2.3m	Max. 17,000 kg (10,000 kg if no written GAWR verification) Max. 18,000 kg (10,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tandem Axle spread (Drives): - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart). AGVW shall not exceed: 1) 32,000 kg if pulling a trailer; 2) 32,000 kg if the wheelbase is less than 6.0m 2) 37,100 kg in all other cases.

SPIF #D
DESIGNATED VEHICLE D — SELF-STEER TRIAXLE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle D is a 4-axle straight truck with a front single steering axle, a self-steering **liftable** pusher axle designed to automatically load-equalize with the drive axles, and a rear tandem drive-axle. The front axle weight must be at least **23% of the gross vehicle weight** at all times. **The lift axle may not be deployed if the resulting weight on the axle is less than 4,000 kg.**

This vehicle must not be equipped with controls that would allow the driver to lift or deploy the liftable axle from the cab of the truck unless equipped with cab controls that only allow the axle to be raised when the emergency 4-way flashers are activated and the vehicle speed is 60 kph or less. Automatic controls that raise the axles when the vehicle is reversing are acceptable, as are automatic controls that raise or lower the axle depending on whether the vehicle is lightly or heavily loaded. If operating with the axle raised, other than for reversing or emergency traction situations, the axle is ignored and the combination is subject to the dimensional and weight limits of SPIF #B.

The truck's original compliance label or manufacturer's identification plate must contain the notation "SPIF" signifying it was built to Ontario standards. Trucks may be converted to Ontario standards by a federally authorized facility provided the truck bears an additional label indicating the name of the company who did the conversion and the "SPIF" notation as above.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #D)

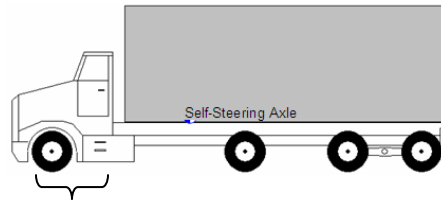
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(31)	Inter-axle Spacing	Not Controlled
	(4)	Inter-axle Spacing	2.51 to 2.8m
	(31)+(4)	Sum of axle spacings (31) and (4)	Min 6.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Min. 6.4m, if (5) is 1.2 < 1.8m Min. 6.85m, if (5) is 1.8 to 1.85m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 1.8m
	(35)**	Tandem Track Width	2.4 to 2.6m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (12), (32) and (35) do **not** apply if the truck was built before 2011.

** **The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.**

**SPIF #D
DESIGNATED VEHICLE D — SELF-STEER TRIAXLE STRAIGHT TRUCK**



Front axle must not weigh less than **23% of the gross vehicle weight**

SPIF #D – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

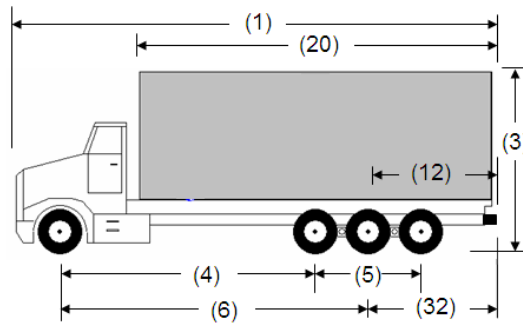
Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Case 1 or 2* - Self-Steering Axle - Tandem Axle (Drive)	Max. 9,000 kg (7,500 kg if triaxle does not load-equalize)** Max. 18,000 kg (15,000 kg if triaxle does not load-equalize)**
Case 3* - Self-Steering Axle - Tandem Axle (Drive)	Max. 9,550 kg (8,000 kg if triaxle does not load-equalize)** Max. 19,100 kg (16,000 kg if triaxle does not load-equalize)**
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* Triaxle group cases:

Triaxle Groups			
	Tandem Spread	Tires on Self-Steer Axle	Tires on Tandem Axle
Case 1	1.2 < 1.8m	Singles or Duals	Singles or Duals
Case 2	1.8 to 1.85m	Singles on any axle	
Case 3	1.8 to 1.85m	Duals	Duals

** The axles are deemed to load-equalize if the weight on the self-steer axle is within 500 kg of one-half the actual weight on the tandem drive axle.

SPIF #E
DESIGNATED VEHICLE E — TRI-DRIVE 4-AXLE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle E is a 4-axle straight truck with a front single steering axle and a rear tridem drive-axle. The front axle weight must be at least 23% of the gross vehicle weight at all times. Any differential locks must be disengaged when on a public highway.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #E)

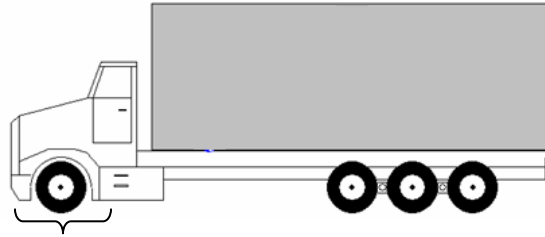
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(4)	Inter-axle Spacing	Not Controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)**	Wheelbase	Min. 6.6m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(32)**	Hitch Offset (if towing trailer)	Max. 2.5m
	(35)**	Tridem Track Width	2.5 to 2.6m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (6), (12), (32) and (35) do not apply if the truck was built before 2011.

** The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.

**SPIF #E
DESIGNATED VEHICLE E — TRI-DRIVE 4-AXLE STRAIGHT TRUCK**

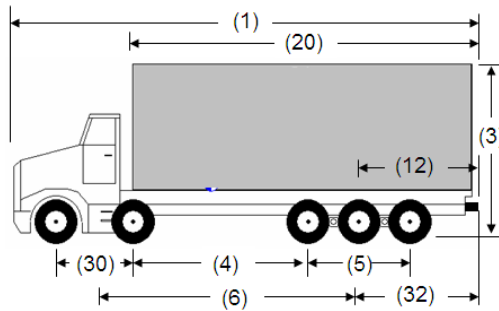


Front axle must not weigh less than 23% of the gross vehicle weight

SPIF #E – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tridem Drive Axle by spread: - 2.4 < 2.7m - 2.7 to 2.8m	Max. 21,300 kg Max. 22,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

SPIF #F
DESIGNATED VEHICLE F — TWIN-STEER TRI-DRIVE 5-AXLE STRAIGHT TRUCK



Vehicle Description

SPIF Vehicle F is a 5-axle straight truck with a front tandem steering axle and a rear tridem drive-axle. The front axle weight must be at least 23% of the gross vehicle weight at all times. Any differential locks must be disengaged when on a public highway.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #F)

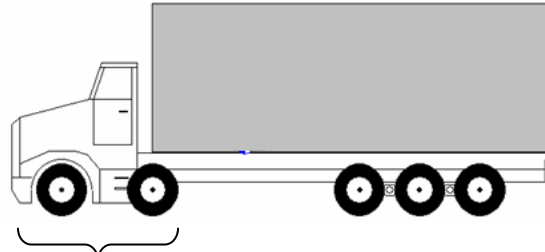
	Ref	Feature	Dimensional Limit
Truck	(1)*	Length of Vehicle and Load	Max. 12.5m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
	(4)	Inter-axle Spacing	Not Controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)**	Effective wheelbase	Min. 6.0m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not Controlled
	(30)	Front Tandem Axle Spread	1.2 to 1.85m
	(32)**	Hitch Offset (if towing trailer)	Max. 2.5m
	(35)**	Tridem Track Width	2.5 to 2.6m

* Exclusions to width and length measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (6), (12), (32) and (35) do not apply if the truck was built before 2011.

** The overhanging boom of a rear-facing crane is exempt from dimension (12) providing the boom extends no more than 1.0 m past the rearmost point of the truck.

SPIF #F
DESIGNATED VEHICLE F — TWIN-STEER TRI-DRIVE 5-AXLE STRAIGHT TRUCK



Front axle must not weigh less than 23% of the gross vehicle weight

SPIF #F – WEIGHT LIMIT CHART
 Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 10,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Tandem Axle spread (steering): - 1.2 < 1.6m - 1.6 to 1.85m	Max. 17,000 kg (10,000 kg if no written GAWR verification) Max. 18,000 kg (10,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tridem Drive Axle by spread: - 2.4 < 2.7m - 2.7 to 2.8m	Max. 21,300 kg Max. 22,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

**TRUCK PLUS TRAILER WEIGHT CAP TABLES
TO BE APPLIED TO ALL SPIF TRUCK-TRAILER COMBINATIONS**

TABLE 1

<u>Truck plus Trailer - Weight Cap Limits</u>							
<u>Base Length</u> (BL)	<u>Inter-Vehicle</u> (IV)	<u>Total Number of Axles</u>					
		<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8+</u>
any BL	less than 3.6m	25,450	33,000	35,000	39,000	49,000	53,000
less than 11m	3.6m or more	25,450	35,000	41,000	42,500	52,000	55,000
11.0m < 12.0m	3.6m or more	25,450	35,000	42,500	45,000	52,000	55,000
12.0m < 13.0m	3.6m or more	25,450	35,000	44,500	47,000	52,000	55,000
13.0m < 14.0m	3.6m or more	25,450	35,000	44,500	49,500	52,000	55,000
14.0m < 15.0m	3.6m or more	25,450	35,000	44,500	51,500	53,000	55,000
15.0m < 16.0m	3.6m or more	25,450	37,000	44,500	53,500	53,500	55,000
16.0m < 17.5m	3.6m or more	25,450	37,000	46,000	53,500	55,000	55,500
17.5m < 18.5m	3.6m or more	25,450	37,000	46,000	55,000	58,000	59,000
18.5m < 19.5m	3.6m or more	25,450	37,000	46,000	55,000	60,500	61,500
19.5m or more	3.6m or more	25,450	37,000	46,000	55,000	61,500	62,500
19.5m or more	3.6m or more	Front Axle 8,000 kg or more →			56,000	63,000	63,500

TABLE 2

<u>Truck plus Trailer - Weight Cap Limits</u>							
<u>Base Length</u> (BL)	<u>Inter-Vehicle</u> (IV)	<u>Total Number of Axles</u>					
		<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8+</u>
any BL	less than 3.6m	24,000	30,000	32,000	34,500	44,500	48,000
less than 11m	3.6m or more	24,000	32,000	38,000	38,000	47,500	50,000
11.0m < 12.0m	3.6m or more	24,000	32,000	39,000	40,500	47,500	50,000
12.0m < 13.0m	3.6m or more	24,000	32,000	41,000	42,500	47,500	50,000
13.0m < 14.0m	3.6m or more	24,000	32,000	41,000	45,000	47,500	50,000
14.0m < 15.0m	3.6m or more	25,450	32,000	41,000	47,000	48,500	50,000
15.0m < 16.0m	3.6m or more	25,450	32,000	41,000	47,000	49,000	50,000
16.0m < 17.5m	3.6m or more	25,450	32,000	41,000	47,000	50,000	50,500
17.5m < 18.5m	3.6m or more	25,450	33,500	41,250	48,000	52,000	53,000
18.5m < 19.5m	3.6m or more	25,450	33,500	41,250	48,000	53,000	54,000
19.5m or more	3.6m or more	25,450	33,500	41,250	48,000	53,500	54,000

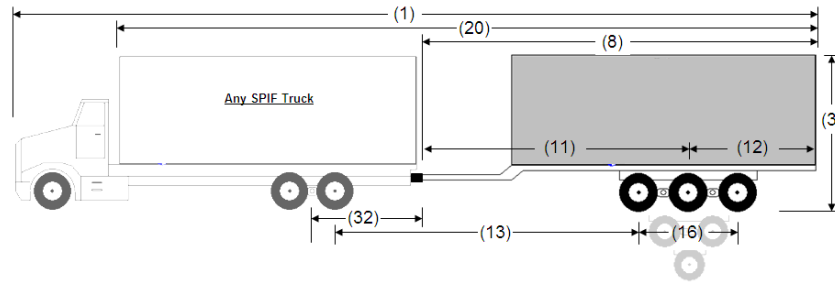
Base Length (BL) is the distance between the centre of the first (steering) axle of the truck and the rearmost axle of the trailer.

Inter-vehicle Unit Distance (IV) is the distance between the centre of the last axle of the truck and the first axle of the trailer.

Number of Axles is the total number of deployed axles on the truck and trailer.

BLANK PAGE

SPIF #J
DESIGNATED COMBINATION J — TRUCK AND FIXED-AXLE PONY TRAILER



Combination Description

SPIF Combination J is made up of any SPIF straight truck, combined with a single, tandem or tridem-axle pony trailer. The trailer has a single drawbar that is rigidly attached to the structure of the trailer and is equipped with a non-steering single, tandem or tridem axle.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #J)

	Ref	Feature	Dimensional Limit
Overall	(1)	Length of Combination and Load	Max. 23m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
Truck	Refer to Dimensional Limit Chart for Appropriate SPIF Truck.		
Pony Trailer ****	(8)*	Length of trailer and Load	Max. 12.5m
	(11)**	Wheelbase:	
		- single pony - tandem and tridem pony	Min. 4.0m Min. 6.25m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(13)**	Inter-vehicle-unit-distance between:	
		- single and single, tandem, or tridem - tandem and tandem - tandem and tridem	Min. 3.0m Min. 5.0m Min. 5.5m
		Tandem Spread Tridem Spread	1.2 to 1.85m 2.4 to 3.7m
	(19)**	Track Width	
- single tires - dual tires		2.45 to 2.6m 2.5 to 2.6m	
(20)**	Box Length (including load)	Max. 20m	
(32)***	Hitch Offset:		
	- single or tandem drive truck - tridem drive truck	Max. 1.8m Max. 2.5m	

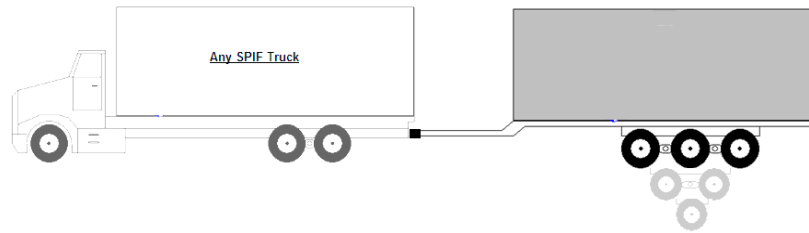
* Exclusions to width measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimension (11), (12), (13), (19) and (20) do not apply if the pony trailer was built before 2011.

*** Until Dec 31, 2025, dimension (32) does not apply if the truck was built before 2011.

**** **Dimensions (11) through (32) (11), (13) and (19)** do not apply to pony trailers with a Gross Vehicle Rating of less than 10,000 kg.

**SPIF #J
DESIGNATED COMBINATION J — TRUCK AND FIXED-AXLE PONY TRAILER**



SPIF #J – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Truck Axle Weights	Refer to Weight Limit Chart of applicable SPIF truck
Pony Trailer Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle by spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Tridem Axle by spread: - 2.4 < 3.0m - 3.0 < 3.6m - 3.6 to 3.7m	Max. 21,300 kg Max. 24,000 kg Max. 26,000 kg
Allowable Gross Vehicle Weight (AGVW)**	AGVW = AGVW of the applicable SPIF truck plus the allowable weight of the trailer axles (none of which exceed any limits in this chart). AGVW shall not exceed the weight cap limits in : - Case 1 – Table 2 up to 37,350 kg - Case 2 – Table 2 - Case 3 – Table 1 - Case 4 – Table 1

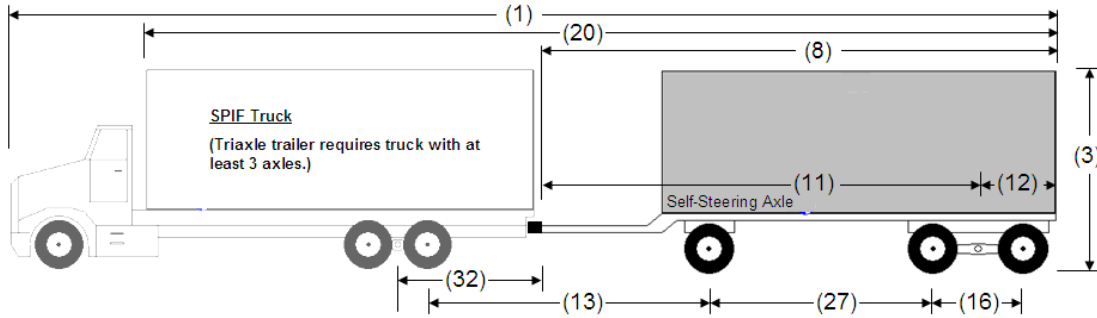
* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

** AGVW Cases:

	SPIF Truck	Trailer Wheelbase	Date Trailer Built***
Case 1	A	Less than 8.75m	In or after 2011
Case 2	B – F	Less than 8.75m	In or after 2011
Case 3	A – F	8.75m or more	Anytime
Case 4	A – F	Less than 8.75m	Prior to 2011

*** References to "date trailer built" and Case #4 apply until Dec 31, 2025.

SPIF #K
DESIGNATED COMBINATION K — TRUCK AND SELF-STEER TRIAXLE PONY TRAILER



Combination Description

SPIF Combination K is made up of any SPIF straight truck, other than SPIF Truck A, combined with a self-steer triaxle pony trailer. The trailer has a single drawbar that is rigidly attached to the structure of the trailer. The trailer has two axle units including a single self-steering axle designed to automatically load-equalize with the tandem axle, and a rear tandem axle.

The self-steering axle may be liftable although there are restrictions on the nature and placement of the lift controls. It may be operated in the raised position when the vehicle is reversing. If raised at any other time, the self-steer axle is ignored and the combination is subject to the dimensional and weight limits of SPIF Combination J.

The trailer's original compliance label or manufacturer's identification plate must contain the notation "SPIF" signifying it was built to Ontario standards. Trailers may be converted to Ontario standards by a federally authorized facility provided the trailer bears an additional label indicating the name of the company who did the conversion and the "SPIF" notation as above.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #K)

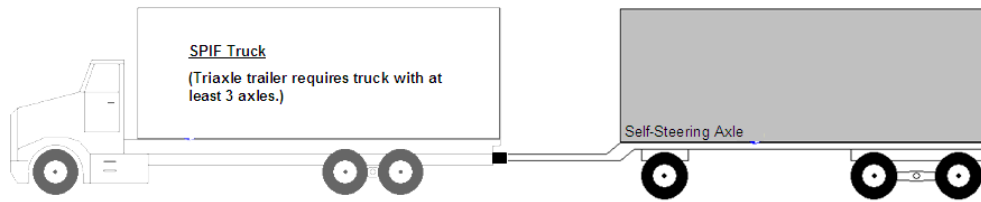
	Ref	Feature	Dimensional Limit
Overall	(1)	Length of Combination and Load	Max. 23m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
Truck		Refer to Dimensional Limit Chart for Appropriate SPIF Truck.	
Self-Steer Trailer	(8)*	Length of trailer and Load	Max. 12.5m
	(11)**	Wheelbase	Min. 7.0m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(13)**	Inter-vehicle-unit-distance	Min. 3.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)**	Track Width of tandem axle - single tires - dual tires	2.45 to 2.6m 2.5 to 2.6m
	(20)**	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	> 2.5m
(32)***	Hitch Offset: - single or tandem drive truck - tridem drive truck	Max. 1.8m Max. 2.5m	

* Exclusions to width measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimensions (11), (12), (13), (19) and (20) and (27) do not apply if the truck was built before 2011.

*** Until Dec 31, 2025, dimension (32) does not apply if the truck was built before 2011.

**SPIF #K
DESIGNATED COMBINATION K — TRUCK AND SELF-STEER TRIAXLE PONY TRAILER**



SPIF #K – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

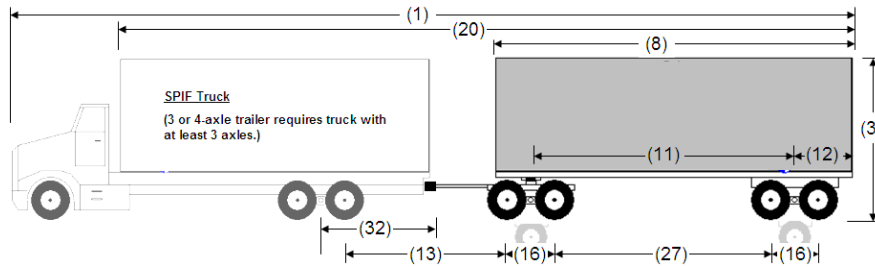
Feature	Weight Limit
Truck Axle Weights	Refer to Weight Limit Chart of applicable SPIF truck
Pony Trailer Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Case 1 or 2* - Self-Steering Axle - Tandem Axle	Max. 9,000 kg (7,500 kg if trailer axles do not load-equalize)** Max. 18,000 kg (15,000 kg if trailer axles do not load-equalize)**
Case 3* - Self-Steering Axle - Tandem Axle	Max. 9,550 kg (8,000 kg if trailer axles do not load-equalize)** Max. 19,100 kg (16,000 kg if trailer axles do not load-equalize)**
Allowable Gross Vehicle Weight (AGVW)	AGVW = AGVW of the applicable SPIF truck plus the allowable weight of the trailer axles (none of which exceed any limits in this chart). AGVW shall not exceed weight caps in Table 1.

* Trailer triaxle groups:

Triaxle Groups			
	Tandem Spread	Tires on Self-Steer Axle	Tires on Tandem Axle
Case 1	1.2 < 1.8m	Singles or Duals	Single or Duals
Case 2	1.8 to 1.85m	Singles on any axle	
Case 3	1.8 to 1.85m	Duals	Duals

** The self-steer axle must load-equalize to within 500 kg of one-half the actual weight on the tandem axle in the group.

SPIF #L
DESIGNATED COMBINATION L — TRUCK AND FULL TRAILER



Combination Description

SPIF Combination L is made up of SPIF Truck A combined with a 2-axle full trailer, or any other SPIF straight truck combined with a 2, 3 or 4-axle full trailer.

The trailer has a single drawbar connected to a front turntable or trailer converter dolly and has two axle units consisting of: a single axle in front of a rear single axle; a single axle in front of a rear tandem axle; or a tandem axle in front of a rear tandem axle.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #L)

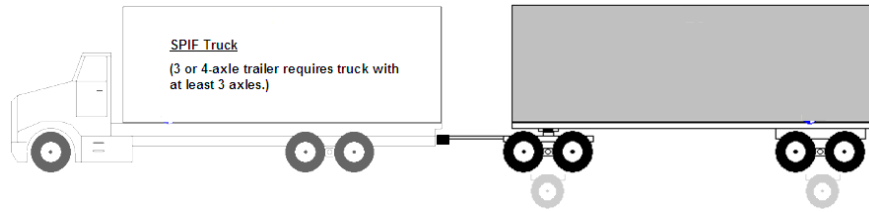
	Ref	Feature	Dimensional Limit
Overall	(1)	Length of Combination and Load	Max. 23m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
Truck		Refer to Dimensional Limit Chart for Appropriate SPIF Truck	
Full Trailer	(8)*	Length of trailer and Load	Max. 12.5m
	(11)**	Wheelbase:	Min. 6.25m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(13)**	Inter-vehicle-unit-distance between: - single and single, tandem, or tridem - tandem and tandem - tandem and tridem	Min. 3.0m Min. 5.0m Min. 5.5m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)**	Track Width - single tires - dual tires	2.45 to 2.6m 2.5 to 2.6m
	(20)**	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	Min. 5.0m
	(32)***	Hitch Offset: - single or tandem drive truck - tridem drive truck	Max. 1.8m Max. 2.5m

* Exclusions to width measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimension (11), (12), (13), (19), (20) and (27) do not apply if the truck was built before 2011.

*** Until Dec 31, 2025, dimension (32) does not apply if the truck was built before 2011.

**SPIF #L
DESIGNATED COMBINATION L — TRUCK AND FULL TRAILER**



SPIF #L – WEIGHT LIMIT CHART
Providing the vehicle meets the vehicle description and all dimensional limits.

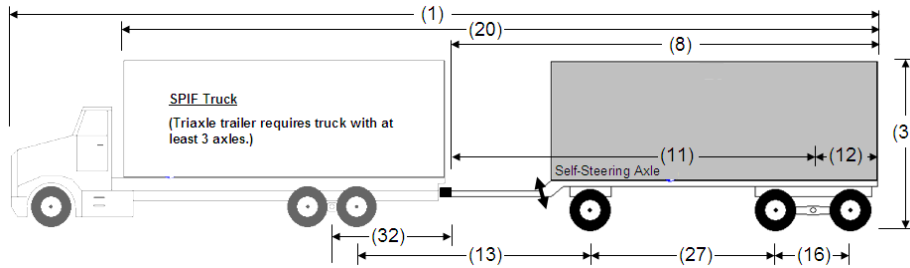
Feature	Weight Limit
Truck Axle Weights	Refer to Weight Limit Chart of applicable SPIF truck
Full Trailer Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle	Max. 9,100 kg (9,000 kg if single tires)
Tandem Axle	Max. 18,000 kg
Allowable Gross Vehicle Weight (AGVW)*	AGVW = AGVW of the applicable SPIF truck plus the allowable weight of the trailer axles (none of which exceed any limits in this chart). AGVW shall not exceed the weight cap limits in: - Case 1 – Table 2 - Case 2 – Table 1 - Case 3 – Table 1

* AGVW Cases:

	Trailer Wheelbase	Date Trailer Built ***
Case 1	Less than 7.25m	In or after 2011
Case 2	7.25m or more	Anytime
Case 3	Less than 7.25m	Prior to 2011

*** References to "date trailer built" and Case #3 apply until Dec 31, 2025.

SPIF #M
DESIGNATED COMBINATION M — TRUCK AND SELF-STEER TRIAXLE FULL TRAILER



Combination Description

SPIF Combination M is made up of any SPIF straight truck, other than SPIF truck A, combined with a self-steer triaxle full trailer. The trailer has a single drawbar that is rigidly attached to the structure of the trailer horizontally, but hinges vertically so that the whole of the trailer weight is carried on its own axles. The trailer has two axle units made up of: a single, non-liftable self-steering axle ahead of a tandem axle.

The trailer's original compliance label or manufacturer's identification plate must contain the notation "SPIF" signifying it was built to Ontario standards. Trailers may be converted to Ontario standards by a federally authorized facility provided the trailer bears an additional label indicating the name of the company who did the conversion and the "SPIF" notation as above.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #M)

	Ref	Feature	Dimensional Limit
Overall	(1)	Length of Combination and Load	Max. 23m
	(2)*	Width of Vehicle and Load	Max. 2.6m
	(3)	Height of Vehicle and Load	Max. 4.15m
Truck		Refer to Dimensional Limit Chart for Appropriate SPIF Truck.	
Self-Steer Trailer	(8)*	Length of trailer and Load	Max. 12.5m
	(11)**	Wheelbase	Min 7.0m
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m
	(13)**	Inter-vehicle-unit-distance	Min. 3.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)**	Track Width of tandem axle - single tires - dual tires	2.45 to 2.6m 2.5 to 2.6m
	(20)**	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	Min. 3.0m
	(32)***	Hitch Offset: - single or tandem drive truck - tridem drive truck	Max. 1.8m Max. 2.5m

* Exclusions to width measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimension (11), (12), (13), (19), and (20) ~~and (27)~~ do not apply if the truck was built before 2011.

*** Until Dec 31, 2025, dimension (32) does not apply if the truck was built before 2011.

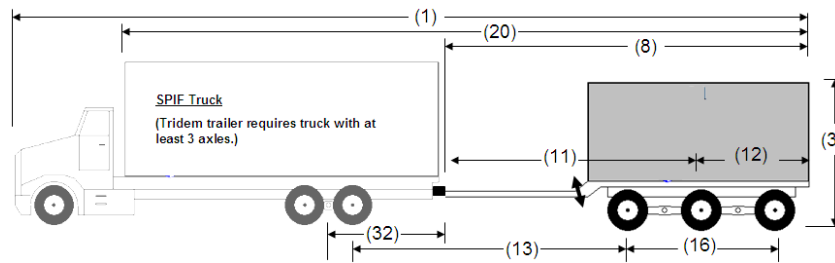
SPIF #M
DESIGNATED COMBINATION M — TRUCK AND SELF-STEER TRIAXLE FULL TRAILER



SPIF #M – WEIGHT LIMIT CHART
 Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Truck Axle Weights	Refer to Weight Limit Chart of applicable SPIF truck
Full Trailer Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Self-Steering Axle	Max. 9,550 kg (9,000 kg if single tires)
Tandem Drive Axle by spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW)	AGVW = AGVW of the applicable SPIF truck plus the allowable weight of the trailer axles (none of which exceed any limits in this chart). AGVW shall not exceed weight caps in Table 1.

SPIF #N
DESIGNATED COMBINATION N – TRUCK AND TRIDEM-AXLE FULL TRAILER



Combination Description

SPIF Combination N is made up of a SPIF straight truck, other than SPIF truck A, combined with a tridem-axle full trailer. The trailer has a single drawbar that is rigidly attached to the structure of the trailer horizontally, but hinges vertically so that the whole of the trailer weight is carried on its own axles.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #N)

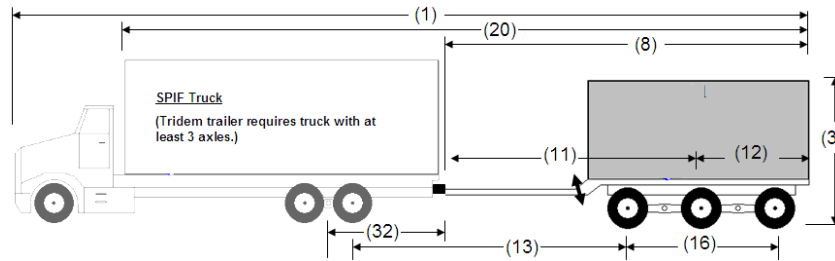
	Ref	Feature	Dimensional Limit	
Overall	(1)	Length of Combination and Load	Max. 23m	
	(2)*	Width of Vehicle and Load	Max. 2.6m	
	(3)	Height of Vehicle and Load	Max. 4.15m	
Truck		Refer to Dimensional Limit Chart for Appropriate SPIF Truck.		
Tridem Trailer	(8)*	Length of trailer and Load	Max. 12.5m	
	(11)**	Wheelbase	Min. 6.25m	
	(12)**	Effective Rear Overhang (including load)	Max. 4.0m	
	(13)**	Inter-vehicle-unit-distance between:	- single and tridem	Min. 3.0m
			- tandem and tridem	Min. 5.5m
			- tridem and tridem	Min. 6.0m
	(16)	Tridem Spread	2.4 to 3.7m	
	(19)**	Track Width	- single tires	2.45 to 2.6m
- dual tires			2.5 to 2.6m	
(20)**	Box Length (including load)	Max. 20m		
(32)***	Hitch Offset	- single or tandem drive truck	Max. 1.8m	
		- tridem drive truck	Max. 2.5m	

* Exclusions to width measurements are as specified in HTA s109.

** Until Dec 31, 2025, dimension (11), (12), (13), (19) and (20) do not apply if the truck was built before 2011.

*** Until Dec 31, 2025, dimension (32) does not apply if the truck was built before 2011.

SPIF #N
DESIGNATED COMBINATION N – TRUCK AND TRIDEM-AXLE FULL TRAILER



SPIF #N – WEIGHT LIMIT CHART
 Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Truck Axle Weights	Refer to Weight Limit Chart of applicable SPIF truck
Full Trailer Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tridem Axle by spread: - 2.4 < 3.0m - 3.0 < 3.6m - 3.6 to 3.7m	Max. 21,300 kg Max. 24,000 kg Max. 26,000 kg
Allowable Gross Vehicle Weight (AGVW)*	AGVW = AGVW of the applicable SPIF truck plus the allowable weight of the trailer axles (none of which exceed any limits in this chart). AGVW shall not exceed the weight cap limits in: - Case 1 – Table 2 - Case 2 – Table 2 - Case 3 – Table 1 - Case 4 – Table 1

** AGVW Cases:

	SPIF Truck	Trailer Wheelbase	Date Trailer Built***
Case 1	B1	Any	Anytime
Case 2	B, C, D, E or F	Less than 8.75m	In or after 2011
Case 3	B, C, D, E or F	8.75m or more	Anytime
Case 4	B, C, D, E or F	Less than 8.75m	Prior to 2011

*** References to "date trailer built" and Case #4 apply until Dec 31, 2025.

BLANK PAGE

Appendix B – Proposed SPIF Buses

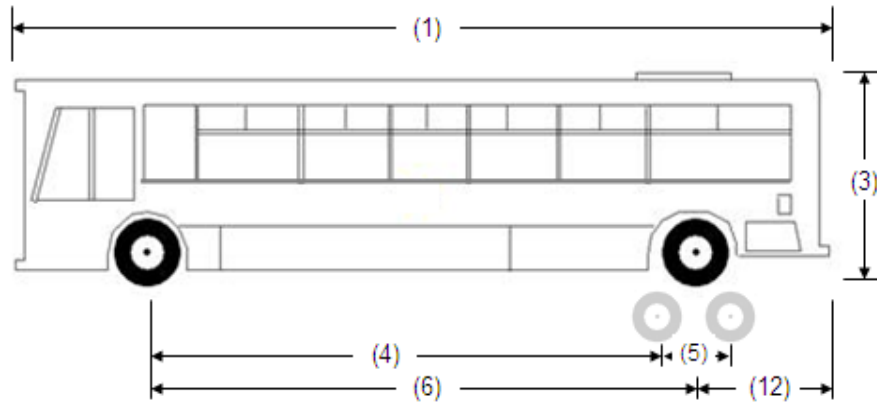
Vehicles meeting the following descriptions and dimensional limits will qualify as SPIF buses and may operate at weights shown in the Weight Limit Charts. Any bus built after the new regulation are adopted that does not qualify as SPIF is subject to the dimension and weight limits specified in Parts VII and VIII of the Highway Traffic Act as well as the reduced allowable gross vehicle weights in Appendix F of this paper.

There are 3 designated SPIF buses listed in the following pages.

For weight and dimension purposes, recreational vehicles (often referred to as Class A and C motor homes) are treated the same as a bus.

SPIF #P

DESIGNATED VEHICLE P – STANDARD BUS, SCHOOL BUS OR RECREATIONAL VEHICLE



Vehicle Description

SPIF Vehicle P is a Standard **Single or Double-Decker** Bus, School Bus or Recreational Vehicle (RV). The front axle unit is a single axle with single tires. It is equipped with a rear single or tandem drive axle, or a single drive axle with a tag axle behind. **No lift axles are allowed.** The tag axle may be liftable.

A standard bus or school bus is a motor vehicle designed to carry ten or more passengers and used for the transportation of persons. A recreational vehicle means a Class A or C motor home other than those equipped with a fifth wheel assembly for towing trailers.

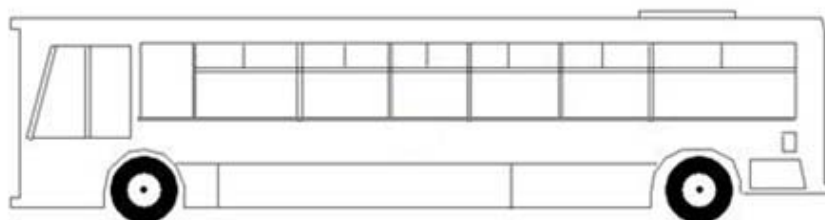
DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #P)

	Ref	Feature	Dimensional Limit
Bus or RV	(1)*	Length of Vehicle	Max. 12.5m
	(2)*	Width of Vehicle	Max. 2.6m
	(3)	Height of Vehicle	Max. 4.15m
	(4)	Inter-axle Spacing	Not Controlled
	(5)	Rear Tandem or Single Drive/Tag Axle	1.2 to 1.85m
	(6)	Wheelbase	Not Controlled
	(12)	Effective Rear Overhang	Not Controlled

* Exclusions to width and length measurements are as specified in HTA s109.

SPIF #P

DESIGNATED VEHICLE P – STANDARD BUS, SCHOOL BUS OR RECREATIONAL VEHICLE



SPIF #P – WEIGHT LIMIT CHART

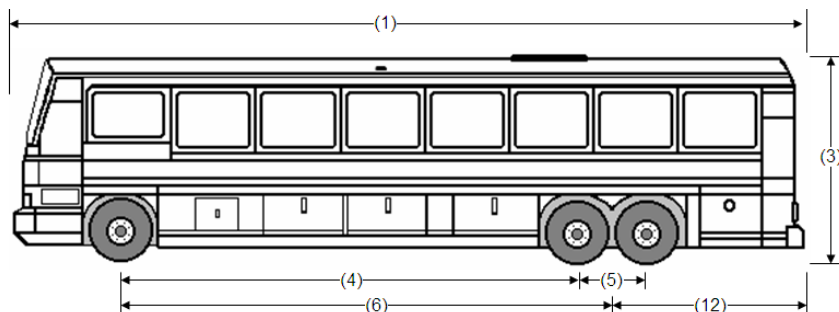
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Drive Axle	Max. 10,000 kg (9,000 kg if single tires)
Tag Axle	Max. 6,500 kg
Tandem Drive Axle	Max. 18,000 kg
Two Axle Group by spread: — 1.2 < 1.4m — 1.4 to 1.85m	Max. 16,300 kg Max. 17,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

SPIF #Q

DESIGNATED VEHICLE Q – INTER-CITY BUS OR RECREATIONAL VEHICLE



Vehicle Description

SPIF Vehicle Q is an Inter-City **Single or Double-Decker** Bus, or Recreational Vehicle (RV) in excess of 12.5m length. The front axle unit is a single axle with single tires. It is equipped with a rear single or tandem drive axle, or a single drive axle with a tag axle behind. The load carried by the two axle group must be distributed between axles in a ratio corresponding to the number of tires on each axle. No lift axles are allowed. The tag axle may be liftable.

An inter-city bus is a motor vehicle designed to carry more than fifteen passengers and equipped with washroom facilities to allow extended travel without stopping motive power mounted to the rear of the front axle, air-ride or torsion-bar suspension, reclining seats and a baggage area separate from the passenger cabin. A recreational vehicle means a Class A motor home other than those equipped with a fifth wheel assembly for towing trailers.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #Q)

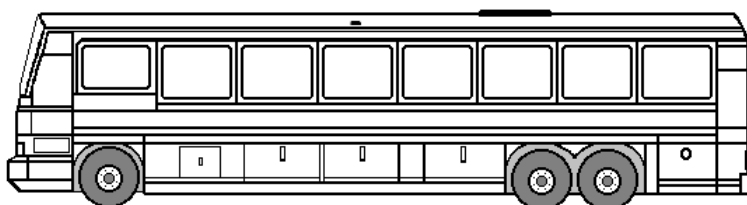
	Ref	Feature	Dimensional Limit
Bus or RV	(1)*	Length of Vehicle	Max. 14.0m
	(2)*	Width of Vehicle	Max. 2.6m
	(3)	Height of Vehicle	Max. 4.15m
	(4)	Inter-axle Spacing	Not Controlled
	(5)	Rear Tandem or Single Drive/Tag Axle	1.2 to 1.85m
	(6)	Wheelbase	Not Controlled
	(12)	Effective Rear Overhang**	Max. 4.0m

* Exclusions to width and length measurements are as specified in HTA s109.

** Effective Rear Overhang is measured from centre of tandem or **single drive/tag axle** to the rear extremity of the bus.

SPIF #Q

DESIGNATED VEHICLE Q – INTER-CITY BUS OR RECREATIONAL VEHICLE



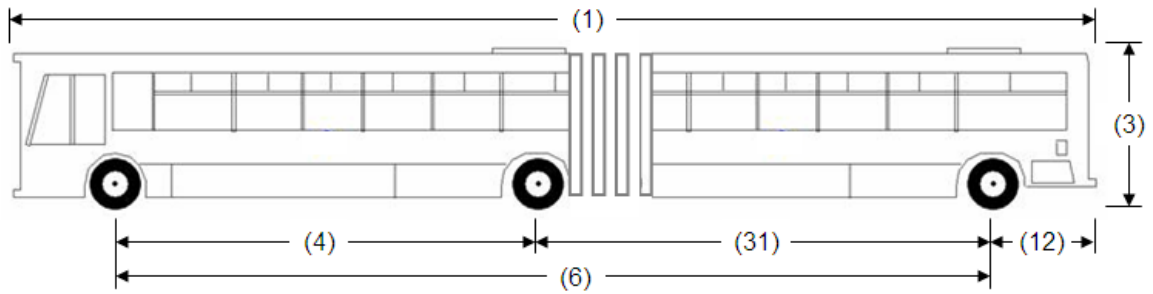
SPIF #Q – WEIGHT ALLOWANCES

Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Drive Axle	Max. 10,000 kg (9,000 kg if single tires)
Tag Axle	Max. 6,500 kg
Tandem Drive Axle	Max. 18,000 kg
Two-Axle Group	Max. 17,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

SPIF #R
DESIGNATED VEHICLE R – ARTICULATED BUS



Vehicle Description

SPIF Vehicle R is a single or double Articulated Bus. The front axle unit is a single axle with single tires. It is equipped with a single axle at the rear of each portion of the bus.

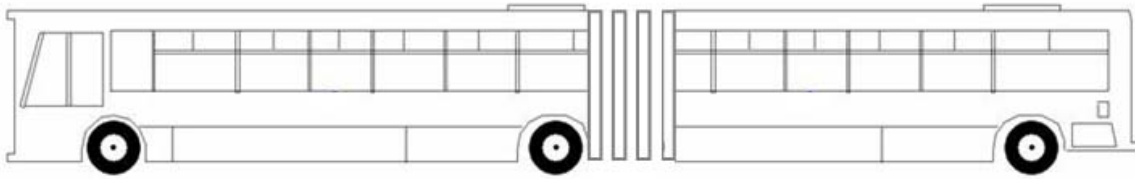
An articulated bus is a hinged motor vehicle designed to carry ten or more passengers and used for the transportation of persons.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #R)

	Ref	Feature	Dimensional Limit
Articulated Bus	(1)*	Length of Vehicle	Max. 25m
	(2)*	Width of Vehicle	Max. 2.6m
	(3)	Height of Vehicle	Max. 4.15m
	(4)	Inter-axle Spacing	Not Controlled
	(31)	Inter-axle Spacing	Not Controlled
	(6)	Wheelbase	Not Controlled
	(12)	Effective Rear Overhang	Not Controlled

* Exclusions to width measurements are as specified in HTA s109.

SPIF #R
DESIGNATED VEHICLE R – ARTICULATED BUS



SPIF #R – WEIGHT ALLOWANCES
Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 9,000 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle	Max. 10,000 kg (9,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

* Max. 9 kg per mm (229 kg per inch) if tire width is less than 150 mm.

BLANK PAGE

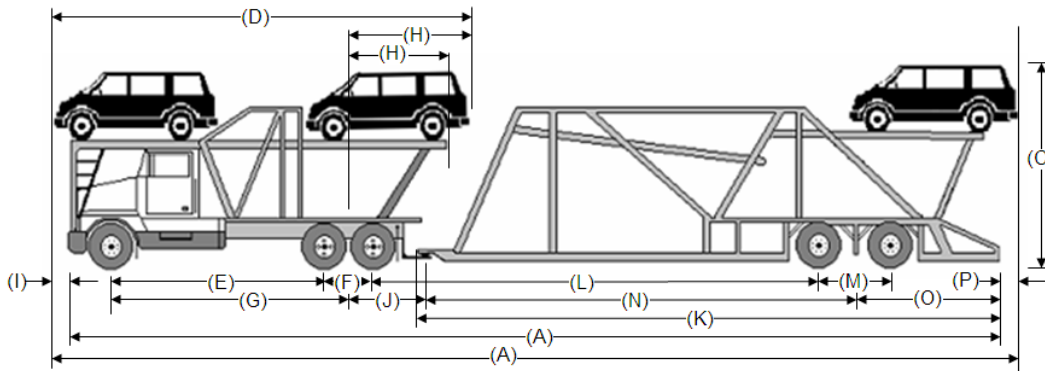
Appendix C – Proposed SPIF Stinger-Steer Tractor-Trailer

Stinger-steer is a form of tractor-trailer combination in which the two are connected by a fifth wheel assembly mounted on a drop frame located behind and below the centre of the rear-most axle of the tractor.

Vehicles meeting the following proposed description and dimensional limits will qualify as a SPIF Stinger-Steer Tractor-Trailer and may operate at weights shown in the Weight Limit Chart.

There are exceptions noted for some of the dimensional limits when stinger-steers are hauling motor vehicles. These exceptions are currently provided by issuance of special 'Car-Carrier' permits. Once the new regulations are adopted, these special permits will no longer be required or available.

SPIF #T
DESIGNATED VEHICLE T – STINGER-STEER TRACTOR SEMI-TRAILER



Combination Description

SPIF Vehicle T is a stinger-steer tractor semi-trailer. The front axle of the tractor is a single axle with single tires. The tractor is equipped with a single or tandem drive axle and the semi-trailer has a single or tandem drive axle. The combination is connected by a fifth wheel assembly which is mounted on a drop frame located behind and below the centre of the rear-most axle of the tractor.

The combination may have any body style, but additional length and height allowances only apply when configured is a non-enclosed auto carrier and where loaded motor vehicles protrude into the additional space.

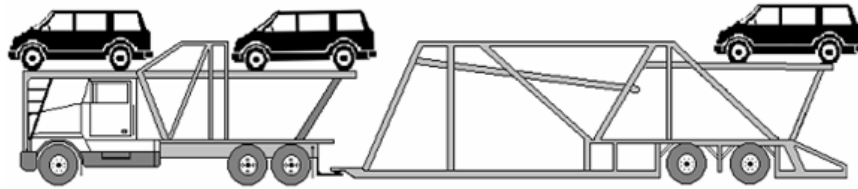
DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #T)

	Ref	Feature	Dimensional Limit
Overall	(A)	Length of Combination and Load	Max. 23m (Max. 25m when loaded with overhanging motor vehicles)
	(B)*	Width of Vehicle and Load	Max. 2.6m
	(C)	Height of Vehicle and Load	Max. 4.15m (Max. 4.30m when an upper deck is loaded with motor vehicles)
Tractor	(D)	Length of Tractor and Load	Max. 12.5m
	(E)	Inter-axle Spacing	Min. 3.0m
	(F)	Tandem Axle Spread	1.2 to 1.85m
	(G)	Wheelbase	Not controlled
	(H)	Effective Rear Overhang (including load)	Max. 4.0m (Max. 4.6m when loaded with overhanging motor vehicles)
	(I)	Front Load Overhang	Max. 1.0m
	(J)	Hitch Offset	Max. 2.3m
Semi-Trailer	(K)	Length of Semi-Trailer	Max. 14.65m
	(L)	Inter-vehicle unit distance between: - single and single or tandem - tandem and tandem	Min. 3.0m Min. 5.0m
	(M)	Tandem Axle Spread	1.2 to 3.10m
	(N)	Wheelbase: - single or tandem semi-trailer	6.25 to 12.5m
	(O)	Effective Rear Overhang (excluding overhanging load)	Max. 4.0m or 42% of wheelbase (whichever is greater)
	(P)**	Rear Load Overhang (Provided width does not exceed 2.3m)	Max. 1.2m
	(Q)	Track Width - trailers built prior to 2010 with single tires - trailers built in 2010 or after with single tires - all other trailers	2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

* Exclusions to width measurements are as specified in HTA s109.

** Extendable support plates are considered part of the load.

SPIF #T
DESIGNATED VEHICLE T – STINGER-STEER TRACTOR SEMI-TRAILER



SPIF # T – WEIGHT LIMIT CHART
 Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle	Max. 18,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the allowable weights of all other axles (none of which exceed any limits in this chart).

BLANK PAGE

Appendix D – Proposed SPIF Saddlemount Combination

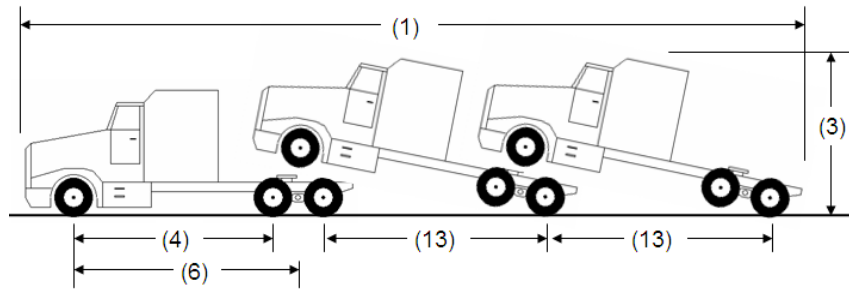
Saddlemount combinations involve the movement of multiple heavy motor vehicles where the front of the second and subsequent vehicles is loaded on the back of the vehicle ahead and connected by means of a saddlemount device which performs as a fifth wheel assembly.

Vehicles meeting the following proposed description and dimensional limits will qualify as a SPIF Saddlemount Combination and may operate at weights shown in the Weight Limit Chart.

Once the regulatory amendments are adopted, certain SPIF saddlemount combinations may operate at lengths up to 25m.

SPIF #U

DESIGNATED VEHICLE U – SADDLEMOUNT COMBINATION



Combination Description

SPIF Vehicle U is a saddlemount combination consisting of two, three or four motor vehicles in combination. The front of the second and any subsequent vehicles is loaded on the back of the vehicle ahead and connected by means of a saddlemount device which performs as a fifth wheel assembly. **No vehicle may be towed backwards.**

The third or fourth motor vehicle may also be in the ‘full-mount’ position in which the third vehicle is fully loaded on the second vehicle or the fourth vehicle is fully loaded on the third vehicle.

For weight limit purposes, any axle is ignored when its wheels are not in contact with the ground.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #U)

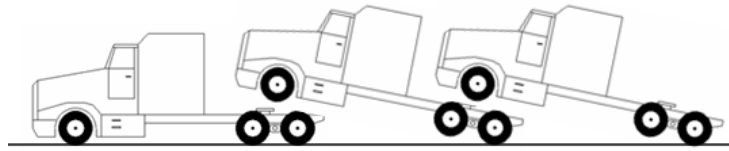
	Ref	Feature	Dimensional Limit
Overall	(1)	Combination Length	Max. 23m (Note 1)
	(2)*	Width	Max. 2.6m
	(3)	Height	Max. 4.3m
Lead Vehicle	(4)	Inter-axle Spacing	Min. 3.0m
	(6)	Wheelbase	Not Controlled
Towed Vehicles	(13)	Inter-vehicle-unit-distance between: - single and single, tandem or tridem - tandem and tandem - tandem and tridem	Min. 3.0m Min. 5.0m Min. 5.5m

* Exclusions to width measurements are as specified in HTA s109.

Note 1 – Maximum is 25m when no more than three motor vehicles are in combination or when no more than three motor vehicles plus one full-mount motor vehicle are in combination **and all vehicles in the combination are facing forward.**

SPIF #U

DESIGNATED VEHICLE U – SADDLEMOUNT COMBINATION



SPIF # U – WEIGHT LIMIT CHART

Providing the vehicle meets the vehicle description and all dimensional limits.

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Drive Axle	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle by spread: - 1.2 < 1.8m - 1.8 or more	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Tridem Axle by spread: - 2.4 < 2.7m - 2.7 or more	Max. 21,300 kg Max. 22,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (none of which exceed any limits in this chart).

BLANK PAGE

Appendix E – Revised Dimensional and Weight Limit Charts for SPIF Tractor-Trailers

The track width requirement (19), (22) and (29) in the Dimensional Limit Charts for SPIF #1 through #13 is replaced with following:

Track Width	
- trailer built before 2010 with single tires	2.3 to 2.6m
- trailer built in 2010 or after with single tires	2.45 to 2.6m
- all other trailers	2.5 to 2.6m

The Weight Limit Charts for the 13 SPIF tractor-trailer combinations will be replaced with the proposed charts as shown in the following pages.

These charts incorporate a number of changes:

1. All front axle weight limits are moved to the charts for easier reference;
2. Manufacturers' axle weight ratings are incorporated into the weight limit charts. Previously, a vehicle was disqualified as SPIF if these ratings were exceeded;
3. Axle weights are limited to the sum of the tire widths on the axle (as marked on tire sidewalls) based on 11 kg per mm for steering axles and 10 kg per mm for all non-steering axles;
4. Single tire weight caps are incorporated into the charts in cases where they apply;
5. Tandem and tridem axle weight limits are simplified by the removal of a number of axle spread steps;
6. Self-steering axle weight limits are included in the chart. Previously, the weight had to be calculated as an average of the allowable weight of the trailer's primary axles;
7. The charts include reduced axle weight limits when self-steering axles fail to load-equalize. Previously, a vehicle was disqualified as SPIF if the axles failed to load-equalization;
8. The allowable gross vehicle weight (AGVW) is simplified and can be determined directly from each weight limit chart. Previously, there was need of complex calculations and references to more than 30 gross weight tables.

The above changes are intended to streamline and simplify weight allowances. They are not designed or expected to result in substantial changes to allowable weights of SPIF tractor-trailers.

SPIF #1 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle (Drive or Trailer)	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle (Drive or Trailer) spread: - 1.2 < 1.8m - 1.8m or more	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Tridem Axle (Trailer) spread: - 2.4 < 3.0m - 3.0 < 3.6m - 3.6 to 3.7m	Max. 21,300 kg Max. 24,000 kg Max. 26,000 kg
Allowable Gross Vehicle Weight (AGVW)	<p>AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart).</p> <p>Until January 1, 2020, if the semi-trailer wheelbase (11) and/or the inter-vehicle-unit distance (13) are less than the minimums specified in the Dimensional Limit Chart due to an exemption – the above AGVW may not exceed the weight limits shown in Vehicle Weight Tables 1 through 15.</p>

SPIF #2 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)

Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Tandem Axle spread (Drives): - 1.2 < 1.8m - 1.8m or more	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Trailer Axles - Case 1 or 2* - Self-Steer Axle - Tandem Axle	Max. 9,000 kg (7,500 kg if trailer axles do not load-equalize)** Max. 18,000 kg (15,000 kg if trailer axles do not load-equalize)**
Trailer Axles - Case 3* - Self-Steer Axle - Tandem Axle	Max. 9,550 kg (8,000 kg if trailer axles do not load-equalize)** Max. 19,100 kg (16,000 kg if trailer axles do not load-equalize)**

<p>Allowable Gross Vehicle Weight (AGVW)</p> <p><u>Base Length (BL)</u> – means the distance between the centres of the front axle of the tractor and the last axle of the combination.</p>	<p>AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed:</p> <ul style="list-style-type: none"> - 46,000 kg if BL is < 13m - 49,000 kg if BL is 13m < 13.75m - 51,000 kg if BL is 13.75m < 14.5m - 53,000 kg if BL is 14.5m < 15m - 55,000 kg if BL is 15m or more <p>Until January 1, 2020, if the semi-trailer wheelbase (11) and/or the inter-vehicle-unit distance (13) are less than the minimums specified in the Dimensional Limit Chart due to an exemption – the above AGVW may not exceed the weight limits shown in Vehicle Weight Tables 9 through 15.</p>
--	---

* Semi-trailer triaxle group cases:

Semi-Trailer Axles			
	Tandem Spread	Tires on Self-Steer Axle	Tires on Tandem Axle
Case 1	1.2 < 1.8m	Singles or Duals	Singles or Duals
Case 2	1.8 to 2.8m	Singles on any axle	
Case 3	1.8 to 2.8m	Duals	Duals

** The axles are deemed to load-equalize if the weight on the self-steer axle is within 500 kg of one-half the actual weight on the trailer tandem axle.

SPIF #3 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Tandem Axle (Drive) spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Trailer Axles - Case 1* - Self-Steer Axle - Tridem Axle	Max. 8,000 kg (6,900 kg if trailer axles do not load-equalize)** Max. 24,000 kg (20,700 kg if trailer axles do not load-equalize)**
Trailer Axles - Case 2* - Self-Steer Axle - Tridem Axle	Max. 8,500 kg (7,400 kg if trailer axles do not load-equalize)** Max. 25,500 kg (22,200 kg if trailer axles do not load-equalize)**
Allowable Gross Vehicle Weight (AGVW) Base Length (BL) – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed: - 54,000 kg if BL is < 16.5m - 56,000 kg if BL is 16.5m < 17.5m - 58,000 kg if BL is 17.5m < 18.25m - 59,000 kg if BL is 18.25m < 18.75m - 60,000 kg if BL is 18.75m < 19.25m - 60,800 kg if BL is 19.25m or more Until January 1, 2020, if the semi-trailer wheelbase (11) and/or the inter-vehicle-unit distance (13) are less than the minimums specified in the Dimensional Limit Chart due to an exemption – the above AGVW may not exceed the weight limits shown in Vehicle Weight Tables 16 through 22 .

* Semi-trailer quad axle group cases:

Semi-Trailer Axles			
	Tridem Spread	Tires on Self-Steer	Tires on Tridem Axle
Case 1	3.0 < 3.6m	Singles or Duals	Singles or Duals
Case 2	3.6 to 3.7m	Singles or Duals	Singles or Duals

** The axles are deemed to load-equalize if the weight on the self-steer axle is within 500 kg of one-third the actual weight on the trailer tridem axle.

SPIF #4 – Weight Allowances

Feature	Weight Limit																								
Front Axle: (lowest of)																									
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.																								
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)																								
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)																								
Other Axles: (lowest of)																									
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.																								
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)																								
Tandem Axle (Drive) spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)																								
Trailer Axles: - Each Self-Steer Axle - Tridem Axle	Max. 7,500 kg (6,600 kg if trailer axles do not load equalize)* Max. 22,500 kg (19,800 kg if trailer axles do not load equalize)*																								
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed (kg):																								
<u>Base Length (BL)</u> – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	<table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="3" style="text-align: center;"><u>Inter-vehicle-unit-distance</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>3.0m<3.3m</u></th> <th style="text-align: center;"><u>3.3m<3.6m</u></th> <th style="text-align: center;"><u>3.6m or more</u></th> </tr> </thead> <tbody> <tr> <td>- BL is < 17.75m</td> <td style="text-align: center;">55,000</td> <td style="text-align: center;">56,000</td> <td style="text-align: center;">57,000</td> </tr> <tr> <td>- BL is 17.75m < 18.5m</td> <td style="text-align: center;">57,500</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">59,500</td> </tr> <tr> <td>- BL is 18.50m < 19.25m</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">60,500</td> <td style="text-align: center;">61,000</td> </tr> <tr> <td>- BL is 19.25m or more</td> <td style="text-align: center;">60,000</td> <td style="text-align: center;">62,000</td> <td style="text-align: center;">63,500</td> </tr> </tbody> </table>		<u>Inter-vehicle-unit-distance</u>				<u>3.0m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>	- BL is < 17.75m	55,000	56,000	57,000	- BL is 17.75m < 18.5m	57,500	59,000	59,500	- BL is 18.50m < 19.25m	59,000	60,500	61,000	- BL is 19.25m or more	60,000	62,000	63,500
	<u>Inter-vehicle-unit-distance</u>																								
	<u>3.0m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>																						
- BL is < 17.75m	55,000	56,000	57,000																						
- BL is 17.75m < 18.5m	57,500	59,000	59,500																						
- BL is 18.50m < 19.25m	59,000	60,500	61,000																						
- BL is 19.25m or more	60,000	62,000	63,500																						
<u>Inter-vehicle-unit-distance</u> – means the distance between the centres of the last axle of the tractor and the first axle of the trailer.																									

* The axles are deemed to load-equalize if the weight on each self-steer axle is within 500 kg of one-third the actual weight on the trailer tridem axle.

SPIF #5 – Weight Allowances

Feature	Weight Limit																								
Front Axle: (lowest of)																									
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.																								
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)																								
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)																								
Other Axles: (lowest of)																									
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.																								
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)																								
Tandem Axle (Drive) spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)																								
Trailer Axles: - Each Self-Steer Axle - Tridem Axle	Max. 7,500 kg (6,600 kg if trailer axles do not load equalize)* Max. 22,500 kg (19,800 kg if trailer axles do not load equalize)*																								
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed (kg):																								
<u>Base Length (BL)</u> – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	<table border="0"> <tr> <td></td> <td colspan="3" style="text-align: center;"><u>Inter-vehicle-unit-distance</u></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>3.2m<3.3m</u></td> <td style="text-align: center;"><u>3.3m<3.6m</u></td> <td style="text-align: center;"><u>3.6m or more</u></td> </tr> <tr> <td>- BL is < 17.75m</td> <td style="text-align: center;">55,000</td> <td style="text-align: center;">56,000</td> <td style="text-align: center;">57,000</td> </tr> <tr> <td>- BL is 17.75m < 18.5m</td> <td style="text-align: center;">57,500</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">59,500</td> </tr> <tr> <td>- BL is 18.50m < 19.25m</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">60,500</td> <td style="text-align: center;">61,000</td> </tr> <tr> <td>- BL is 19.25m or more</td> <td style="text-align: center;">60,000</td> <td style="text-align: center;">62,000</td> <td style="text-align: center;">63,500</td> </tr> </table>		<u>Inter-vehicle-unit-distance</u>				<u>3.2m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>	- BL is < 17.75m	55,000	56,000	57,000	- BL is 17.75m < 18.5m	57,500	59,000	59,500	- BL is 18.50m < 19.25m	59,000	60,500	61,000	- BL is 19.25m or more	60,000	62,000	63,500
	<u>Inter-vehicle-unit-distance</u>																								
	<u>3.2m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>																						
- BL is < 17.75m	55,000	56,000	57,000																						
- BL is 17.75m < 18.5m	57,500	59,000	59,500																						
- BL is 18.50m < 19.25m	59,000	60,500	61,000																						
- BL is 19.25m or more	60,000	62,000	63,500																						
<u>Inter-vehicle-unit-distance</u> – means the distance between the centres of the last axle of the tractor and the first axle of the trailer.																									

* The axles are deemed to load-equalize if the weight on each self-steer axle is within 500 kg of one-third the actual weight on the trailer tridem axle.

SPIF #6 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Tandem Axle (Drive) spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Trailer Axles: - Each Self-Steer Axle - Quadruple Axle	Max. 6,500 kg (5,750 kg if trailer axles do not load equalize)* Max. 26,000 kg (23,000 kg if trailer axles do not load equalize)*
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed: - 58,000 kg if BL is < 17.75m - 59,000 kg if BL is 17.75m < 18.25m - 60,000 kg if BL is 18.25m < 18.75m - 61,500 kg if BL is 18.75m < 19.25m - 62,500 kg if BL is 19.25m or more - 63,500 kg if BL is 19.25m or more and front axle 6,000 kg or more
Base Length (BL) – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	

* The axles are deemed to load-equalize if the weight on each self-steer axle is within 500 kg of one-quarter the actual weight on the trailer quadruple axle.

SPIF #7 – Weight Allowances

Feature	Weight Limit																												
Front Axle: (lowest of)																													
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.																												
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)																												
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)																												
Other Axles: (lowest of)																													
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.																												
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)																												
Tandem Axle (Drive) spread: - 1.2 < 1.8m - 1.8 to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)																												
Trailer Axles: - Each Self-Steer Axle - Quadruple Axle	Max. 6,500 kg (5,750 kg if trailer axles do not load equalize)* Max. 26,000 kg (23,000 kg if trailer axles do not load equalize)*																												
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed (kg):																												
<u>Base Length</u> (BL) – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	<table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="3" style="text-align: center;"><u>Inter-vehicle-unit-distance</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>3.0m<3.3m</u></th> <th style="text-align: center;"><u>3.3m<3.6m</u></th> <th style="text-align: center;"><u>3.6m or more</u></th> </tr> </thead> <tbody> <tr> <td>- BL is < 17.75m</td> <td style="text-align: center;">55,000</td> <td style="text-align: center;">56,500</td> <td style="text-align: center;">57,000</td> </tr> <tr> <td>- BL is 17.75m < 18.5m</td> <td style="text-align: center;">57,500</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">59,500</td> </tr> <tr> <td>- BL is 18.50m < 19.25m</td> <td style="text-align: center;">59,000</td> <td style="text-align: center;">60,500</td> <td style="text-align: center;">61,000</td> </tr> <tr> <td>- BL is 19.25m or more</td> <td style="text-align: center;">60,500</td> <td style="text-align: center;">62,000</td> <td style="text-align: center;">62,500</td> </tr> <tr> <td>- BL is 19.25m or more</td> <td colspan="2" style="text-align: center;">Front Axle 6,000 kg or more →</td> <td style="text-align: center;">63,500</td> </tr> </tbody> </table>		<u>Inter-vehicle-unit-distance</u>				<u>3.0m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>	- BL is < 17.75m	55,000	56,500	57,000	- BL is 17.75m < 18.5m	57,500	59,000	59,500	- BL is 18.50m < 19.25m	59,000	60,500	61,000	- BL is 19.25m or more	60,500	62,000	62,500	- BL is 19.25m or more	Front Axle 6,000 kg or more →		63,500
	<u>Inter-vehicle-unit-distance</u>																												
	<u>3.0m<3.3m</u>	<u>3.3m<3.6m</u>	<u>3.6m or more</u>																										
- BL is < 17.75m	55,000	56,500	57,000																										
- BL is 17.75m < 18.5m	57,500	59,000	59,500																										
- BL is 18.50m < 19.25m	59,000	60,500	61,000																										
- BL is 19.25m or more	60,500	62,000	62,500																										
- BL is 19.25m or more	Front Axle 6,000 kg or more →		63,500																										
<u>Inter-vehicle-unit-distance</u> – means the distance between the centres of the last axle of the tractor and the first axle of the trailer.																													

* The axles are deemed to load-equalize if the weight on each self-steer axle is within 500 kg of one-quarter the actual weight on the trailer quadruple axle.

SPIF #8 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Tridem Axle (Drive) spread: - 2.4 < 2.7m - 2.7 to 2.8m	Max. 21,300 kg Max. 22,000 kg
Single Axle (Trailer)	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle (Trailer) spread: - 1.2 < 1.8m - 1.8m or more	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Tridem Axle (Trailer) spread: - 2.4 < 3.0m - 3.0 < 3.6m - 3.6 to 3.7m	Max. 21,300 kg Max. 24,000 kg Max. 26,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart).

SPIF #9 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Tridem Axle (Drive) spread: - 2.4 < 2.7m - 2.7 to 2.8m	Max. 21,300 kg Max. 22,000 kg
Trailer Axles - Case 1 or 2* - Self-Steer Axle - Tandem Axle	Max. 9,000 kg (7,500 kg if trailer axles do not load-equalize)** Max. 18,000 kg (15,000 kg if trailer axles do not load-equalize)**
Trailer Axles - Case 3* - Self-Steer Axle - Tandem Axle	Max. 9,550 kg (8,000 kg if trailer axles do not load-equalize)** Max. 19,100 kg (16,000 kg if trailer axles do not load-equalize)**
Allowable Gross Vehicle Weight (AGVW) Base Length (BL) – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed: - 55,000 kg if BL is < 16m - 56,500 kg if BL is 16m < 16.75m - 58,350 kg if BL is 16.75m or more

* Semi-trailer triaxle group cases:

Semi-Trailer Triaxle Group			
	Tandem Spread	Tires on Self-Steer Axle	Tires on Tandem Axle
Case 1	1.2 < 1.8m	Singles or Duals	Singles or Duals
Case 2	1.8 to 2.8m	Singles on any axle	
Case 3	1.8 to 2.8m	Duals	Duals

** The axles are deemed to load-equalize if the weight on the self-steer axle is within 500 kg of one-half the actual weight on the trailer tandem axle.

SPIF #10 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall: - self-steering axle - non-steering axles	Max. 11 kg per mm (279 kg per inch) Max. 10 kg per mm (254 kg per inch)
Tridem Axle (Drive) spread: - 2.4 < 2.7m - 2.7 to 2.8m	Max. 21,300 kg Max. 22,000 kg
Trailer Axles - Case 1* - Self-Steer Axle - Tridem Axle	Max. 8,000 kg (6,900 kg if trailer axles do not load-equalize)** Max. 24,000 kg (20,700 kg if trailer axles do not load-equalize)**
Trailer Axles - Case 2* - Self-Steer Axle - Tridem Axle	Max. 8,500 kg (7,400 kg if trailer axles do not load-equalize)** Max. 25,500 kg (22,200 kg if trailer axles do not load-equalize)**
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed 63,500 kg.

* Semi-trailer quad axle group cases:

Semi-Trailer Quad Axle Group			
	Tridem Spread	Tires on Self-Steer Axle	Tires on Tridem Axle
Case 1	3.0 < 3.6m	Singles or Duals	Singles or Duals
Case 2	3.6 to 3.7m	Singles or Duals	Singles or Duals

** The axles are deemed to load-equalize if the weight on the self-steer axle is within 500 kg of one-third the actual weight on the trailer tridem axle.

SPIF #11 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle (Drive or Trailer)	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle (Drive or Trailer) spread: - 1.2 < 1.8m - 1.8m to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW) *	
Case 1 or 2	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed: - 41,900 kg if combination has 5 axles - 49,800 kg if combination has 6 axles - 53,500 kg if combination has 7 or 8 axles
Case 3	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed the appropriate amount shown in Vehicle Weight Tables 3 through 29.

* AGVW Cases:

Until December 31, 2020	Overall Length	Date of Trailer Manufacture
Case 1	> 23m	any
Case 2	23m or less	Either trailer built in 2006 or after
Case 3	23m or less	Both trailers built prior to 2006
Effective January 1, 2021	Overall Length	Date of Trailer Manufacture
Case 1	any	any

SPIF #12 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle (Drive or Trailer)	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle (Drive or Trailer) spread: - 1.2 < 1.8m - 1.8m to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Tridem Axle (Trailer) spread: - 2.4 < 3.0m - 3.0 to 3.1m	Max. 21,300 kg Max. 24,000 kg
Allowable Gross Vehicle Weight (AGVW)	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but combinations with 7, 8 or 9 axles shall not exceed: <u>7 axle combinations:</u> - 56,500 kg if BL is < 17m - 57,000 kg if BL is 17m < 18m - 58,500 kg if BL is 18m < 19m - 60,300 kg if BL is 19m or more <u>8 or 9 axle combinations:</u> - 61,000 kg if BL is < 19.0m - 62,000 kg if BL is 19.0m < 19.5m - 63,000 kg if BL is 19.5m < 20.5m - 63,500 kg if BL is 20.5m or more
<u>Base Length (BL)</u> – means the distance between the centres of the front axle of the tractor and the last axle of the combination.	

SPIF #13 – Weight Allowances

Feature	Weight Limit
Front Axle: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, the lowest of: - 5,000 kg or - the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 11 kg per mm (279 kg per inch)
Single Axle (Steering)	Max. 7,700 kg (5,000 kg if no written GAWR verification)
Other Axles: (lowest of)	
Manufacturer's axle ratings	Max. Gross axle weight rating (GAWR). If no written verification of the GAWR, axle weight may not exceed the sum of the maximum tire load ratings, as specified on the tire side walls.
Sum of tire widths as marked on side wall	Max. 10 kg per mm (254 kg per inch)
Single Axle (Drive or Trailer)	Max. 10,000 kg (9,000 kg if single tires)
Tandem Axle (Drive or Trailer) spread: - 1.2 < 1.8m - 1.8m to 1.85m	Max. 18,000 kg Max. 19,100 kg (18,000 kg if single tires)
Allowable Gross Vehicle Weight (AGVW) *	
Case 1 or 2	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed: - 41,900 kg if combination has 5 axles - 49,800 kg if combination has 6 axles - 54,600 kg if combination has 7 axles - 58,500 kg if combination has 8 axles
Case 3	AGVW = sum of the <u>actual</u> weight on the front axle plus the <u>allowable</u> weights of all other axles (no weights to exceed any limits in this chart), but shall not exceed the appropriate amount shown in Vehicle Weight Tables 3 through 29.

* AGVW Cases:

Until December 31, 2020	Overall Length	Date of Trailer Manufacture
Case 1	> 23m	any
Case 2	23m or less	Either trailer built in 2006 or after
Case 3	23m or less	Both trailers built prior to 2006
Effective January 1, 2021	Overall Length	Date of Trailer Manufacture
Case 1	any	any

Appendix F – Proposed Allowable Gross Vehicle Weights – non-SPIF Vehicles

Once new regulations are adopted all non-SPIF vehicles (other than those protected by grandfather provisions) will be subject to the following reduced allowable gross vehicle weight limits. These weights replace the 29 vehicle weight tables currently in regulation which are used in combination with non-SPIF weight reductions to calculate allowable gross vehicle weight.

BLANK PAGE

Non-SPIF Allowable Gross and Axle Vehicle Weights

Applies to all non-SPIF vehicles (other than tractor B-train combinations) unless specifically protected by grandfather provisions:

Base Length	Number of Axles in Vehicle or Combination						
	2	3	4	5	6	7	8+
Less than 8m	15,000	21,000	27,000	28,000	32,000	36,000	36,000
8 < 10m	15,000	21,000	28,000	31,000	33,000	36,000	36,000
10 < 12	15,000	21,000	28,000	34,000	37,000	39,000	39,000
12 < 14	15,000	21,000	29,000	36,500	42,000	43,000	43,000
14 < 15	15,000	21,000	29,000	36,500	45,000	46,000	46,000
15 < 16	15,000	21,000	29,000	36,500	46,000	47,000	48,000
16 < 18	15,000	21,000	29,000	36,500	46,000	48,000	50,000
18 or more	15,000	21,000	29,000	36,500	46,000	50,000	52,000

Applies to non-SPIF tractor B-train combinations unless specifically protected by grandfather provisions:

Base Length	Number of Axles in B-Train Combination				
	4	5	6	7	8+
less than 15	27,000	28,000	32,000	36,000	36,000
15 < 16	29,000	36,500	45,000	48,000	49,000
16 < 18	29,000	36,500	46,000	50,000	51,000
18 < 19	29,000	36,500	46,000	53,000	54,000
19 or more	30,000	37,000	47,000	54,000	57,000

Applies to all non-SPIF vehicles:

- a) No tire or axle may exceed the limits specified in Part VIII of the Highway Traffic Act.**
- b) In addition, for vehicles manufactured in or after 2011, axle weights may not exceed the gross axle weight rating (GAWR). If no written verification of the GAWR:**
 - a. the front axle weight may not exceed the lower of 5,000 kg or the sum of the maximum tire load ratings as specified on the tire side walls**
 - b. no other axle may exceed the sum of the maximum tire load ratings as specified on the tire side walls.**