

## Draft Regulation

Highway Safety Code  
(R.S.Q., c. C-24.2)

### Vehicle load and size limits — Amendments

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), that the Regulation to amend the Vehicle Load and Size Limits Regulation, the text of which appears below, may be made by the Government upon the expiry of 45 days following this publication.

The purpose of the draft Regulation is to amend certain vehicle load and size limits in order to better protect road installations and to improve the safety of the persons who use the roads. It provides for a reduction of the administrative rules by eliminating certain special travel permits and a greater compatibility of Québec standards with those of the other North American jurisdictions. It takes into account the recent amendments to a federal-provincial-territorial agreement on the regulation of vehicle load and size limits and proposes an equal treatment for all industrial sectors. The proposed changes favour the use of more efficient vehicles concerning road protection and road safety, thus allowing for the competitiveness of Québec carriers and shippers.

Further information may be obtained by contacting M. Gervais Corbin, professional engineer, Ministère des Transports du Québec, Service des normes en transport routier des marchandises, 700, boulevard René-Lévesque Est, 22<sup>e</sup> étage, Québec (Québec) G1R 5H1, tel. (418) 644-5593, fax: (418) 644-9072.

Any interested person having comments to make on the matter is asked to send them in writing, before the expiry of the 45-day period, to the Minister of Transport, 700 boulevard René-Lévesque Est, 29<sup>e</sup> étage, Québec (Québec) G1R 5H1.

JACQUES BRASSARD,  
*Minister of Transport*

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## Regulation to amend the Vehicle Load and Size Limits Regulation

Highway Safety Code  
(R.S.Q., c. C-42.2, s. 621, pars. 15, 16, 17 and 18)

1. The Vehicle Load and Size Limits Regulation\* is amended by striking out the words “and used” in the second paragraph of section 1.

2. The following is substituted for section 2:

“2. For the purposes of this Regulation, the public highways of Québec are classified as follows:

(1) ordinary class: any public highway or part thereof not covered by subparagraphs 2 and 3;

(2) special class: public highways described and delimited in Schedule C;

(3) exempted class: parts of public highways at the intersections of a private road described in Schedule D.

Unless the context indicates otherwise in this Regulation, the standards herein apply to all public highways of the ordinary class and of the special class and do not apply to the parts of public highways of the exempted class.

3. Section 3 is amended by adding the following paragraph at the end:

“For the purposes of this Regulation, the distance between the axes or the centres of 2 axles is the distance between the rotation centre of the axis of one axle in relation to the rotation centre of the axis of the other axle.”

4. The following is substituted for section 4:

“4. The maximum length of any road vehicle or combination of road vehicles, load included, shall be:

(1) 12.5 metres for any motor vehicle where the rear overhang is 4 metres or less;

(2) 14 metres for any bus where the rear overhang is 4 metres or less;

(3) 18.5 metres for an articulated bus;

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\* The Vehicle Load and Size Limits Regulation was made by Order in Council 1299-91 dated 18 September 1991 (1991, G.O. 2, 3630).

(4) 23 metres for any combination of road vehicles consisting of a farm tractor and of 2 trailers;

(5) 23 metres for any combination of road vehicles consisting of a tractor and of no more than 3 motorized road vehicles or chassis of motor vehicles coupled to the tractor according to the saddle-back method;

(6) 23 metres for any combination of road vehicles consisting of a towing vehicle and a single trailer equipped with a dolly or consisting of a towing vehicle and a single trailer where the rear overhang of the trailer is 4 metres or less;

(7) 23 metres for any combination of road vehicles consisting of a tractor and a single semi-trailer that meet the following specifications:

(a) the tractor has a wheelbase of 6.2 metres or less;

(b) the tractor has an interaxle spacing of 3 metres or more;

(c) the distance between the rear end of the semi-trailer, load included, and the centre of its single, tandem or triple axle is at the most 35 % of the distance between the centre of that axle and the centre of the king pin;

(8) 25 metres for any Type B or C double train that meets the following specifications:

(a) in the case of Type B, it is composed of a tractor and a semi-trailer equipped at the rear with a fifth wheel on which the front of the second semi-trailer rests;

(b) in the case of Type C, it is composed of a tractor, a semi-trailer and a double drawbar dolly, which converts the second semi-trailer into a trailer;

(c) the tractor is not provided with load space and has a wheelbase of 6.2 metres or less;

(d) the tractor has an interaxle spacing of 3 metres or less;

(e) the distance between the front of the first semi-trailer and the rear end of the second semi-trailer is 20 metres or less;

(9) 25 metres for any Type A double train that meets the following specifications:

(a) it is composed of a tractor, a semi-trailer and a single drawbar dolly, which converts the second semi-trailer into a trailer;

(b) the tractor is not provided with load space and has a wheelbase of 6.2 metres or less;

(c) the tractor has an interaxle spacing of 3 metres or more;

(d) the distance between the front of the first semi-trailer and the rear end of the second semi-trailer is 18.5 metres or less;

(10) 11 metres for any motor vehicle not covered by subparagraphs 1 and 2;

(11) 19 metres for any combination of road vehicles not covered by subparagraphs 4, 5, 6, 7, 8 and 9;

(12) 36.5 metres for any combination of road vehicles on a public highway belonging to the special class described in Schedule C.

For the purposes of subparagraphs 7, 8 and 9, the interaxle spacing of the tractor shall be measured from the axis of rotation of the front axle to the axis of rotation of the first axle of the group of rear axles and the wheelbase of the tractor shall be measured from the axis of rotation of the front axle to the centre of the group of rear axles, or as the case may be, to the axis of rotation of the single rear axle.

For the purposes of subparagraphs 1, 2 and 6, the rear overhang shall be measured from the axis of rotation of the single rear axle or from the centre of the group of rear axles forming a class of axles, to the rear end of the vehicle including loading.

For the purposes of subparagraphs 8 and 9, the distance between the front of the first semi-trailer and the rear end of the second semi-trailer does not include auxiliary equipment located in front of the first semi-trailer, provided they do not increase the load volume of the road vehicle.”.

5. The following is substituted for section 5:

“5. The maximum length for any trailer shall be 12.5 metres.

The maximum length for any semi-trailer converted into a trailer by a dolly shall be 14.65 metres.

The dimension prescribed by the second paragraph does not include the coupling device of the dolly.”.

6. Section 6 is amended

(1) by substituting the number “16.2” for the number “15.5” in the first line of paragraph 1;

(2) by striking out “, or with a combination of axles of class B.44 or B.45” at the end of subparagraph *a* of paragraph 1;

(3) by deleting subparagraph *b* of paragraph 1;

(4) by inserting the following paragraph after paragraph 1:

“(1.1) 15.5 metres for those equipped with a combination of axles of class B.44 or B.45 that meet the specifications covered by subparagraphs *c* and *d* of paragraph 1;”;

(5) by deleting “*b*” in paragraph 2.

7. The following is substituted for section 7:

“7. The dimensions prescribed by sections 5 and 6 do not include auxiliary equipment located in front of the semi-trailer or trailer, provided they do not increase the load volume of the road vehicle.”.

8. The following paragraph is substituted for paragraph 5 of section 8:

“(5) one tractor hauling 1, 2 or 3 motorized road vehicles or chassis of motor vehicles coupled according to the saddle-back method.”.

9. The following paragraphs are substituted for the first paragraph of section 10:

“10. The maximum width of any single unit road vehicle, any towing vehicle and any tractor, load included, shall be 2.6 metres. That of any trailer and semi-trailer, load included, shall be 2.5 metres.

The dimension of 2.5 metres covered by the first paragraph shall be increased to 2.6 metres where the length of each axle, including tires, under a semi-trailer or trailer is 2.5 metres or more. That dimension shall be increased to 3.75 metres in the case of a trailer carrying grains and travelling unloaded.”.

10. Section 11 is amended

(1) by inserting the following after paragraph 2:

“(2.1) the securing system and tarpaulin covering prescribed by section 11 of the Regulation respecting standards for the securing of loads”, provided they do

not extend more than 100 millimetres beyond either side of a road vehicle;”;

(2) by substituting the following paragraphs for paragraph 3:

“(3) equipment for grading, clearing or marking lanes of public highways;

(3.1) a device used for the automatic loading of bales of hay;”;

(3) by substituting the dimension of “3.75 metres” for “3 metres” in paragraph 4.

11. Section 13 is amended

(1) by substituting “10 kilograms” for “11 kilograms” in paragraph 1;

(2) by substituting “B.57” for “B.55” in paragraphs 1 and 3;

(3) by adding the following at the end of paragraph 3:

“moreover, the maximum load shall be decreased, as the case may be, for classes B.31, B.32 and B.33 by 1 000 kilograms where the class of axles is made up of a group of axles equivalent to a triple axle;”.

12. The following is substituted for section 14:

“14. The maximum load of an axle or combination of axles belonging to a class in Schedule B shall be as follows:

Class	Axle load
B.1	9 000 kilograms
B.2	16 000 kilograms
B.3	15 000 kilograms
B.10	10 000 kilograms
B.20	10 000 kilograms
B.21	18 000 kilograms
B.25	13 500 kilograms
B.26	10 000 kilograms
B.30	18 000 kilograms
B.31	21 000 kilograms

\*\* The Regulation respecting standards for the securing of loads was made by Order in Council 284-86 dated 12 March 1986 (1986, G.O. 2, 333).

Class	Axle load
B.32	24 000 kilograms
B.33	26 000 kilograms
B.33.1	18 000 kilograms
B.34	18 000 kilograms
B.35	18 000 kilograms
B.36	18 000 kilograms
B.37	18 000 kilograms
B.38	18 000 kilograms
B.39	18 000 kilograms
B.40	23 000 kilograms
B.41	26 000 kilograms
B.42	26 000 kilograms
B.43	28 000 kilograms
B.44	32 000 kilograms
B.45	32 000 kilograms
B.50	18 000 kilograms
B.51	18 000 kilograms
B.52	18 000 kilograms
B.53	18 000 kilograms
B.54	18 000 kilograms
B.55	18 000 kilograms
B.56	17 000 kilograms
B.57	23 000 kilograms

**13.** The following is substituted for section 17:

“**17.** Where the load of a road vehicle or combination of road vehicles is raw timber carried from the felling site to a primary processing plant, the maximum loads prescribed for classes B.21, B.31 to B.39., B.41 and B.42 of section 14 shall be increased until 31 December 1999 as follows:

Class	Axle load
B.21	20 000 kilograms
B.31	23 000 kilograms
B.32	25 000 kilograms
B.33	27 000 kilograms
B.33.1	27 000 kilograms
B.34	29 000 kilograms
B.35	30 000 kilograms
B.36	22 000 kilograms
B.37	24 000 kilograms
B.38	26 000 kilograms
B.39	29 000 kilograms
B.41	28 000 kilograms
B.42	30 000 kilograms
B.43	30 000 kilograms

”.

**14.** Section 18 is amended

(1) by substituting the words “the maximum load prescribed for class B.21 of section 14 shall be increased until 31 December 1999,” for the words “the maximum loads prescribed for classes B.22 and B.23 of section 14 shall be increased” in the first paragraph;

(2) by substituting “That maximum load shall also be increased, until 31 December 1999,” for the words “Those maximum loads shall also be increased” in the second paragraph.

**15.** The following is substituted for section 20:

“**20.** The total loaded mass of a road vehicle or combination of road vehicles belonging to a class in Schedule A shall be as follows:

Class	Total loaded mass
A.1	17 250 kilograms
A.2	25 250 kilograms
A.3	32 000 kilograms

<b>Class</b>	<b>Total loaded mass</b>
A.4	31 000 kilograms minus 1 000 kilograms per 500 millimetres under the 3.0 metre length prescribed for this class
A.9	23 500 kilograms
A.10	25 500 kilograms
A.11	35 500 kilograms
A.12	41 500 kilograms
A.13	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.0 metre length prescribed for this class
A.19	41 500 kilograms
A.20	43 500 kilograms
A.21	42 500 kilograms minus 1 000 kilograms per 500 millimetres under the 8.0 metre length prescribed for this class
A.22	51 500 kilograms
A.23	50 500 kilograms minus 1 000 kilograms per 500 millimetres under the 12.0 metre length prescribed for this class
A.24	49 500 kilograms
A.25	48 500 kilograms minus 1 000 kilograms per 500 millimetres under the 9.5 metre length prescribed for this class
A.26	55 500 kilograms
A.27	54 500 kilograms minus 1 000 kilograms per 500 millimetres under the 14.0 metre length prescribed for this class
A.30	50 000 kilograms
A.31	49 000 kilograms minus 1 000 kilograms per 500 millimetres under the 15.0 metre length prescribed for this class
A.32	53 500 kilograms

<b>Class</b>	<b>Total loaded mass</b>
A.33	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 16.5 metre length prescribed for this class
A.34	53 500 kilograms
A.35	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 16.5 metre length prescribed for this class
A.40	44 500 kilograms
A.41	43 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.0 metre length prescribed for this class
A.42	47 500 kilograms
A.43	46 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.5 metre length prescribed for this class
A.44	49 500 kilograms
A.45	48 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.5 metre length prescribed for this class
A.46	41 500 kilograms
A.47	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.0 metre length prescribed for this class
A.48	41 500 kilograms
A.49	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.0 metre length prescribed for this class
A.50	41 500 kilograms
A.51	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.0 metre length prescribed for this class
A.52	41 500 kilograms

<b>Class</b>	<b>Total loaded mass</b>
A.53	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.0 metre length prescribed for this class
A.54	41 500 kilograms
A.55	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.0 metre length prescribed for this class
A.56	41 500 kilograms
A.57	40 500 kilograms minus 1 000 kilograms per 500 millimetres under the 4.0 metre length prescribed for this class
A.60	49 500 kilograms
A.61	48 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.5 metre length prescribed for this class
A.62	49 500 kilograms
A.63	48 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.0 metre length prescribed for this class
A.64	51 500 kilograms
A.65	50 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.0 metre length prescribed for this class
A.66	55 500 kilograms
A.67	54 500 kilograms minus 1 000 kilograms per 500 millimetres under the 6.0 metre length prescribed for this class
A.68	55 500 kilograms
A.69	54 500 kilograms minus 1 000 kilograms per 500 millimetres under the 5.5 metre length prescribed for this class
A.70	45 500 kilograms

<b>Class</b>	<b>Total loaded mass</b>
A.71	44 500 kilograms minus 1 000 kilograms per 500 millimetres under the 10.0 metre length prescribed for this class
A.72	53 500 kilograms
A.73	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 13.5 metre length prescribed for this class
A.74	53 500 kilograms
A.75	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 14.0 metre length prescribed for this class
A.76	53 500 kilograms
A.77	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 15.5 metre length prescribed for this class
A.78	53 500 kilograms
A.79	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 15.5 metre length prescribed for this class
A.80	53 500 kilograms
A.81	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 15.5 metre length prescribed for this class
A.82	53 500 kilograms
A.83	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 15.5 metre length prescribed for this class
A.84	53 500 kilograms
A.85	52 500 kilograms minus 1 000 kilograms per 500 millimetres under the 15.5 metre length prescribed for this class
A.86	55 500 kilograms

<b>Class</b>	<b>Total loaded mass</b>
A.87	58 500 kilograms
A.90	59 000 kilograms
A.91	58 000 kilograms minus 1 000 kilograms per 500 millimetres under the 16.5 metre length prescribed for this class
A.92	59 000 kilograms
A.93	58 000 kilograms minus 1 000 kilograms per 500 millimetres under the 16.5 metre length prescribed for this class
A.94	58 000 kilograms
A.95	57 000 kilograms minus 1 000 kilograms per 500 millimetres under the 16.5 metre length prescribed for this class
A.96	53 000 kilograms
A.97	52 000 kilograms minus 1 000 kilograms per 500 millimetres under the 16.0 metre length prescribed for this class

The maximum load prescribed for the combination of road vehicles belonging to class A.90 or A.91 shall be increased by 3 500 kilograms on autoroutes numbers 5, 10, 13, 15, 19, 20, 25, 30, 31, 35, 40, 50, 55, 73, 410, 440, 520, 540, 573, 640, 720, 740 and 955 on a divided public highway consisting of two lanes, each constituting the extension of one of those autoroutes and on the access roads of those autoroutes over a distance of not more than 2 kilometres, measured from the exit from or entry to the autoroute as well as route 185.”

16. The following is substituted for section 24:

“24. During a period of thaw or rain, the maximum axle load prescribed by sections 14, 17 and 18 shall be replaced by the following:

<b>Class</b>	<b>Axle load</b>
B.1	9 000 kilograms
B.2	16 000 kilograms
B.3	15 000 kilograms

<b>Class</b>	<b>Axle load</b>
B.10	8 000 kilograms
B.20	8 000 kilograms
B.21	15 500 kilograms
B.25	11 000 kilograms
B.26	8 000 kilograms
B.30	15 500 kilograms
B.31	18 000 kilograms
B.32	21 000 kilograms
B.33	22 000 kilograms
B.33.1	15 500 kilograms
B.34	15 500 kilograms
B.35	15 500 kilograms
B.36	15 500 kilograms
B.37	15 500 kilograms
B.38	15 500 kilograms
B.39	15 500 kilograms
B.40	20 000 kilograms
B.41	22 000 kilograms
B.42	22 000 kilograms
B.43	24 000 kilograms
B.44	27 500 kilograms
B.45	27 500 kilograms
B.50	15 500 kilograms
B.51	15 500 kilograms
B.52	15 500 kilograms
B.53	15 500 kilograms
B.54	15 500 kilograms
B.55	15 500 kilograms
B.56	16 000 kilograms
B.57	23 000 kilograms

The maximum load for axles of classes B.10 to B.57 shall be decreased by 1 000 kilograms per axle equipped with only two tires. Moreover, that maximum load shall be decreased, as the case may be, for classes B.31, B.32 and B.33, by 1 000 kilograms where the class of axles is made up of a group of axles equivalent to a triple axle.”.

**17.** Section 25 is amended by substituting the following for the last sentence: “It shall in no case exceed that prescribed by section 19 nor exceed 59 000 kilograms and 58 000 kilograms for the combinations of road vehicles belonging respectively to classes A.90 and A.91.”.

**18.** Section 26 is amended by inserting the following paragraph at the end:

“Sections 24 and 25 do not apply to tow trucks hauling another vehicle that has been in an accident or has broken down, been seized or abandoned and, in any case, without a load.”.

**19.** The following is substituted for section 33:

“**33.** Up to 31 December 1999, sections 13 to 25 shall not apply to the axles of a single unit road vehicle of a model year prior to 1992 that has not undergone, after 1 October 1991, any alteration covered by section 214 of the Highway Safety Code and that meets one of the following conditions:

(1) it is equipped with a non-detachable dumping mechanism and carries sand, earth, gravel, stone, sodium chloride, snow, ice or hot mix asphalt;

(2) it is assigned to the maintenance of a public highway;

(3) it is a back loading refuse-compacting truck.

The maximum total loaded mass of that road vehicle shall be the least of:

(1) the total loaded mass computed by adding the load maximums indicated by the manufacturer of tires for each class of axle up to 7 250 kilograms in the case of axles of class B.1, 14 000 kilograms in the case of axles of class B.2, 13 000 kilograms in the case of axles of class B.3, 10 000 kilograms in the case of axles of class B.10 or B.26, 20 000 kilograms in the case of axles of class B.21, 13 500 kilograms in the case of axles of class B.25, 18 000 kilograms in the case of axles of class B.50 without exceeding, for classes B.1, B.2 and B.3, the load maximum indicated by the road vehicle manufacturer;

(2) the load indicated by the person that made the alterations to the vehicle, before 1 October 1991, with the approval of the Société de l'assurance automobile du Québec in accordance with paragraph 1 of section 214 of the Highway Safety Code;

(3) 17 250 kilograms where the road vehicle belongs to class A.1, 27 250 kilograms where it belongs to class A.2 or A.9, 34 000 kilograms where it belongs to class A.3 and 33 000 kilograms where it belongs to class A.4;

(4) during a period of thaw or rain, 15 250 kilograms where the road vehicle belongs to class A.1, 22 750 kilograms where it belongs to class A.2 or A.9, 29 500 kilograms where it belongs to class A.3 and 28 500 kilograms where it belongs to class A.4. Those maximums shall be decreased by 1 000 kilograms where the vehicle is equipped with an axle of class B.3.

Where the load maximums indicated by the manufacturer or the load capacities indicated by the person that made alterations to vehicles may not be established for the purposes of applying subparagraphs 1 and 2 of the second paragraph, the maximums prescribed by subparagraph 3 shall be reduced to 15 500 kilograms where the road vehicle belongs to class A.1, to 23 500 kilograms where it belongs to class A.2 or A.9, to 29 000 kilograms where it belongs to class A.3 and to 28 000 kilograms where it belongs to class A.4.

For the purposes of this section, any maximum expressed in pounds shall be divided by 2.2046.”.

**20.** Section 34 is amended by adding the following paragraph at the end:

“The dimensions prescribed by the first paragraph do not include auxiliary equipment located in front of the semi-trailer, provided they do not increase the load volume of the road vehicle.”.

**21.** Section 37 is deleted.

**22.** The Regulation is amended by inserting the following sections after section 37:

“**37.1** Up to 31 December 1999, where the load of road vehicles of classes A.2, A.3 and A.4 is covered by section 18, the maximum loads prescribed in the first paragraph of section 20 shall be increased by 2 000 kilograms.

**37.2** Up to 31 December 1999, where the load of a road vehicle or a combination of road vehicles is raw timber, within the meaning of section 16, carried from the felling site to a primary processing plant, the maxi-



mums covered by the first paragraph of section 20 shall be increased by 2 000 kilograms for class A.2, 4 000 kilograms for classes A.12, A.13, A.60, A.61, A.64 and A.65, 3 750 kilograms for classes A.24 and A.25, 3 000 kilograms for classes A.42 to A.45, 13 000 kilograms for classes A.46, A.47, A.56 and A.57, 14 000 kilograms for classes A.48 and A.49, 6 000 kilograms for classes A.50, A.51, A.62 and A.63, 8 000 kilograms for classes A.52 and A.53 and 10 000 kilograms for classes A.54 and A.55.

**37.3** Up to 31 December 1999, the maximum load prescribed by section 20 for classes A.24 and A.25 shall be increased by 1 750 kilograms in respect of the combinations of road vehicles not covered by section 37.2, where the trailer was assembled prior to July 1998.

**37.4** Up to 31 December 2000, the maximum load prescribed by section 24 of axles of classes B.44 and B.45 shall be increased by 2 500 kilograms.

**37.5** Up to 31 December 2009, the maximum length dimension of any trailer assembled before July 1998 shall be 14.65 metres.

**37.6** Up to 31 December 2009, the width dimension provided for in the first paragraph of section 10 shall be increased to 2.6 metres for trailers and semi-trailers assembled prior to July 1998.

**37.7** Up to 31 December 2009, the following provisions of this Regulation do not apply to a vehicle assembled before July 1998:

- (1) subparagraph *a* of paragraph 7 of section 4;
- (2) subparagraph *c* of paragraph 8 of section 4;
- (3) subparagraph *b* of paragraph 9 of section 4.

**37.8** Up to 31 December 2009, the maximums provided for in paragraphs 1 and 2 of section 4 shall apply to motor vehicles and buses assembled before July 1998 where the distance measured between the centre of rotation of the axis of the last axle and the rear end of the vehicle, load included, is 5 metres or less.

**37.9** Up to 31 December 2009, the maximum provided for in paragraph 6 of section 4 shall apply to any combination of road vehicles consisting of a towing vehicle and a single trailer assembled before July 1998.

**37.10** Up to 31 December 2009, the load maximum prescribed by sections 14 and 24 for the axles of classes B.34, B.35, B.38 and B.39 of a road vehicle assembled

before July 1998 shall be increased by 8 000 kilograms in a normal period and by 6 500 kilograms in a period of thaw.

Up to 31 December 2004, the load maximum provided for in the first paragraph for axles of class B.35 shall be increased by 12 000 kilograms in a normal period and by 9 000 kilograms in a period of thaw in the case of tank semi-trailers and semi-trailers equipped with a non-detachable dumping mechanism.

The period of increase referred to in the second paragraph shall be extended to 31 December 2009 in the case of tank semi-trailers carrying liquids.

**37.11** Up to 31 December 2009, the load maximum prescribed by section 20 for classes A.46 to A.49 and A.54 to A.57 shall be increased by 8 000 kilograms in respect of the combinations of road vehicles where the semi-trailer was assembled prior to July 1998.

Up to 31 December 2004, the load maximum prescribed by the first paragraph shall be increased by 12 000 kilograms for classes A.48 and A.49 in the case of tank semi-trailers and semi-trailers equipped with a non-detachable dumping mechanism.

The increasing period referred to in the second paragraph shall be extended to 31 December 2009 in the case of tank semi-trailers carrying liquids.

**37.12** Up to 31 December 2009, the load maximum prescribed by sections 14 and 24 for class B.37 of a road vehicle assembled before July 1998 shall be increased by 4 000 kilograms in a normal period and by 3 500 kilograms in a period of thaw.

**37.13** Up to 31 December 2009, the load maximum prescribed by section 20 for classes A.52 and A.53 shall be increased by 4 000 kilograms for a road vehicle assembled before July 1998.

**37.14** Up to 31 December 2009, the 4.0 metre length provided for in section 20 and in Schedule A for classes A.12 and A.13 shall be reduced to 3.0 metres for a trailer or semi-trailer assembled before July 1998.

**37.15** Up to 31 December 2009, the 5.5 metre length provided for in section 20 and in Schedule A for classes A.44 and A.45 shall be reduced to 4.0 metres for a semi-trailer assembled before July 1998.”.

## 23. Schedule A is amended

- (1) by substituting the distance of “4 metres” for “4.5 metres” in classes A.12 and A.13;

(2) by substituting the distance of “8 metres” for “9 metres” in classes A.20 and A.21;

(3) by substituting the distance of “12 metres” for “13 metres” in classes A.22 and A.23;

(4) by substituting the distance of “9.5 metres” for “11 metres” in classes A.24 and A.25;

(5) by substituting the distance of “14 metres” for “13.6 metres” in classes A.26 and A.27;

(6) by substituting the distance of “4 metres” for “5 metres” in classes A.40 and A.41;

(7) by substituting the distance of “4.5 metres” for “5.3 metres” in classes A.42 and A.43;

(8) by substituting the distance of “5.5 metres” for “5.7 metres” in classes A.44 and A.45;

(9) by inserting “or B.33.1” after “B.33” in classes A.44 and A.45;

(10) by substituting the distance of “5 metres” for “6.2 metres” in classes A.46 and A.47;

(11) by substituting the distance of “5 metres” for “6.3 metres” in classes A.48 and A.49;

(12) by substituting the distance of “4 metres” for “5.1 metres” in classes A.50 and A.51;

(13) by substituting the distance of “4 metres” for “5.4 metres” in classes A.52 and A.53;

(14) by substituting the distance of “5 metres” for “5.8 metres” in classes A.54 and A.55;

(15) by substituting the distance of “4 metres” for “6.3 metres” in classes A.56 and A.57;

(16) by substituting the distance of “5.5 metres” for “6.2 metres” in classes A.60 and A.61;

(17) by substituting the distance of “5 metres” for “6.5 metres” in classes A.62 and A.63;

(18) by substituting the distance of “5 metres” for “6.3 metres” in classes A.64 and A.65;

(19) by substituting the distance of “6 metres” for “6.3 metres” in classes A.66 and A.67;

(20) by substituting the distance of “5.5 metres” for “5.8 metres” in classes A.68 and A.69;

(21) by substituting the distance of “10 metres” for “10.5 metres” in classes A.70 and A.71;

(22) by substituting the distance of “16.5 metres” for “16.9 metres” in classes A.90, A.91, A.92, A.93, A.94 and A.95;

(23) by substituting the distance of “16 metres” for “16.3 metres” in classes A.96 and A.97;

(24) by inserting the following after class A.85:

“A.86 Any combination of road vehicles forming a Type C double train with 7 axles, 4 of which form 2 tandem axles, composed of a tractor, a semi-trailer and a trailer with a double drawbar dolly and meeting the following specifications, belongs to this class:

(1) the tractor has 2 axles or, as the case may be, 3 axles, 2 of which form a tandem axle;

(2) the distance between the axes of the axles of the tandems, including that included in class B.57, is not more than 1.85 metres;

(3) the distances between the centre of interaxle spacings belonging to various groups of axles on the combination of road vehicles shall be at least:

(a) 5 metres between the tandem of the tractor and that under the first semi-trailer;

(b) 3 metres in other cases;

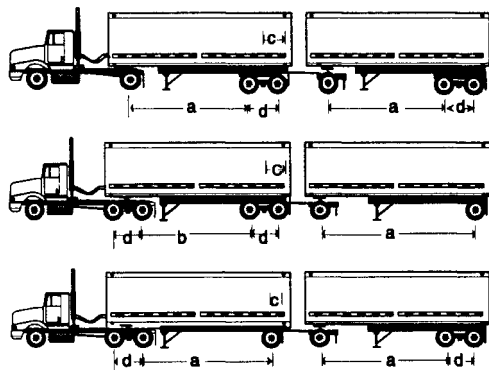
(4) the distance between the centre of the single axle or the tandem axle of the semi-trailer and the centre of the pintle hooks is not more than 1.8 metres;

(5) the distance between the centre of the king pin and the centre of their single axle or the centre of their tandem axle is not less than 6.25 metres;

(6) the dolly is equipped with a single axle and meets the requirements of section 903 of the Motor Vehicle Safety Regulations\*\*\*;

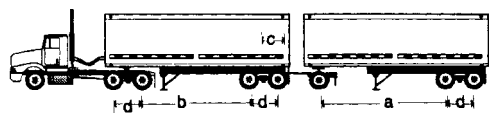
\*\*\* The Motor Vehicle Safety Regulations was made by Order in Council SOR/91-258 and amended by Order in Council SOR/93-146.

(7) attachment to the semi-trailer with the lowest loaded mass, determined by the sum of axle loads measured under the wheels of the combination of vehicles which distribute their respective mass of semi-trailers, form a trailer with the dolly, as shown below:



$$\begin{aligned} a &\geq 3.0 \text{ m} \\ b &\geq 5.0 \text{ m} \\ c &\leq 1.8 \text{ m} \\ d &\leq 1.85 \text{ m} \end{aligned}$$

A.87 Any combination of road vehicles forming a Type C double train with 8 axles, 6 of which form 3 tandem axles, composed of a tractor, a semi-trailer and a trailer with a double drawbar dolly and meeting the specifications of class A.86, as shown below, belongs to this class:



$$\begin{aligned} a &\geq 3.0 \text{ m} \\ b &\geq 5.0 \text{ m} \\ c &\leq 1.8 \text{ m} \\ d &\leq 1.85 \text{ m.} \end{aligned}$$

(25) by striking out the words “identical pneumatic and” in the second paragraph;

(26) by substituting “A.87” for “A.85” in the third paragraph.

## 24. Schedule B is amended

(1) by substituting “1.2 metres” for “1 metre” in classes B.20, B.25 and B.30;

(2) by substituting the following for class B.21:

“B.21 Any tandem axle not belonging to another class where the distance between the axes of the axles is 1.2 metres or more belongs to this class.”;

(3) by deleting classes B.22, B.23 and B.24;

(4) by substituting the number “3.7” for “4.2” in class B.33;

(5) by inserting the following after class B.33:

“B.33.1 Any triple axle or group of equivalent axles where the distance between the axes of the rear axles of the combination is 3.7 metres or more but less than 4.2 metres belongs to this class.”;

(6) by inserting the words “under a single unit vehicle, under a towing vehicle or” after the word “located” in classes B.36 to B.39, B.41 to B.45 and B.51 to B.54;

(7) by substituting the words “of a self-steering axle which, until the year 2015, can be replaced by a single axle on vehicles assembled before January 2003” for the words “of a single axle” in paragraph 1 of classes B.44 and B.45;

(8) by substituting the following for class B.55:

“B.55 Any combination of 2 or more single axles under a single unit road vehicle, under a towing vehicle, under a semi-trailer or under a trailer not equipped with a dolly where the distance between the axes of the rear axles is 2.4 metres or more belongs to this class.

B.56 Any combination of 2 single axles where one is located at the rear of the first semi-trailer of a Type C double train referred to in class A.86 and the other one under the dolly of the trailer, and where the distance between the axes is less than 3 metres belongs to this class.

B.57 Any combination of 3 axles, 2 of which form a tandem axle located at the rear of the first semi-trailer of a Type C double train referred to in class A.86 or A.87 and the other one under the dolly of the trailer, and where the distance between the axes of the last axle of the tandem axle and the axle of the dolly is less than 3 metres belongs to this class.”;

(9) by adding the following paragraphs at the end:

“For the purposes of this Schedule, the wheels that are not attached to an axle but that are attached under the vehicle in a common axis of rotation shall be included in the classes of axles.

On the vehicles assembled after June 1998, the axle referred to in paragraph 1 of B.44 or B.45 shall, in addition, be attached by a suspension designed to distribute evenly within 1 000 kilograms when the lift axle is lowered, without any possible adjustment, the mass that can be measured under the wheels of each axle. On the vehicles assembled after December 2002, that axle shall, in addition, be a self-steering axle.

From 1 January 2015, only the self-steering axle will remain prescribed by paragraph 1 of classes B.44 and B.45.”;

(10) by striking out the words “identical pneumatic and” in the second paragraph.

25. The Regulation is amended by adding the following at the end:

#### “SCHEDULE D

The following belongs to this class:

(1) the intersection of Chemin Manouane and Chemin DesAulnaies in the municipality of Saint-Michel-des-Saints.”.

26. This Regulation comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*.