

# Copy That!

Volume 2, Issue 1

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## Date to harmonize commercial vehicle weights extended

FREDERICTON - Transportation Minister Paul Robichaud and Public Safety Minister Wayne Steeves have extended the date for implementing an agreement on uniform commercial vehicle weight limits within Atlantic Canada for two years.

Many carriers travel through Atlantic Canada to destinations in Upper Canada and the United States. In 2001, the Atlantic Provinces signed an agreement to establish harmonized commercial vehicle weights and create a level playing field for all carriers within Atlantic Canada.

"The agreement calls for the elimination of the automatic application of tolerances on axle or gross vehicle weight limits, published or not, on Jan. 1, 2006. However, not all the provinces are ready, so New Brunswick will continue its present practices," Steeves said.

"Protecting our roads and highways is critical to people, industry and our economy, and New Brunswick is committed to implementing the Atlantic agreement," Robichaud said.

## Clarification notice

In our last issue we indicated that you could register your truck for a specified steering axle mass that would be included on the registration certificate. In fact, the steering axle mass is not on the registration certificate, but it is stored in the registration records. We apologize for the error.

## Retrofit four-axle straight trucks

The grace period to retrofit all four-axle straight trucks with a wheelbase greater than 6.0 m has expired.

Trucks must now conform to *NB Regulation 2001-67* under the *Motor Vehicle Act*. Permits for non-conforming trucks issued during the grace period will not be valid or renewed. The regulation is available online at <http://www.qnb.ca/0062/regs/2001-67.htm>.

The legal weights and dimensions for straight trucks are as follows:



WEIGHT	LIMIT	DIMENSION	LIMIT
Axle Weights		Overall Length	Max 12.5 m
Steering Axle - single axle, single tires	Max 8,000 kg*	Overall Width	Max 2.6 m
Tandem axle, single tires	Max 16,000 kg	Overall Height	Max 4.15 m
Single Axle (dual tires)	Max 9,100 kg	Box Length	Not Controlled
Tandem Axle	Max 18,000 kg	Tandem Axle Spread	Min 1.2 m Max 1.85 m
Gross Vehicle Weight Limits		Effective Rear Overhang	Max 4.0 m
Two Axles	Max 17,100 kg	Interaxle Spacings	
Three Axles	Max 26,000 kg	Single Axle to Single or Tandem Axle	Min 3.0 m
Four Axles	Max 34,000 kg	Tandem Steering Axle to Tandem Axle	Min 3.65 m

\*The steering axle weight can be as high as 9,100 kg provided the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg per mm of width. However, the Gross Vehicle Weight limit will be based on a steering axle weight of 8,000 kg for single steering axle straight trucks.

## Have a question?

Send us an e-mail using our special e-mail address for truckers!  
[special.permits@qnb.ca](mailto:special.permits@qnb.ca)



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## Did you know?

**Did you know that the Special Permit Office offers fleet permits for lift axles?**



In 2001, the lift axle became a recognized piece of equipment for weight purposes under the *Motor Vehicle Act*.

Any tandem axle group that is part of a legal vehicle configuration recognized in *Schedule A of NB Regulation 2001-67* is permitted to have one axle of that group substituted with a pneumatic lift axle. In addition, any three-axle configuration, located on a trailer that is recognized as a legal axle configuration under *NB Regulation 2001-67* is permitted to have one axle of that group substituted with a pneumatic lift axle.



A truck with a legal lift axle at a New Brunswick scale.

There are three separate categories of axle groups that are permitted to contain a lift axle: tandem equivalent, triaxle and the tridem equivalent. You can find these definitions in the first section of *NB Regulation 2001-67*. All three of these axle groups that contain a lift axle, must have the same number and size of tires on each axle in the group.

The triaxle is the only defined axle group that is being grandfathered out of regulation by the year 2010. The triaxle does not have all pneumatic suspension or equalized spacing and currently is only recognized on trailers that are of a model year 2002 or earlier.

Should you have a vehicle with a lift axle described above please contact the Special Permits Office at 506-453-2982 for your free NCLA fleet permit.

## Canada and U.S. working together to save fuel and reduce greenhouse gas emissions

DETROIT -- Natural Resources Canada (NRCan) and the United States Environmental Protection Agency (EPA) are working jointly with North American freight and shipping industries to take voluntary actions to save fuel and reduce greenhouse gas emissions and other air pollutants.

John Efford, Minister of Natural Resources Canada and EPA Acting Assistant Administrator Bill Wehrum announced the partnership in September.

The two organizations signed an agreement to co-operate and share information on research, development and projects to achieve these goals. The better fuel efficiency and lower emissions that will result from this joint effort will improve energy security and public health in both countries.

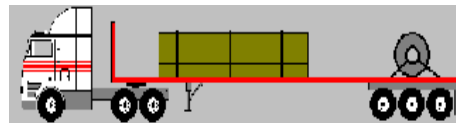
NRCan and the EPA will initially co-ordinate numerous cross-border emissions projects, including engine-idling reduction from trucks crossing the Canada-U.S. border, joint clean-technology promotions and demonstrations, and truck driver training and awareness programs.

The two organizations have unique but complementary approaches. NRCan's FleetSmart program is an educational and training-based initiative that focuses on fuel-efficient driver behaviour. EPA's SmartWay Transport Partnership emphasizes the use of innovative technology and shipper involvement.

The announcement was welcomed by the Canadian Trucking Alliance, which has long encouraged more cooperation between the federal governments of both countries when it comes to fuel efficiency and air quality initiatives. Alliance CEO David Bradley said "many of our members have received benefit from FleetSmart, but we also encouraged our members to become involved in SmartWay because of the involvement of shippers and a number have. Now we will have the best of both approaches."

Additional information on the FleetSmart Program is available at <http://oee.nrcan.gc.ca/transportation/fleetsmart.cfm>.

## NSC Cargo Securement Standard



The specific requirements for securing loads to commercial vehicles to ensure they do not shift, move or spill into the roadway are set out in the North American Cargo Securement Standard and are included in the National Safety Code Standard #10 for Cargo Securement.

The NSC Cargo Securement Standard is a Canada-US co-operative project jointly administered by the Canadian Council of Motor Transport Administrators and the Commercial Vehicle Safety Alliance. For more information please consult: <http://www.ccmta.ca/english/publicationandreports/publicationandreports.htm#NSC10>.