

## VEHICLE WEIGHTS

### Non TAC configurations

Some equipment such as heavy haul or speciality equipment may not conform to the standard configurations found in Schedule 2 of the *Highways Regulations*.

Any equipment that does not conform to the minimum interaxle spacing requirements set out in *Highways Regulations, Section 14* shall in accordance with *Highways Regulations, Section 15*, have the axle group weight reduced 500 kg for every 0.1 m or portion thereof that is less than the minimum spacing established in *Highways Regulations, Section 14*.

Non TAC configuration will be dealt with on an individual basis. A carrier must apply for a special Non TAC configurations permit and if granted comply with all the conditions of the permit. The permit will set out allowable weights per axle/axle group and overall weights allowed.

### MINIMUM INTERAXLE SPACING REQUIREMENTS

In order for a unit to be able to haul to the legal axle weights of these regulations, certain minimum inter-axle spacings are required.

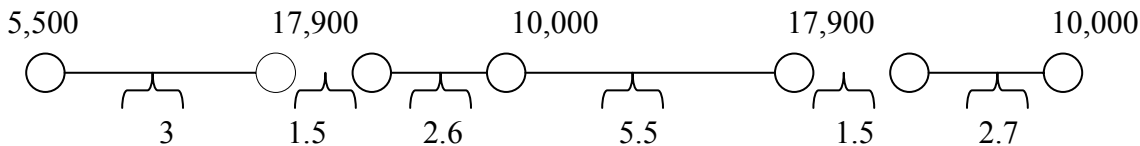
*Highways Regulations, Section 14*

- (a) Single axle to single axle, tandem axle group or tridem axle group, 3.0 metres
- (b) Tandem axle group to tandem axle group, 5.0 metres,
- (c) Tandem axle group to tridem axle group, 5.5 meters.
- (d) Tridem axle group to tridem axle group, 6.0

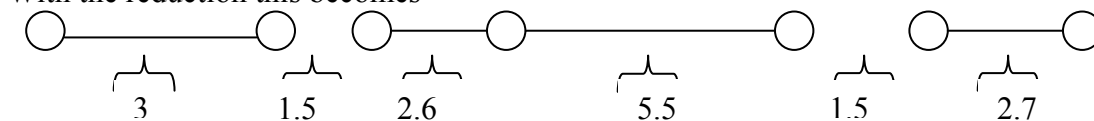
If spacings are less than the minimum in *Highways Regulations, Section 14* then a reduction of 500 kgs for every 1/10<sup>th</sup> of a meter applies, as per *Highways Regulations, Section 15*

### For Example:

Legal Weights



With the reduction this becomes



5,500

Combined 25,900

26,400

Reduction of 4/10  
4X500 = 2000 kg

Reduction of 3/10  
3X500 = 1500 kg

You would charge overweight above these combined weights. Also it is important to remember that neither axle can exceed the legal even if allowed

Determining maximum weights allowed on axles that are below minimum spacing requirements.

Taking the example above where the legal weight on the drivers plus the single axle has been reduced from 27,900 kgs to 25,900 kgs.

- On a Tandem to a Single Axle combination or a tandem to tandem combination you would calculate the maximum allowed by multiplying the reduced weight  $25,900 \times 1.2 = 31,080$  which would be the maximum weight allowed.
- On a Tridem to a Tandem or a Single Axle you would calculate by Multiplying the reduced weight  $\times 1.15$  to get the maximum weight allowed.

On the Permit you would enter these combined weights as a single group weight. For example 25,900 would cover legal and 31,080 would cover maximum for the above example and these are the weights that would be entered – 17,900 and 10,000 would not appear on the permit unless the unit was overweight on one set of axles. Then it would be whichever is greater as it is with all permits.