

preceding year the annual percentage change in the Consumer Price Index (CPI) calculated for the month of June of the preceding year and published by Statistics Canada. If the percentage is negative, no adjustment is made.

The Minister is to publish the results of the adjustment in Part 1 of the *Gazette officielle du Québec* and may publicize more broadly using any other appropriate means.”.

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

2447

Gouvernement du Québec

**O.C. 24-2013, 16 January 2013**

Highway Safety Code  
(chapter C-24.2)

### **Vehicle Load and Size Limits — Amendment**

Regulation to amend the Vehicle Load and Size Limits Regulation

WHEREAS, under subparagraph 15 of the first paragraph of section 621 of the Highway Safety Code (chapter C-24.2), the Government may by regulation establish classes of road vehicles and combinations of road vehicles according to load, the number, type and class of axles, configuration in respect of axle arrangement, tire and suspension specifications or any other mechanical specification;

WHEREAS, under subparagraph 16 of the first paragraph of that section, the Government may by regulation establish classes of axles and include in those classes wheel assemblies that are not attached to an axle but are in lieu thereof;

WHEREAS, under subparagraph 17 of the first paragraph of that section, the Government may by regulation establish for classes of public highways, according to classes of road vehicles and combinations of road vehicles and classes of axles, norms for axle load, total loaded mass and dimensions of road vehicles and combinations of road vehicles with or without load;

WHEREAS, under subparagraph 18 of the first paragraph of that section, the Government may by regulation modify, during periods of thaw or in the event of rain, erosion or flooding, the norms established under subparagraph 17;

WHEREAS, under subparagraph 27 of the first paragraph of that section, the Government may by regulation take the measures necessary to control the dimensions and mass of a road vehicle or combination of road vehicles moving on a public highway, load included;

WHEREAS, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), a draft Regulation to amend the Vehicle Load and Size Limits Regulation was published in Part 2 of the *Gazette officielle du Québec* of 18 July 2012 with a notice that it could be made by the Government on the expiry of 45 days following that publication;

WHEREAS it is expedient to make the Regulation with amendments;

IT IS ORDERED, therefore, on the recommendation of the Minister of Transport:

THAT the Regulation to amend the Vehicle Load and Size Limits Regulation, attached to this Order in Council, be made.

JEAN ST-GELAIS,  
*Clerk of the Conseil exécutif*

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

Highway Safety Code  
(chapter C-24.2, s. 621, 1st par., subpars. 15, 16, 17, 18 and 27)

**1.** The Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31) is amended in section 3

(1) by replacing the definition of “self-steering axle” in the first paragraph by the following:

““self-steering axle” means an axle equipped at its ends with a part that can pivot around a vertical axis allowing the wheels to turn automatically in accordance with the vehicle-path or equipped with any other system that allows both wheels, the tires of which have a tread of a maximum width of 385 mm, to turn automatically according to the direction and path of the vehicle; (*essieu autovireur*)”;

(2) by striking out subparagraph 3 in the first paragraph in the definition of “donkey type axle”;

(3) by inserting the following definition in the first paragraph after the definition of “vehicle manufacturer”:

““wide-tread tire” means a tire of the size 445/50R22.5 or 455/55R22.5; (*pneu à bande large*)”;

(4) by inserting “set on top of its chassis frame” in the definition of “trailer” in the first paragraph after “fifth wheel”;

(5) by inserting “set on top of its chassis frame” in the definition of “semi-trailer” in the first paragraph after “fifth wheel”;

(6) by replacing the definition of “tractor” in the first paragraph by the following:

““tractor” means a motor vehicle equipped with a fifth wheel set on top of its chassis frame to which a semi-trailer is coupled. (*tracteur*)”.

## 2. Section 4 is amended

(1) by replacing “18.5” in subparagraph 3 of the first paragraph by “19”;

(2) by replacing subparagraph 5 of the first paragraph by the following:

“(5) 23 m for any combination of road vehicles consisting of not more than 4 motorized road vehicles or chassis of motor vehicles coupled according to the saddle-back method;”;

(3) by replacing “where the rear overhang of the trailer is 4 m or less” in subparagraph 6 of the first paragraph by “having a rear overhang of 4 m or less, where the distance between the front of the load bearing section of the towing vehicle and the rear end of the trailer is 20 m or less”;

(4) by inserting the following in the first paragraph after subparagraph 7:

“(7.1) 25 m for any combination of road vehicles consisting of a tractor and a single semi-trailer to which is coupled only one dolly, that has the specifications referred to in subparagraph 7;”;

(5) by replacing “18.5” in subparagraph *d* of subparagraph 9 of the first paragraph by “20”;

(6) by inserting “, 7.1” in the second paragraph after “7”;

(7) by inserting the following after the third paragraph:

“For the purposes of subparagraph 1, the size of the rear overhang does not include the impact attenuator when the vehicle is used as a protection vehicle.

For the purposes of subparagraph 6, the distance between the front end of the load bearing section of the towing vehicle and the rear end of the trailer does not include auxiliary equipment located in front of the load bearing section of the towing vehicle or behind the rear end of the trailer, provided they do not increase the load volume of the road vehicle.”;

(8) by replacing “, provided” in the fourth paragraph by “or at the rear of the second semi-trailer, provided”.

## 3. The following is inserted after section 4:

“4.1. The lengths referred to in section 4 do not include the safari bumper that does not exceed by 30 cm the front of a motor vehicle or the bike-rack that does not exceed by 1 m the front of an articulated bus.

The same applies to the aerodynamic system located at the rear of a road vehicle, provided

(1) any part of the system located at 1.9 m or less from the ground does not exceed by more than 30.5 cm the rear end of the vehicle;

(2) any part of the system located at more than 1.9 m from the ground does not exceed by 61 cm the rear end of the vehicle.”.

## 4. Section 6 is amended

(1) by replacing subparagraph *a* of subparagraph 1 of the first paragraph by the following:

“(a) they are equipped with a single axle, a tandem axle or a triple axle with spacing between the axles that is not more than 1.85 m, or a combination of axles of class B.44 or B.45;”;

(2) by striking out subparagraph 1.1 of the first paragraph.

## 5. Section 7 is replaced by the following:

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

The same applies to the aerodynamic system located at the rear of the semi-trailer or trailer, provided it complies with the conditions set out in the second paragraph of section 4.1.”.

**6.** Section 8 is amended by replacing paragraph 5 by the following:

“(5) one motor vehicle hauling not more than 3 motorized road vehicles or chassis of motor vehicles coupled according to the saddle-back method.”

**7.** Section 10 is replaced by the following:

“**10.** The maximum width, load included, of a road vehicle is 2.6 m for a motor vehicle and 2.5 m for a trailer or semi-trailer.

The width of 2.5 m referred to in the first paragraph is increased to 2.6 m where the track width of each axle of the vehicle is 2.5 m or more. The track width is the overall length of an axle, including the wheels, measured from the tire side wall to any point above the lowest point of the rim.

The track width provided for in the second paragraph is reduced to 2.45 m in the case of an axle equipped with 2 wide-tread tires and whose load maximum does not exceed the load indicated on the additional label affixed to the vehicle in accordance with the Motor Vehicle Safety Act (S.C. 1993, c. 16).

Despite the first paragraph, the maximum width of a farm trailer owned by a farmer is 2.6 m and, for a trailer carrying grains and travelling unloaded, 3.75 m.

The first paragraph does not apply to the following road vehicles, owned by a farmer, when they travel elsewhere than on an autoroute and have a width of not more than 7.5 m:

- (1) farm machines transporting products to be sprayed or travelling unloaded;
- (2) seeders; and
- (3) combine harvesters.”

**8.** Section 11 is amended by replacing paragraphs 2, 2.1 and 3 by the following:

“(2) a securement or covering system complying with the Cargo Securement Standards Regulation (chapter C-24.2, r. 30) or another auxiliary equipment, provided such a system or equipment does not exceed by 10 cm on each side of the vehicle and does not increase its load volume;

(3) equipment for grading, clearing or marking roads, where the vehicle is equipped with the traffic control devices provided for in section 7 of the Regulation respecting special permits (chapter C-24.2, r. 35), except where it is used for purposes other than public infrastructure construction or maintenance;”

**9.** Section 13 is replaced by the following:

“**13.** The maximum axle load is the lesser of the following loads:

(1) the sum of the maximum load for each tire of an axle or a combination of axles, as indicated on the tire side wall by the manufacturer, except, for the axle or combination of axles belonging to classes B.10 to B.57, that the maximum load of a tire, that is not wide-tread and that is mounted on a single wheel, cannot exceed 10 kg per mm of nominal width of its tread;

(2) 5,500 kg for an axle belonging to class B.1, 11,000 kg for a combination of axles belonging to class B.2 or B.3 or a higher load maximum indicated by the manufacturer of the road vehicle or the load capacity indicated by the person who made alterations on or to a vehicle 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 (chapter C-24.2);

(3) the maximum load provided for in section 14 that, as the case may be, is

(a) increased by 20% on a public road belonging to the special class;

(b) decreased by 1,000 kg per axle equipped with only 2 tires that are not wide-tread for axles of classes B.10 to B.57;

(c) decreased by 1,000 kg for classes B.31, B.32 and B.33 where the class of axles is made up of a group of axles equivalent to a triple axle.

For the purposes of subparagraph 1 of the first paragraph, in the case of double wheels, the maximum load of the inner tire is, unless proven otherwise, the same as that of the outer tire.

The provisions of subparagraph 1 of the first paragraph concerning the maximum load of a 10 kg tire per mm of nominal width of the tread and those of subparagraph *b* of subparagraph 3 of the first paragraph do not apply to a self-steering axle belonging to class B.44, where the width of the single wheel tires is at least 365 mm, or to class B.45, where the width of the single wheel tires is at least 385 mm.”

**10.** Section 14 is replaced by the following:

“**14.** The load limit of an axle or combination of axles, in a normal period or in a period of thaw or rain, belonging to a class in Schedule B is as follows:

Class	Axle load	
	Normal period	Period of thaw or rain
B.1	9,000 kg	9,000 kg
B.2	16,000 kg	16,000 kg
B.3	15,000 kg	15,000 kg
B.10	10,000 kg	8,000 kg
B.20	10,000 kg	8,000 kg
B.21	18,000 kg	15,500 kg
B.25	13,500 kg	11,000 kg
B.25.1	18,000 kg	15,500 kg
B.26	10,000 kg	8,000 kg
B.30	18,000 kg	15,500 kg
B.31	21,000 kg	18,000 kg
B.32	24,000 kg	21,000 kg
B.33	26,000 kg	22,000 kg
B.40.1	18,000 kg	15,500 kg
B.40.2	23,000 kg	20,000 kg
B.41	26,000 kg	22,000 kg
B.42	26,000 kg	22,000 kg
B.43	28,000 kg	24,000 kg
B.44	32,000 kg	27,500 kg
B.45	34,000 kg	29,500 kg
B.56	17,000 kg	16,000 kg
B.57	23,000 kg	23,000 kg

The axle load limits during a normal period apply during a period of thaw or rain on a public highway belonging to the special class or to a tow truck hauling a vehicle that has been in an accident or has broken down, been seized or abandoned and, in all cases, without a load.”.

**11.** Subdivisions 2 to 4 of Division III, comprising sections 15 to 18, are revoked.

**12.** Section 20 is amended

(1) by striking out lines A.46 to A.57 of the table in the first paragraph;

(2) by replacing “55,500” in line A.68 of the table in the first paragraph by “57,500”;

(3) by replacing “54,500” in line A.69 of the table in the first paragraph by “56,500”;

(4) by replacing lines A.76 to A.85 of the table in the first paragraph by the following:

“A.76.1            53,500 kg;

A.76.2            52,500 kg minus 1,000 kg per 500 mm under the 15.5-m length prescribed for this class”;

(5) by replacing “59,000” in line A.90 of the table in the first paragraph by “62,500”;

(6) by replacing “58,000” in line A.91 of the table in the first paragraph by “61,500”;

(7) by striking out the second paragraph.

**13.** Sections 21 and 23 are amended by striking out “without any increase other than that prescribed by section 17”.

**14.** Division V, comprising sections 24 to 26, is revoked.

**15.** The following is inserted before Division VI:

**“DIVISION V.1  
MISCELLANEOUS**

**26.1.** Where a dimension that is greater or lesser is observed on a road vehicle, a combination of road vehicles, an axle or a group of axles due to a minor defect or an error of less than 5 cm and the dimension contravenes the provisions of Division II or operates to change from one of the classes provided for in Schedule A or B the road vehicle, combination of road vehicles, axle or group of axles, the owner may correct or have corrected, within the period provided for in section 519.17 of the Highway Safety Code, the defect or error to avoid the issuance of a statement of offence.”.

- 16.** Sections 27 to 34 are revoked.
- 17.** Section 35 is amended by replacing “2009” by “2014”.
- 18.** Sections 36 to 37.5 are revoked.
- 19.** Section 37.6 is amended by replacing “2009” by “2014”.
- 20.** Section 37.7 is revoked.
- 21.** Section 37.8 is amended by replacing “2009” by “2014”.
- 22.** Sections 37.9 to 37.15 are revoked.
- 23.** The following is inserted after section 37.15:

“**37.16.** Until 31 December 2014, the maximum load prescribed by section 14 for a triple axle or an equivalent combination of axles that belongs to class B.30 and has a distance between the axes of the leading and rear axles of the combination of 4.8 m or more is increased by 8,000 kg during a normal period and by 6,500 kg during a period of thaw or rain.

**37.17.** Until 31 December 2014, the total loaded mass provided for in section 20 for a combination of road vehicles class A.19 consisting of a tractor and semi-trailer is increased to 49,500 kg if the combination meets the following specifications:

- (1) the semi-trailer was assembled before November 1998;
- (2) the semi-trailer’s combination of axles is a triple axle or an equivalent combination of axles that belongs to class B.30 and the distance between the axes of the leading and rear axles of the combination is 4.8 m or more;
- (3) the distance between the centre of the rear axle of the tandem of the tractor and the centre of the first of the Class B.30 axles is 5 m or more.

Until 31 December 2014, for a combination of road vehicles that has the specifications of a combination referred to in the first paragraph except for the characteristic concerning the distance between the centre of the rear axle of the tandem of the tractor and the centre of the first of the Class B.30 axles that is less than 5 m, the total loaded mass provided for in section 20 is increased to 48,500 kg less the product of 1,000 kg per slice of 500 mm below the 5-metre distance.

**37.18.** Until 31 December 2014, the self-steering axle referred to in Schedule B for classes B.44 and B.45 may be replaced by a single axle for a vehicle assembled before 1 January 2003 and whose length is 15.5 mm or less.

The first paragraph applies until 31 December 2019 for a tank semi-trailer assembled before 1 January 2003 and whose length is 15.5 m or less.

**37.19.** Until 31 December 2019, the distance of more than 2.5 m provided for in Schedule B between the self-steering axle and the first axle of a triple axle of a group of axles belonging to class B.44 or B.45 is decreased to at least 2.4 m for a vehicle assembled before 1 January 2014.

Until 31 December 2019, the maximum distance of 3 m provided for in Schedule B between the self-steering axle and the first axle of a triple axle of a group of axles belonging to class B.44 or B.45 does not apply to a vehicle assembled before 1 January 2014.

**37.20.** Until 31 December 2014, for a semi-trailer assembled before 1 January 2001, the width of at least 385 mm for the tires of single wheels provided for in section 13 for the self-steering axle belonging to class B.45 is decreased to 365 mm.

A vehicle benefiting from the decrease of the width of the tires of single wheels provided for in the first paragraph has its load limit referred to in section 14 reduced by 2,000 kg in the normal period and the period of thaw or rain.

**37.21.** Until 31 December 2019, the provisions of Schedule B concerning equalization of the mass that may be measured under the wheels of each axle of class B.44 or B.45 do not apply to a vehicle assembled before 1 October 1998.

The first paragraph does not exempt a triple axle forming a combination of axles of class B.44 or B.45 from the obligation to be equipped with a suspension designed to balance, to within 1,000 kg, at all times, the mass that may be measured under the wheels of each of the 3 axles.

**37.22.** Until 31 December 2019, the track width of 2.50 m provided for in the second paragraph of section 10 for a trailer or semi-trailer assembled before 1 January 2010 is decreased to 2.30 mm for an axle equipped with 2 wide-tread tires.”.

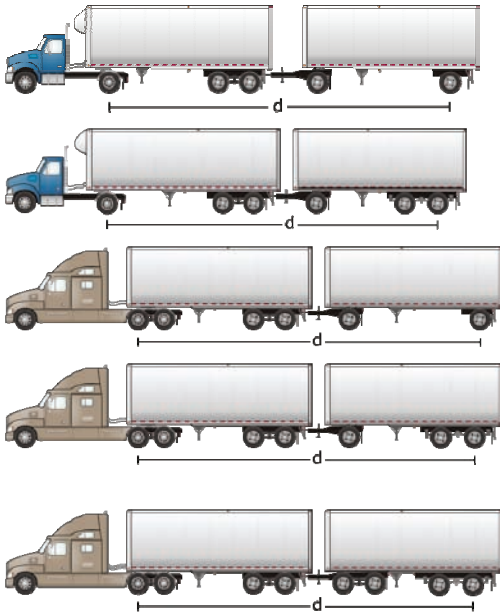
**24.** Schedule A is amended

(1) by striking out “or B.33.1” in classes A.44 and A.45 of the first paragraph;

(2) by striking out classes A.46 to A.57 in the first paragraph;

(3) by replacing classes A.76 to A.85 in the first paragraph by the following:

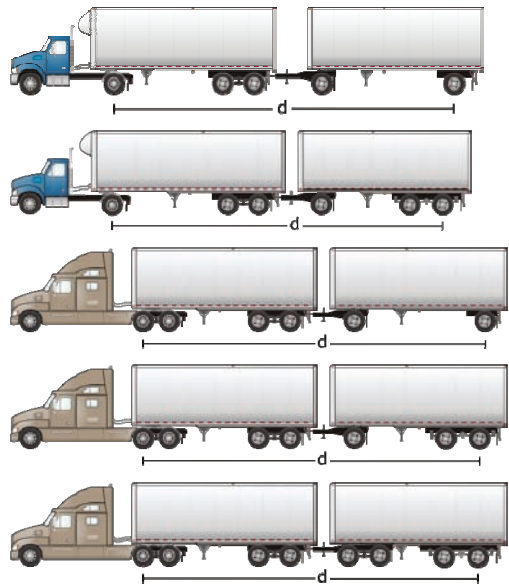
“A.76.1 Any tractor coupled to a semi-trailer and to a trailer with a dolly forming a combination of road vehicles with 6, 7, 8 or 9 axles that does not belong to any of classes A.72 to A.75, A.86 and A.87, where the distance between the centre of the rear axle of the tractor or the front axle of the tractor tandem and the centre of the rear axle of the combination of vehicles is 15.5 m or more, as shown below, belongs to this class:



$d$  is 15.5 m or more

A.76.2 Any tractor coupled to a semi-trailer and to a trailer with a dolly forming a combination of road vehicles with at least 6, 7, 8 or 9 axles that does not belong to any of classes A.72 to A.75, A.86 and A.87, where the distance between the centre of the rear axle of the tractor or the

front axle of the tractor and the centre of the rear axle of the combination of road vehicles is less than 15.5 m, as shown below, belongs to this class:



$d$  is less than 15.5 m

(4) by adding the following paragraph at the end:

“For all road vehicles formed of a tractor and a single semi-trailer, it is possible to couple to the semi-trailer a single dolly in order to move it. The addition of the dolly does not operate to change the class of the combination or to increase its maximum limit of total loaded mass.”.

**25.** Schedule B is amended

(1) by inserting the following in the first paragraph after class B.25:

“B.25.1 Any combination of 2 singles axles located under a same vehicle not belonging to class B.26 where the distance between the axes is 2.4 m or more belongs to this class.”;

(2) by replacing class B.30 in the first paragraph by the following:

“B.30 Any combination of 3 axles or more where the distance between the leading and rear axles is 1.2 m or more belongs to this class.”;

(3) by replacing classes B.33.1 to B.40 in the first paragraph by the following:

“B.40.1 Any combination of 4 axles or more where the distance between the axes of the leading and rear axles is 1.2 m or more but less than 2.4 m belongs to this class.

B.40.2 Any combination of 4 axles or more where the distance between the axes of the leading and rear axles is 2.4 m or more but less than 3.6 m belongs to this class.”;

(4) by replacing classes B.44 to B.55 in the first paragraph by the following:

“B.44 Any combination of 4 axles, equipped with a suspension designed to balance, without any adjustment possible, to within 1,000 kg, the mass that may be measured under the wheels of each axle, located under a vehicle of a single unit, under a towing vehicle or under a semi-trailer formed of

(1) a self-steering axle located at the front of a combination of axles at a distance of not less than 2.5 m and not more than 3 m from the others;

(2) a triple axle where the distance between the axes of the leading and rear axles is 3 m or more but less than 3.6 m belongs to this class.

B.45 Any combination of 4 axles, equipped with a suspension designed to balance, without any adjustment possible, to within 1,000 kg, the mass that may be measured under the wheels of each axle, located under a vehicle of a single unit, under a towing vehicle or under a semi-trailer formed of

(1) a self-steering axle located at the front of the combination of axles at a distance of not less than 2.5 m and not more than 3 m from the first axle of the triple axle;

(2) a triple axle where the distance between the axes of the leading and rear axles is 3.6 m or more but less than or equal to 3.7 m belongs to this class.”;

(5) by replacing “B.35” in the second paragraph by “B.33”

(6) by striking out the fourth and fifth paragraphs.

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