

Quick Reference Guide to Changes Under the New Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 155/2018)

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

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