

The Vehicle Weight and Dimension Regulations, 1988

Repealed

by chapter H-3.01 Reg 2 (effective November 25, 1999).

Formerly

Chapter H-3 Reg 15 (effective August 8, 1988)
as amended by Saskatchewan Regulations
45/91, 10/93, 76/93 and 88/94.

NOTE:

This consolidation is not official. Amendments have been incorporated for convenience of reference and the original statutes and regulations should be consulted for all purposes of interpretation and application of the law. In order to preserve the integrity of the original statutes and regulations, errors that may have appeared are reproduced in this consolidation.

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CHAPTER H-3 REG 15
The Highways and Transportation Act

TITLE AND INTERPRETATION

Title

1 These regulations may be cited as *The Vehicle Weight and Dimension Regulations, 1988*.

Interpretation

2 In these regulations:

- (a) “**Act**” means *The Highways and Transportation Act*;
- (b) “**A dolly**” means a converter dolly that is towed from a single hitch located on the towing unit;
- (b.1) “**articulated bus**” means a bus:
 - (i) with an articulation point between the passenger-carrying sections of the vehicle; and
 - (ii) designed so that movement of passengers between the sections of the vehicle is possible at all times while the bus is being operated on a highway;
- (c) “**A train**” means a combination of vehicles composed of a tractor and a semi-trailer towing a full trailer:
 - (i) connected with an A dolly; or
 - (ii) without a convertor dolly;
- (c.1) “**auxiliary equipment**” means equipment that is mounted at the front of a trailer or semi-trailer and is not designed or intended to increase the load carrying capacity of the trailer or semi-trailer;
- (d) “**axle**” means an assembly of two or more wheels, which have a common axis of rotation, through which weight is transmitted to a public highway;
- (e) “**axle group**” means any number of consecutive axles on a vehicle through which weight is:
 - (i) intended to be equally distributed for transmission to a public highway; and
 - (ii) transmitted to a public highway;
- (f) “**axle spread**” means the distance between the extreme axle centres of an axle group;

- (g) **“axle unit”** means:
 - (i) a single axle;
 - (ii) a tandem axle group;
 - (iii) a tridem axle group; or
 - (iv) a multiple axle group;
- (h) **“box-length”** means:
 - (i) for a semi-trailer, subject to subclauses (ii) and (iii), the distance from the front of the semi-trailer to its rear including the load but not including auxiliary equipment;
 - (ii) for an A train, B train or C train, the distance from the front of the lead semi-trailer to the rear of the rearmost vehicle in the A train, B train or C train including the load but not including auxiliary equipment mounted on the lead semi-trailer; or
 - (iii) for a truck and trailer combination, the distance from the front of the load carrying area on the truck to the rear of the rearmost vehicle in the truck and trailer combination including the load;
- (i) **“B train”** means a combination of vehicles composed of a tractor and a semi-trailer towing another semi-trailer attached to a fifth wheel mounted on the rear of the first semi-trailer;
- (i.1) **“bus”** means a motor vehicle designed and intended to carry more than 15 passengers;
- (j) **“C dolly”** means a converter dolly with two parallel arms which connect to two hitches located on a towing unit so as to prevent any rotation in a horizontal plane through the hitch points;
- (k) **“combination of vehicles”** means two or more vehicles joined together;
- (l) **“combined weight”** means the sum of the gross weight for two adjacent axle units;
- (m) **“converter dolly”** means a device consisting of one or more axles, a fifth wheel assembly and one or more drawbars used to convert a semi-trailer to a full trailer;
- (n) **“C train”** means a combination of vehicles composed of a tractor and a semi-trailer towing a full trailer connected with a C dolly;
- (o) **“drawbar length”** means the distance from the mid-point of the axle unit on a converter dolly to the hitch point on the vehicle towing the trailer;
- (p) **“end dump semi-trailer”** means a semi-trailer designed so that its cargo carrying area may be raised to allow for the end dumping of its load;
- (q) **“effective overhang”** means the distance from the trailer turn centre to:
 - (i) the rearmost point of the trailer or semi-trailer; or

- (ii) the rearmost point of the load, where there is a load, on the trailer or semi-trailer;

whichever is greater;

(r) **“fifth wheel”** means a coupling device securely attached to the chassis of a vehicle and which will accept a semi-trailer kingpin inserted through the device and will lock the kingpin in position to allow rotation in a horizontal plane through the coupling device;

(s) **“farm equipment”** means equipment, other than a truck, semi-trailer or trailer towed by a truck or semi-trailer, designed and intended for use in farming operations, but does not include farm equipment that is loaded on a truck, trailer or semi-trailer unit or that is towing equipment other than another piece of farm equipment;

(t) **“full trailer”** means a vehicle that is designed to be towed by another vehicle and is designed so that the whole of its weight is carried on its own axles and includes a semi-trailer and a convertor dolly hitched together;

(u) **“gross vehicle weight”** means the total weight of a vehicle or combination of vehicles calculated as the sum of the weight transmitted to the surface of a public highway through each of the axles;

(u.1) **“gross weight”** means the weight transmitted to the surface of a public highway through any areas of contact between the roadway surface and any vehicle, object or contrivance;

(v) **“hitch offset”** means the distance from the trailer turn centre to the hitch point used to tow a trailer;

(w) **“house trailer”** means a vehicle drawn by a motor vehicle and designed and intended for use as living quarters or office space;

(x) **“interaxle spacing”** means the distance separating the centres of the nearest axles in two adjacent axle units;

(y) **“kingpin setback”** means the distance from the kingpin on a semi-trailer to any point on the semi-trailer, including its load, in front of the kingpin measured from the centre of the kingpin to the most distant point on the trailer or load in front of the kingpin;

(z) **“motor vehicle”** means a vehicle propelled or driven by any means other than by muscular power;

(z.1) **“multiple axle group”** means an axle group of three or more axles with an axle spread of not more than 4.5 metres, but does not include a tridem axle group;

(aa) **“official highway map”** means the map contained in the Appendix to *The Provincial Highway Designation Regulations, 1990*;

(bb) **Repealed.** 7 Jne 91 SR 45/91 s3.

(bb.1) **“pony trailer”** means a vehicle that is:

- (i) designed and intended to be towed by another vehicle;
- (ii) designed so that most of its weight is carried on its axles; and
- (iii) equipped with a rigid drawbar;

but does not include a house trailer;

(cc) **“provincial road”** means any public highway shown as a provincial road on the official highway map;

(dd) **“road construction equipment”** means self-propelled or towed equipment used directly in road construction, but does not include a truck, trailer, semi-trailer or any road construction equipment transported on a truck, trailer or semi-trailer;

(ee) **“road maintenance equipment”** means any self-propelled or towed equipment used directly in road maintenance but does not include a truck, trailer, semi-trailer or any road maintenance equipment transported on a truck, trailer or semi-trailer;

(ff) **“semi-trailer”** means a vehicle designed and intended to be towed by another vehicle in a manner that part of the weight of the vehicle being towed rests on and is carried by the towing vehicle by means of a fifth wheel;

(gg) **“single axle”** means:

- (i) any individual axle; or
- (ii) any combination of two axles whose centres are less than one metre apart;

but does not include any axle within a tandem, tridem or multiple axle group;

(hh) **“steering axle”** means an articulated lead axle of a motor vehicle which governs the direction travelled by the motor vehicle;

(ii) **“tandem axle group”** means an axle group of two axles:

- (i) whose centres are not less than 1 metre and not more than 1.85 metres apart; and
- (ii) that is not part of a tridem axle group or a multiple axle group;

(jj) **“tractor”** means a motor vehicle designed to and normally used to pull a semi-trailer;

(kk) **“trailer”** means a vehicle designed and intended to be towed by a vehicle and used to convey goods;

(ll) **“trailer turn centre”** means:

- (i) with respect to a semi-trailer, the geometric centre of the first axle unit to the rear of the kingpin; and

- (ii) with respect to any other trailer, the geometric centre of the rearmost axle unit;
- (mm) **“tridem axle group”** means an axle group of three equally spaced axles, none of which is capable of being lifted off the surface of the highway:
 - (i) with an axle spread of not less than 2.4 metres and not more than 3.7 metres; and
 - (ii) that is not part of a multiple axle group;
- (nn) **“truck”** means a motor vehicle designed and intended for the transport of goods or carrying of loads;
- (oo) **“urban municipality”** means an urban municipality as defined by *The Urban Municipalities Act, 1984* and includes a northern hamlet, northern village or town within the meaning of *The Northern Municipalities Act*;
- (pp) **“vehicle”** means a device in, on or by which a person or thing is or may be transported on a highway and includes its load, and also includes any equipment which may be towed on a highway;
- (qq) **“wheelbase”** means:
 - (i) on a semi-trailer, the distance from the kingpin to the trailer turn centre;
 - (ii) on a full trailer, other than a full trailer consisting of a semi-trailer and a convertor dolly, the distance from the centre of the first axle unit to the trailer turn centre;
 - (iii) on any trailer not mentioned in subclause (i) or (ii), the distance from the centre of the hitching device on the trailer to the trailer turn centre; or
 - (iv) on a truck or tractor, the distance from the centre of the lead axle to the geometric centre of the drive axle unit on the truck or tractor.

19 Aug 88 cH-3 Reg 15 s2; 7 Jne 91 SR 45/91
s3; 19 Feb 93 SR 10/93 s3.

NON-APPLICATION

Sections 4 to 8

3(1) Sections 4 to 8 do not apply to:

- (a) road construction equipment or road maintenance equipment moving on or over a public highway within the limits of the project on which they are being used;
- (b) motor graders or snow removal equipment operated by or on behalf of the department or by or on behalf of a northern municipality as defined by *The Northern Municipalities Act*, rural municipality within the meaning of *The Rural Municipalities Act* or urban municipality as defined by *The Urban Municipalities Act, 1984* within its municipal boundary.

- (2) Sections 6 to 8 do not apply to:
- (a) any portion of a public highway other than a provincial highway within the boundaries of an urban municipality; or
 - (b) farm equipment being used for the purpose of farming.

19 Aug 88 cH-3 Reg 15 s3.

VEHICLE DIMENSIONS

Maximums

4(1) Subject to section 5, no person shall, without a permit issued pursuant to section 70 of the Act, operate, move or cause to be operated or moved on or over a provincial highway or a provincial road:

- (a) subject to clauses (b) and (c), a vehicle that exceeds 12.5 metres in length;
 - (a.1) a bus, other than an articulated bus, that exceeds 14 metres in length;
- (b) a semi-trailer or full trailer that has a box-length exceeding 16.2 metres;
- (c) a semi-trailer that has a wheelbase greater than 12.5 metres;
 - (c.1) a pony trailer that:
 - (i) was manufactured after March, 1995; and
 - (ii) has a wheelbase less than:
 - (A) 6.5 metres when connected to a fifth wheel hitch on the towing vehicle by means of a kingpin; or
 - (B) 8.5 metres when connected to the towing vehicle by means of any other hitching device;
- (d) subject to clause (e):
 - (i) a semi-trailer other than an end dump semi-trailer; or
 - (ii) a full trailer;

manufactured after June, 1989 that has a wheelbase less than 6.25 metres;
- (d.1) subject to clause (e):
 - (i) a semi-trailer other than an end dump semi-trailer; or
 - (ii) a full trailer;

manufactured after December, 1991 that has a wheelbase less than 6.5 metres;
- (e) a semi-trailer:
 - (i) manufactured after June, 1988; and
 - (ii) when used as the rear trailer in a B train, that has a wheelbase less than 6.25 metres;

- (e.1) a B train manufactured after December, 1991 where the sum of the wheelbases on the two semi-trailers is greater than 17 metres;
- (f) a semi-trailer that has an effective overhang that is more than 35% of the semi-trailer's wheelbase, unless:
 - (i) the semi-trailer was manufactured before July, 1988; and
 - (ii) the effective overhang:
 - (A) where there is no load on the semi-trailer, includes only the semi-trailer as originally manufactured; or
 - (B) where there is a load on the semi-trailer, is the same as it would be for the semi-trailer, as originally manufactured, without the load that is on the semi-trailer;
- (f.1) a trailer, other than a semi-trailer, that has an effective overhang which is greater than 4.1 metres;
- (g) a tridem axle group manufactured after June, 1988 which has a width of less than 2.5 metres measured from the outside edge of the tires;
- (h) a tandem axle group on a semi-trailer manufactured after December, 1991 which has a width less than 2.5 metres measured from the outside edge of the tires;
- (i) a B train which has a tridem axle group with an axle spread greater than 3.1 metres;
- (i.1) a pony trailer that has a tridem axle group with an axle spread greater than 2.5 metres;
- (j) a semi-trailer which has a kingpin setback greater than 2.0 metres;
- (k) a tractor manufactured after June, 1988 that has a wheelbase greater than 6.2 metres;
- (l) an A train or C train of which the hitch offset exceeds 1.8 metres;
- (m) a C train where the drawbar length measured from the axis of rotation of the lead dolly axle to a vertical plane passing through the eyelet centres on the front of the C dolly exceeds 2 metres;
- (n) a B train that has a box-length exceeding 20 metres;
- (o) an A train that has a box-length exceeding 18.5 metres;
- (o.1) a C train that has a box-length exceeding 20 metres;
- (o.2) a truck and full trailer combination that has a box-length exceeding 18.5 metres;
- (o.3) a truck and pony trailer combination that has a box-length exceeding 18.5 metres;
- (p) a combination of any vehicles, other than one mentioned in clause (q), that exceeds 23 metres in length;

- (q) an A train, B train or C train that exceeds 25 metres in length;
 - (r) a building, object or contrivance that exceeds 12.5 metres in length;
 - (s) subject to clause (t), a vehicle that exceeds 2.6 metres in width;
 - (t) a house trailer that exceeds 3.05 metres in width being moved between sunrise and sunset;
 - (u) a building, object or contrivance that exceeds 2.6 metres in width;
 - (v) a vehicle that exceeds 4.15 metres in height;
 - (w) a building, object or contrivance that exceeds 4.15 metres in height; or
 - (x) an articulated bus that:
 - (i) exceeds 20 metres in length; or
 - (ii) exceeds 12.5 metres from the articulation point to:
 - (A) the front; or
 - (B) the rear;
 of the bus.
- (2) A rear-vision mirror on the side of a vehicle may extend 20 centimetres past the width dimensions prescribed in subsection (1) or in a permit issued pursuant to section 70 of the Act.
- (3) A device used to secure a load, or the cover for a load, to a vehicle may extend 10 centimetres past the width dimensions prescribed in subsection (1) or in a permit issued pursuant to section 70 of the Act.

19 Aug 88 cH-3 Reg 15 s4; 7 Jne 91 SR 45/91
 s4; 19 Feb 93 SR 10/93 s4; 23 Dec 94 SR 88/94
 s2.

Farm equipment

5(1) In this section, “**designated highway**” means:

- (a) Provincial Highway No. 1;
- (b) Provincial Highway No. 2, from Assiniboia to Chamberlain and from its north junction with Highway No. 11 to its junction with Highway No. 264;
- (c) Provincial Highway No. 3, from Tisdale to its junction with Provincial Highway No. 40;
- (d) Provincial Highway No. 4, from its junction with No. 379 to its junction with No. 342 and from North Battleford to its junction with Highway No. 26;
- (e) Provincial Highway No. 5, from Watson to Saskatoon;
- (f) Provincial Highway No. 6, from Corrine to Melfort;
- (g) Provincial Highway No. 7;
- (h) Provincial Highway No. 9, from Junction No. 13 to Junction No. 48 and from Yorkton to Canora;

- (i) Provincial Highway No. 10;
 - (j) Provincial Highway No. 11;
 - (k) Provincial Highway No. 14, from Saskatoon to Biggar;
 - (l) Provincial Highway No. 16;
 - (m) Provincial Highway No. 18, from its junction with Provincial Highway No. 9 to its junction with Highway No. 39;
 - (n) Provincial Highway No. 21, from Kindersley to Kerrobert;
 - (o) Provincial Highway No. 22, from Esterhazy to its junction with Provincial Highway No. 9;
 - (p) Provincial Highway No. 33, from 10 kilometres south-east of Regina to Regina;
 - (q) Provincial Highway No. 35, from Tisdale to Nipawin;
 - (r) Provincial Highway No. 39, from the International Boundary to Corinne;
 - (s) Provincial Highway No. 41, from its junction with Highway No. 5 to its junction with Highway No. 27; or
 - (t) Provincial Highway No. 55, from Prince Albert to its junction with Highway No. 120.
- (2) Farm equipment that exceeds a dimension prescribed in clause 4(1)(a),(r),(s),(u) or (v) may be driven or towed without a permit between sunrise and sunset on or over a public highway other than a designated highway.
- (3) Farm equipment that exceeds a dimension prescribed in clause 4(1)(a),(r),(s),(u) or (v) may be driven or towed without a permit between sunrise and sunset on or over a designated highway mentioned in subsection (1) except where it:
- (a) extends past the centre of the main travelled portion of the highway and protrudes into the opposite driving lane; or
 - (b) extends or protrudes into the extreme left driving lane of a highway designated as a one-way highway by signs on, erected or posted along the highway directing traffic to proceed in only one direction;
- unless the extension or protrusion results from the passing or avoiding of:
- (c) a vehicle travelling in the same direction as the farm equipment;
 - (d) a moving or stationary animal; or
 - (e) any obstruction or closure of the highway to the right of the centre of the main travelled portion of the highway;
- and the passing or avoiding can be accomplished safely.

VEHICLE WEIGHTS

Maximum on highways

6 In sections 6.1 and 6.2:

- (a) **“primary highway”** means:
- (i) Provincial Highway No. 1;
 - (ii) Provincial Highway No. 2, from Assiniboia to Prince Albert;
 - (iii) Provincial Highway No. 3, from Tisdale to its junction with Provincial Highway No. 40;
 - (iv) Provincial Highway No. 4, from Swift Current to Rosetown;
 - (v) Provincial Highway No. 5, from its junction with No. 57 to Saskatoon;
 - (vi) Provincial Highway No. 6, from its junction with Provincial Highway No. 39 to Melfort;
 - (vii) Provincial Highway No. 7;
 - (vii.1) Provincial Highway No. 8 from Moosomin to Rocanville;
 - (viii) Provincial Highway No. 9, from the International Boundary to Canora;
 - (ix) Provincial Highway No. 10;
 - (x) Provincial Highway No. 11;
 - (xi) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 312;
 - (xii) Provincial Highway No. 14;
 - (xiii) Provincial Highway No. 16;
 - (xiv) Provincial Highway No. 17, from its junction with Provincial Highway No. 14 to its junction with Provincial Highway No. 3;
 - (xv) Provincial Highway No. 18, from the Manitoba Boundary to its junction with Provincial Highway No. 39;
 - (xvi) Provincial Highway No. 22, from 21.6 kilometres east of Esterhazy to its junction with Provincial Highway No. 9;
 - (xvii) Provincial Highway No. 29;
 - (xviii) Provincial Highway No. 33, from Kronau to Regina;
 - (xvix) Provincial Highway No. 35, from Tisdale to Nipawin;
 - (xx) Provincial Highway No. 39, from the International Boundary to its junction with Provincial Highway No. 6;

(xxi) Provincial Highway No. 47, from the International Boundary to Estevan;

(xxii) Provincial Highway No. 80, from the junction of Provincial Highway No. 22 to 11 kilometres north-east of its junction with Provincial Highway No. 22;

(xxiii) during the period July 1 in a year to April 30 in the next following year:

- (A) Provincial Highway No. 2, from Prince Albert to La Ronge;
- (B) Provincial Highway No. 3, from Hudson Bay to Tisdale;
- (C) Provincial Highway No. 4, from Rosetown to Meadow Lake;
- (D) Provincial Highway No. 6, from the International Boundary to its junction with Provincial Highway No. 39;
- (E) Provincial Highway No. 9, from Canora to Hudson Bay;
- (F) Provincial Highway No. 12, from its junction with Provincial Highway No. 312 to its junction with Provincial Highway No. 40;
- (G) Provincial Highway No. 13, from the Manitoba Boundary to Weyburn;
- (H) Provincial Highway No. 15, from its junction with Provincial Highway No. 11 to its junction with Provincial Highway No. 4;
- (I) Provincial Highway No. 35, from Elfros to Tisdale;
- (J) Provincial Highway No. 37, from Shaunavon to Gull Lake;
- (K) Provincial Highway No. 39, from its junction with Provincial Highway No. 6 to its junction with Provincial Highway No. 1;
- (L) Provincial Highway No. 40, from its junction with Provincial Highway No. 3 to North Battleford;
- (M) Provincial Highway No. 41;
- (N) Provincial Highway No. 55, from its junction with Provincial Highway No. 23 to Prince Albert;
- (O) Provincial Highway No. 55, from its junction with Provincial Highway No. 3 to Big River;
- (P) Provincial Highway No. 55, from its junction with Provincial Highway No. 155 to Meadow Lake;
- (Q) Provincial Highway No. 57;
- (R) Provincial Highway No. 397;

(xxiv) **Repealed.** 24 Sep 93 SR 76/93 s2.

(xxiv.1) **Repealed.** 24 Sep 93 SR 76/93 s2.

(xxv) any provincial road between a highway mentioned in subclauses (i) to (xxiii) and:

(A) the south-west corner of the south-east quarter of Section 14, Township 17, Range 24, West of the Second Meridian;

(B) the potash mine located in Section 18, in Township 36, in Range 6, West of the Third Meridian;

(C) the potash mine located in Section 16, in Township 35, in Range 8, West of the Third Meridian;

(D) the potash mine located in Section 24, in Township 20, in Range 33, West of the First Meridian;

(E) the potash mine located in Section 28, in Township 33, in Range 23, West of the Second Meridian;

(F) the potash mine located in Section 16, in Township 36, in Range 3, West of the Third Meridian;

(G) the potash mine located in Section 21, in Township 17, in Range 30, West of the First Meridian;

(xxvi) a maximum distance of 15 kilometres on any secondary highway or a maximum cumulative distance of 15 kilometres on any number of secondary highways from the point of intersection of the first secondary highway with:

(A) a highway mentioned in subclauses (i) to (xxii); or

(B) a highway mentioned in subclause (xxiii) during the period commencing on July 1 in any year and ending in April 30 in the following year;

(xxvii) 15 kilometres of any provincial highway from its intersection with the boundary of any urban municipality that:

(A) has a population of 1,000 or more; and

(B) has its boundary intersected by:

(I) a highway mentioned in subclauses (i) to (xxii); or

(II) during the period from July 1 in any year to April 30 in the next year, a highway mentioned in subclause (xxiii);

(b) **“secondary highway”** means any provincial highway or provincial road that is not mentioned in clause (a);

(c) **“municipal highway”** means any public highway other than a provincial highway or a provincial road.

(2) **Repealed.** 7 Jne 91 SR 45/91 s5.

(3) **Repealed.** 7 Jne 91 SR 45/91 s5.

- (4) **Repealed.** 19 Feb 93 SR 10/93 s5.
 (5) **Repealed.** 19 Feb 93 SR 10/93 s5.

19 Aug 88 cH-3 Reg 15 s6; 7 Jne 91 SR 45/91
 s5; 19 Feb 93 SR 10/93 s5; 24 Sep 93 SR 76/93
 s2.

Year-round weight restrictions

6.01 Subject to an order of the minister made pursuant to clause 69(1)(a) or (b) of the Act, no person shall, without a permit issued pursuant to section 70 of the Act, operate, move or cause to be operated or moved, a combination of vehicles for which the gross vehicle weight exceeds:

- (a) 34 500 kilograms on Provincial Highway No. 2 from St. Louis to one kilometre north of the South Saskatchewan River;
- (b) 41 500 kilograms on:
 - (i) Provincial Road No. 905;
 - (ii) Provincial Road No. 955 from the south abutment of the Douglas River Bridge to the northern-most limit of Provincial Road No. 955; or
 - (iii) Provincial Road No. 909 from Turner Lake to the eastern end of Provincial Road No. 909.

19 Feb 93 SR 10/93 s6.

Maximum weights from March 1 to November 30

6.1(1) Subject to any order of the minister made pursuant to clause 69(1)(a) or (b) of the Act, no person shall, from March 1 to November 30 in any year, without a permit issued pursuant to section 70 of the Act, operate, move or cause to be operated or moved on or over all or any section of any public highway, a vehicle, combination of vehicles, building, object or contrivance:

- (a) for which the gross weight or gross vehicle weight; or
- (b) for which the gross weight or combined weight for any axle, any group of axles or any tire on any axle;

exceeds the maximum set out in subsections (2) to (21).

- (2) The maximum gross weight for any tire is 10 kilograms per millimetre of tire width as determined by the manufacturer's width shown on the tire to a maximum of 3 000 kilograms.
- (3) The maximum gross weight for a steering axle of any bus, tractor or truck is 5 500 kilograms.
- (4) For a single axle or any axle within an axle group, the maximum gross weight is:
 - (a) 9 100 kilograms on a primary highway;
 - (b) 8 200 kilograms on a secondary highway;

- (c) 8 200 kilograms on a municipal highway.
- (5) For a tandem axle group, a multiple axle group or any two adjacent axles within a tridem axle group, the maximum gross weight is:
- (a) 17 000 kilograms on a primary highway;
 - (b) 14 500 kilograms on a secondary highway;
 - (c) 14 500 kilograms on a municipal highway.
- (6) For a tridem axle group on a primary highway, the maximum gross weight is:
- (a) 24 000 kilograms if the axle spread is 3.6 metres or more, but not more than 3.7 metres;
 - (b) 23 000 kilograms if the axle spread is 3 metres or more, but not more than 3.6 metres;
 - (c) 21 000 kilograms if the axle spread is 2.4 metres or more, but not more than 3 metres.
- (7) For a tridem axle group on a secondary highway, the maximum gross weight is 20 000 kilograms.
- (8) For a tridem axle group on a municipal highway, the maximum gross weight is 20 000 kilograms.
- (9) For a bus or truck other than one mentioned in subsection (10), the maximum gross vehicle weight is:
- (a) 22 500 kilograms on a primary highway;
 - (b) 20 000 kilograms on a secondary highway;
 - (c) 20 000 kilograms on a municipal highway.
- (10) For a four-axle bus or truck with tandem steering axles, the maximum gross vehicle weight is:
- (a) 28 000 kilograms on a primary highway;
 - (b) 25 500 kilograms on a secondary highway;
 - (c) 25 500 kilograms on a municipal highway.
- (11) Subject to section 6.01, for a five-axle combination of a tractor and a semi-trailer, the maximum gross vehicle weight is:
- (a) 39 500 kilograms on a primary highway;
 - (b) 34 500 kilograms on a secondary highway;
 - (c) 34 500 kilograms on a municipal highway.
- (12) Subject to section 6.01, for a combination with six or more axles of a tractor and a semi-trailer, the maximum gross vehicle weight is:
- (a) 46 500 kilograms on a primary highway;
 - (b) 40 000 kilograms on a secondary highway;

- (c) 40 000 kilograms on a municipal highway.
- (13) Subject to section 6.01, the maximum gross vehicle weight for an A train is:
- (a) 53 500 kilograms on a primary highway;
 - (b) 49 000 kilograms on a secondary highway;
 - (c) 49 000 kilograms on a municipal highway.
- (14) Subject to section 6.01, the maximum gross vehicle weight for a B train is:
- (a) 62 500 kilograms on a primary highway;
 - (b) 54 500 kilograms on a secondary highway;
 - (c) 54 500 kilograms on a municipal highway.
- (15) Subject to section 6.01, the maximum gross vehicle weight for a C train is:
- (a) 53 500 kilograms on a primary highway;
 - (b) 49 000 kilograms on a secondary highway;
 - (c) 49 000 kilograms on a municipal highway.
- (16) Notwithstanding subsection (15) and subject to section 6.01, for a C train with a C dolly that:
- (a) has drawbars that are within 3° of level;
 - (b) subject to clause (c), meets the requirements outlined in the Appendix to these regulations and carries a manufacturer's label certifying that it meets the requirements outlined in the Appendix to these regulations; and
 - (c) notwithstanding clause (b), is used with the dolly axle locked in the zero steer position at all times while travelling if:
 - (i) one or more of the axle locking mechanisms mentioned in sub-clauses 5(a)(i) and (ii) of the Appendix to these regulations is not in working condition; or
 - (ii) the C train is operated at a speed in excess of 50 km/h on any surface other than a dry, paved road;
- the maximum gross vehicle weight is:
- (d) 58 500 kilograms on a primary highway;
 - (e) 54 500 kilograms on a secondary highway;
 - (f) 54 500 kilograms on a municipal highway.
- (17) Subject to section 6.01, for any combination of vehicles other than one mentioned in subsections (11) to (16), the maximum gross vehicle weight is:
- (a) 53 500 kilograms on a primary highway;
 - (b) 49 000 kilograms on a secondary highway;

- (c) 49 000 kilograms on a municipal highway.
- (18) **Repealed.** 19 Feb 93 SR 10/93 s7.
- (19) The maximum combined weight for:
- (a) two single axles, is:
 - (i) 17 600 kilograms when the interaxle spacing is less than 3 metres, but not less than 2.4 metres;
 - (ii) 17 000 kilograms when the interaxle spacing is less than 2.4 metres;
 - (b) a single axle and a tandem or multiple axle group, subject to clause (b.1), is:
 - (i) 24 500 kilograms when the interaxle spacing is less than 3 metres, but not less than 2.5 metres;
 - (ii) 23 000 kilograms when the interaxle spacing is less than 2.5 metres, but not less than 2 metres;
 - (iii) 21 000 kilograms when the interaxle spacing is less than 2 metres;
 - (b.1) a tandem axle group on the lead trailer and a C dolly on a C train combination, where the C dolly is one mentioned in the Appendix to these regulations, is 23 000 kilograms;
 - (c) a single axle and a tridem axle group, is:
 - (i) 29 500 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (ii) 26 000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (iii) 24 000 kilograms when the interaxle spacing is less than 3 metres;
 - (d) two tandem axle groups or two multiple axle groups, subject to clauses (e) and (f), is:
 - (i) 30 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3 metres;
 - (ii) 24 000 kilograms when the interaxle spacing is less than 3 metres, but not less than 2 metres;
 - (iii) 23 000 kilograms when the interaxle spacing is less than 2 metres;
 - (e) a tandem axle group or a multiple axle group on an end dump semi-trailer manufactured before January, 1989 and an adjacent tandem axle group or multiple axle group within a combination of vehicles, is:
 - (i) 32 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3.4 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 3.4 metres, but not less than 3 metres;

- (f) a tandem axle group or a multiple axle group on an end dump semi-trailer manufactured after December, 1988 and an adjacent tandem axle group or multiple axle group within a combination of vehicles, is:
- (i) 32 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4.5 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres;
- (g) a tandem or multiple axle group and a tridem axle group, is:
- (i) 35 000 kilograms when the interaxle spacing is less than 5.5 metres, but not less than 4.5 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres;
 - (iii) 24 000 kilograms when the interaxle spacing is less than 3 metres;
- (h) two tridem axle groups, is:
- (i) 40 000 kilograms when the interaxle spacing is less than 6 metres, but not less than 5 metres;
 - (ii) 35 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (iii) 32 000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (iv) 28 000 kilograms when the interaxle spacing is less than 3 metres.
- (20) The maximum gross vehicle weight for a vehicle without rubber tires is 10 000 kilograms.
- (21) The maximum gross weight for a building, object or contrivance is 10 000 kilograms.

7 Jne 91 SR 45/91 s7; 19 Feb 93 SR 10/93 s7.

Highways where maximum summer weights apply in winter

6.11(1) Notwithstanding section 6.2 and subject to section 6.01 or an order of the minister made pursuant to clause 69(1)(a) or (b) of the Act, no person shall, from December 1 in one year to the last day of February in the following year, operate, move or cause to be operated or moved on or over all or any section of the public highways or portions of public highways mentioned in subsection (2), a vehicle, combination of vehicles, building, object or contrivance:

- (a) for which the gross weight or gross vehicle weight; or
- (b) for which the gross weight or combined weight for any axle, any group of axles or any tire on any axle;

exceeds the maximum set out in subsections 6.1(2) to (21).

(2) Subsection (1) applies to the following public highways and portions of public highways:

- (a) Provincial Highway No. 106, from its junction with Provincial Highway No. 135 to the Manitoba Boundary;
- (b) Provincial Highway No. 201;
- (c) Provincial Highway No. 312, from its junction with Provincial Highway No. 11 to its junction with Provincial Highway No. 225;
- (d) Provincial Road No. 919, from the boundary of Meadow Lake Provincial Park to the northern-most extremity of Provincial Road No. 919;
- (e) Provincial Road No. 927;
- (f) Provincial Road No. 943.

19 Feb 93 SR 10/93 s8.

Maximum weights from December 1 to the last day of February

6.2(1) Subject to an order of the minister made pursuant to clause 69(1)(a) or (b) of the Act, no person shall, from December 1 in one year to the last day of February in the following year, without a permit issued pursuant to section 70 of the Act, operate, move or cause to be operated or moved on or over all or any section of any public highway, a vehicle, combination of vehicles, building, object or contrivance:

- (a) for which the gross weight or gross vehicle weight; or
- (b) for which the gross weight or combined weight for any axle, any group of axles or any tire on any axle;

exceeds the maximum set out in subsections (2) to (19).

(2) The maximum gross weight for any tire is 10 kilograms per millimetre of tire width as determined by the manufacturer's width shown on the tire to a maximum of 3 000 kilograms.

(3) The maximum gross weight for a steering axle of any bus, tractor or truck is 5 500 kilograms.

(4) The maximum gross weight for any single axle or any axle within an axle group is 10 000 kilograms.

(5) The maximum gross weight for any tandem axle group, multiple axle group or any two adjacent axles within a tridem axle group is 18 000 kilograms.

(6) The maximum gross weight for a tridem axle group is:

- (a) 24 000 kilograms if the axle spread is 3.6 metres or more, but not more than 3.7 metres;
- (b) 23 000 kilograms if the axle spread is 3 metres or more, but not more than 3.6 metres;
- (c) 21 000 kilograms if the axle spread is 2.4 metres or more, but not more than 3 metres.

- (7) For a bus or a truck other than a truck mentioned in subsection (8), the maximum gross vehicle weight is 23 500 kilograms.
- (8) For a four-axle bus or truck with tandem steering axles, the maximum gross vehicle weight is 29 000 kilograms.
- (9) Subject to section 6.01, the maximum gross vehicle weight for a five-axle combination of a tractor and a semi-trailer is 41 500 kilograms.
- (10) Subject to section 6.01, the maximum gross vehicle weight for a combination with six or more axles of a tractor and a semi-trailer is 46 500 kilograms.
- (11) Subject to section 6.01, the maximum gross vehicle weight for an A train is 53 500 kilograms.
- (12) Subject to section 6.01, the maximum gross vehicle weight for a B train is:
- (a) 62 500 kilograms on a primary highway;
 - (b) 54 500 kilograms of a secondary highway;
 - (c) 54 500 kilograms on a municipal highway.
- (13) Subject to section 6.01, the maximum gross vehicle weight for a C train is 53 500 kilograms.
- (14) Notwithstanding subsection (13) and subject to section 6.01, for a C train with a C dolly that:
- (a) has drawbars that are within 3° of level;
 - (b) subject to clause (c), meets the requirements outlined in the Appendix to these regulations and carries a manufacturer's label certifying that it meets the requirements outlined in the Appendix to these regulations; and
 - (c) notwithstanding clause (b), is used with the dolly axle locked in the zero steer position at all times while travelling if:
 - (i) one or more of the axle locking mechanisms mentioned in sub-clauses 5(a)(i) and (ii) of the Appendix to these regulations are not in working condition; or
 - (ii) the C train is operated at a speed in excess of 50 km/h on any surface other than a dry, paved road;
- the maximum gross vehicle weight is:
- (d) 58 500 kilograms on a primary highway;
 - (e) 54 500 kilograms on a secondary highway;
 - (f) 54 500 kilograms on a municipal highway.
- (15) Subject to section 6.01, the maximum gross vehicle weight for any combination of vehicles other than the combinations mentioned in subsections (9) to (14) is 53 500 kilograms.
- (16) **Repealed.** 19 Feb 93 SR 10/93 s9.

- (17) The maximum combined weight for:
- (a) two single axles, is:
 - (i) 17 600 kilograms when the interaxle spacing is less than 3 metres, but not less than 2.4 metres;
 - (ii) 17 000 kilograms when the interaxle spacing is less than 2.4 metres;
 - (b) a single axle and a tandem or multiple axle group, subject to clause (b.1), is:
 - (i) 24 500 kilograms when the interaxle spacing is less than 3 metres, but not less than 2.5 metres;
 - (ii) 23 000 kilograms when the interaxle spacing is less than 2.5 metres, but not less than 2 metres;
 - (iii) 21 000 kilograms when the interaxle spacing is less than 2 metres;
 - (b.1) a tandem axle group on the lead trailer and a C dolly on a C train combination, where the C dolly is one mentioned in the Appendix to these regulations, is 23 000 kilograms;
 - (c) a single axle and a tridem axle group, is:
 - (i) 29 500 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (ii) 26 000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (iii) 24 000 kilograms when the interaxle spacing is less than 3 metres;
 - (d) two tandem axle groups or two multiple axle groups, subject to clauses (e) and (f), is:
 - (i) 30 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3 metres;
 - (ii) 24 000 kilograms when the interaxle spacing is less than 3 metres, but not less than 2 metres;
 - (iii) 23 000 kilograms when the interaxle spacing is less than 2 metres;
 - (e) a tandem axle group or a multiple axle group on an end dump semi-trailer manufactured before January, 1989 and an adjacent tandem axle group or multiple axle group within a combination of vehicles is:
 - (i) 35 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3.4 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 3.4 metres, but not less than 3 metres;

- (f) a tandem axle group or a multiple axle group on an end dump semi-trailer manufactured after December, 1988 and an adjacent tandem axle group or multiple axle group within a combination of vehicles is:
- (i) 35 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4.5 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres;
- (g) a tandem or multiple axle group and a tridem axle group, is:
- (i) 35 000 kilograms when the interaxle spacing is less than 5.5 metres, but not less than 4.5 metres;
 - (ii) 30 000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres;
 - (iii) 24 000 kilograms when the interaxle spacing is less than 3 metres;
- (h) two tridem axle groups, is:
- (i) 40 000 kilograms when the interaxle spacing is less than 6 metres, but not less than 5 metres;
 - (ii) 35 000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (iii) 32 000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (iv) 28 000 kilograms when the interaxle spacing is less than 3 metres.
- (18) The maximum gross vehicle weight for a vehicle without rubber tires is 10 000 kilograms.
- (19) The maximum gross weight for a building, object or contrivance is 10 000 kilograms.

7 Jne 91 SR 45/91 s7; 19 Feb 93 SR 10/93 s9.

7 Repealed. 7 Jne 91 SR 45/91 s8.

R.R.S. c.H-3 Reg 8 repealed

8 *The Vehicle Weight and Dimension Regulations, 1985* are repealed.

19 Aug 88 cH-3 Reg 15 s8.

Appendix

[Clause 6.1(16)(b), Subclause 6.1(16)(c)(i),
Clause 6.2(14)(b) and Subclause 6.2(14)(c)(i)]

C Dolly Requirements and Compliance Test Procedures**1. GENERAL REQUIREMENTS & PROCEDURES**

The dolly shall be in a complete and ready-to-run state of assembly, including tires and hitches prior to being tested. The dolly shall carry an Identification Plate clearly stating the manufacturer's name, the dolly's model name or number or type and the no-load mounting height of the hitches.

Hitch assembly components of the type designed for use with the dolly model being tested shall be mounted on the test facility. The hitches shall be positioned at a height above the test facility's ground plane as specified on the dolly's Identification Plate at either the full-load or no-load height depending on the portion of the test being done.

If a slider fifth wheel is used, it shall be set so that the fifth wheel trunnion centre is located no more than 30 millimetres forward of the dolly axle's centre line.

2. STEERING SYSTEM REQUIREMENTS

(a) the axis of rotation of the steering mechanism must be within 0.5° of perpendicular to the plane of the drawbars on the dolly;

(b) when subjected to a test axle load equal to the gross axle weight rating (GAWR):

(i) the caster steering mechanism must be capable of resisting a steer moment being:

(A) a lateral force of not less than 25% of the GAWR applied in two separate tests, each in an opposite direction, 50 millimetres behind the centre of the contact patch; and

(B) a longitudinal force of not less than 10% of the GAWR applied in two separate tests, each in an opposite direction, at the turn centre of the dual tire at the centre of the contact patch;

without steering more than 1° from centre and must maintain this level of resistance over the remaining range of angular displacement of the axle; and

(ii) the steering axle mechanism must return the axle from full angular displacement to within 1° of the zero steering position without any external force;

(c) if a pressurized hydraulics or pneumatic system is used to control the steering requirements in (b), then:

(i) a liquid filled gauge must be installed to indicate the pressure at the force actuator; and

- (ii) a label must be affixed adjacent to the gauge indicating the minimum pressure necessary for proper axle centring;
- (d) the centring force mechanism shall be examined to ensure that centring force values are factory-set and are not readily alterable;
- (e) if a pressurized hydraulic or pneumatic centring force mechanism is used, the supply pressure must be independent of the dolly's brake system.

3. FRAME TORSIONAL STIFFNESS REQUIREMENTS

- (a) the structure of the dolly when tested separately in opposite directions shall, in each case have a torsional stiffness of not more than 1° of rotation for each 3 000 N·m of torsion to a maximum torsion of 45 000 N·m;
- (b) the dolly structure and drawbars must be capable of withstanding 45 000 N·m of torque when applied separately in two separate tests in opposite directions about the longitudinal axis without suffering residual deformation greater than 1.5° of rotation.

4. DRAWBAR REQUIREMENTS

The C dolly shall have drawbars that:

- (a) have a lateral spread of not less than 760 millimetres measured from the eyelet centre on one drawbar to the eyelet centre on the other drawbar; and
- (b) are rigid so as not to allow any movement within the drawbars themselves.

5. DOLLY AXLE LOCKING MECHANISM REQUIREMENTS

- (a) The dolly axle must be capable of being locked in the zero steer position in all of the following ways:
 - (i) the dolly shall have an axle steer locking mechanism which can be activated remotely away from the dolly;
 - (ii) the dolly axle must automatically lock in the case of any kind of dolly system failure; and
 - (iii) the dolly must have an independent axle steer locking mechanism which can be activated manually to set the steering in the centred position only.
- (b) A label must be prominently displayed on the dolly advising that the axle is to be locked in the zero steer position at speeds in excess of 50 km/h while operated on any surface other than a paved road.

7 Jne 91 SR 45/91 s9.