



March 19th, 2024

Good morning, members.

Below is informative information on estimated weights of trucks for the compliance of the TSSEA Act - Scales portion - that comes into effect **April 1,2024**

Thank you to Paul Reitz – Canadian Towing Equipment for these references.

As a quick reference **estimation** for our standard aluminum spec'd car carriers here is the following.

Model	Licence	Curb Weight	GVW	Registered Weight	Allowable Payload
International CV 2WD - 21.5 Alum	G Licence	14,000	23,800	23,800	9,800
Freightliner M2 Ext - 22 Alum	G Licence	18,500	28,000	24,250	5,750
International MV Ext - 22 Alum	G Licence	18,500	29,000	24,250	5,750
Hino L6 - 21.5 Alum	G Licence	16,400	25,500	24,250	7,850
Ford F550 2WD - 19.5 Alum	G Licence	13,700	19,500	19,500	5,800
Ram 5500 2WD - 19.5 Alum	G Licence	13,900	19,500	19,500	5,600
Ford F600 2WD- 19.5 Alum	G Licence	14,200	22,000	22,000	7,800

Weights are estimates. Weigh your truck to be accurate.

Red indicated the opportunity to raise the registered weight. Please note. A or D license would be required to drive vehicles registered for more than 11,000KGs (24,250lbs) AT ALL TIMES.

First, understand your vehicle and your registration.

- Check your door stickers and determine what your GVW can be. This is the maximum that your truck can be rated for.
 - - Check your ownership, on the plate side, and see what weight your truck is actually registered for. For flatbed it should be max weight allowable of the vehicle or the driver, **whichever is less**, for wreckers you should determine what your max weight is on your truck when loaded. We typically use the rule, the weight of the truck plus the rating of the wheel lift (truck weight 12,000lbs and the wheel lift is good for 4,000lbs, then 16,000lbs, but each fleet is different and requires you to review what is best for you and your equipment).
 - **BEWARE.....**do not register your flatbed for more than 24,250lbs if you are going to put a G Licence driver in the cab.....the driver will be ticketed and your truck may get parked.
 - When determining your weight of your truck you should include everything in the truck, the driver, full fuel and full DEF. Fuel is 7lbs/gallon, so if you have half tanks when you weigh and do the math, your math can be off significantly.

Things you can do to lighten your trucks and maximize your payload.....

- Inventory your tool boxes – do a full inventory on your toolboxes and determine what you need, and what is rusting away at the bottom. Do not need 300' of chain, 4 snatch blocks, half a rainforest of lumber? Go through them and reduce the amount of stuff in them. **The More Stuff You Have in Your Tool Box, The Less You Can Put on The Deck!!!!**
- Galvanizing is weight – Galvanizing is great, but it adds weight to the truck.
- Aluminum Pylon – we have recently switched suppliers on our carrier pylons to Aluminum, where possible. This is a saving of 350lbs.
- Extended Cab vs Regular Cab – I know some of you have no choice here, but it goes without saying that Regular Cabs weight less. Not to mention the amount of stuff you throw in the back of the cab.
- Wheel Lift vs No Wheel Lift –Autoloaders are even heavier.
- Aluminum Bed vs Steel Bed – on a 22' Miller bed that is better than 1200lbs. Aluminum beds are also quicker to get currently.
- Dollies and Go-Jacks – I know more vehicles are AWD or Electric but perhaps be selective on how many carriers have these things. If a customer has to wait for a truck with dollies, then that is the deal. You know better than I do what dollies and axles weigh.
- Wash under your vehicle regularly – Mud sticks everywhere and is very heavy.
- Clean the cab out.

Most of these you will save 100, 200 or maybe 400lbs, but do a few of these things and it may make all the difference.

Hope this helps as you try to navigate through the new rules in the towing industry.