

2005 ÉDITION

GUIDE



VEHICLE LOAD
AND SIZE LIMITS
GUIDE

Québec 



THE 2005 EDITION

GUIDE

VEHICLE
LOAD AND
SIZE LIMITS
GUIDE

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This publication contains major provisions concerning the Vehicle Load and Size Limits Regulation (decree 1299-91) modified by Order in Council 1412-98, taking effect on November 26, 1998 and by Order in Council 1484-99 taking effect on January first, 2000.

This guide is provided for information purposes only. The reader should refer to the regulations for a legal interpretation.

For several years now, the ministère des Transports du Québec has been working at harmonizing Québec standards with those of other North American administrations. However, in spite of efforts to harmonize the standards with those of other administrations, some differences may remain. It is therefore important to verify applicable rules before driving in these administrations with vehicles that comply with Québec regulations.

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2 I N T R O D U C T I O N

The Vehicle Load and Size Limits Regulation's main purpose is to ensure road user safety and protection of roadways and bridges. The regulations are in conformity with the Federal-Provincial-Territorial Agreement on Vehicle Weights and Dimensions dated February 1988 (amended in September 1991, July 1994 and June 1997). This regulation defines limits of dimensions, axle loads and gross weight for vehicles travelling on public roads. It does not apply to vehicles designed to fight fires.

A vehicle or a combination of vehicles which do not meet the standards set by this regulation cannot travel on public roads unless their owner or lessee has obtained a special permit delivered for this purpose. Special permits are required for experimental vehicles or oversize and overweight vehicles because of their design (e.g. self-propelled crane) or because they are carrying an indivisible load (e.g. moving a house).



This guide does not address regulatory measures applied to vehicles travelling on the special class public road which provides access to the James Bay Territory or at crossroads where public roads meet private roads. For specific information, please refer to the legal text.

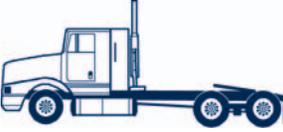
The Société de l'assurance automobile du Québec must approve any modification to a road vehicle meant to travel on public road, when such modification may alter stability or braking (e.g. increase in front axle capacity).

To convert pounds into kilograms (kg), the number of pounds (lb) is divided by 2.2046. Likewise, to convert tire widths from inches into millimetres, the number of inches is multiplied by 25.4.

3 D E F I N I T I O N S

A. TRACTOR:

A motor vehicle, equipped with a fifth wheel, used to haul one or two semitrailers or a semitrailer and a trailer.



B. TOWING VEHICLE:

A motor vehicle used to haul a trailer.



C. SEMITRAILER:

A road vehicle with its front end resting on the fifth wheel of the vehicle hauling it.



D. TRAILER

A road vehicle, including a semitrailer with its front end resting on a dolly, hitched to the towing vehicle by a coupling system other than a fifth wheel.



E. DOLLY:

A device fitted with a fifth wheel, used to convert a semitrailer to a full trailer.



F. SINGLE AXLE:

An axle supporting a mass that can be measured under its wheels.



G. TANDEM AXLE:

A set of two axles attached to the vehicle by a suspension system designed to distribute evenly, within 1 000 kilogrammes and at all times, the mass that can be measured under the wheels of each axle, and consisting of a common suspension or two identical suspensions attached together.



H. TRIPLE AXLE:

A set of three equally-spaced axles, attached to the vehicle by a suspension system designed to distribute evenly, within 1 000 kilogrammes at all the times, the mass that can be measured under the wheels of each axle, and consisting of three identical suspensions attached together.



I. GROUP OF AXLES EQUIVALENT TO A TRIPLE AXLE:

A set of three equally-spaced axles, comprising a lowered lift axle in front, attached to the vehicle by identical pneumatic suspensions and designed to distribute evenly within 1 000 kilogrammes when the lift axle is lowered, without any possible adjustment, the mass that can be measured under the wheels of each axle.

J. DONKEY-TYPE AXLE:

An axle added at the rear of a single-unit vehicle comprising at least one of the following specifications:

- an independent spring suspension;
- wheels that touch the ground only when the vehicle is loaded;
- no brake system.

K. SELF-STEERING AXLE:

An axle fitted at each end with a device that can pivot around a vertical axis, allowing the wheels to automatically steer along the vehicle path.

L. GAWR:

The maximum capacity of an axle according to the Motor Vehicle Safety Regulation pursuant to the Motor Vehicle Safety Act (R.S.C., 1985, chapter M-10).

- GAWR :
Gross axle weight rating

M. VEHICLE MANUFACTURER:

The person who manufactures a vehicle as defined by the Motor Vehicle Safety Act.

N. AXLE SPACING:

Distance (d) between the rotation centre of one axle and the rotation centre of another.

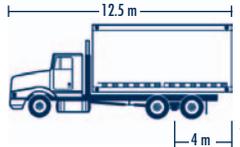
- $d \geq x$: means the distance must be greater than or equal to x;
- $d < x$: means the distance is smaller than x;
- $x \leq d < y$: means the distance is greater than or equal to x but smaller than y.

4 MAXIMUM DIMENSIONS

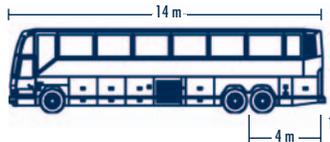
1. LENGTH

The maximum length of any road vehicle or combination of road vehicles, load included, depends on the type of vehicle.

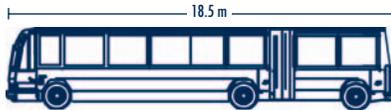
A) SINGLE-UNIT



B) BUS

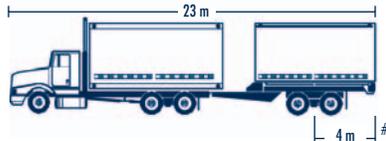


• Articulated bus

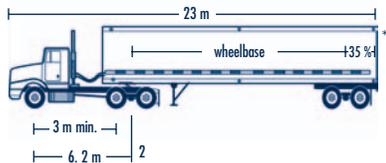


C) COMBINATION OF TWO VEHICLES:

• Truck with trailer



• Tractor with semitrailer

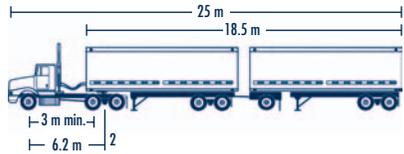


D) COMBINATION OF 3 VEHICLES:

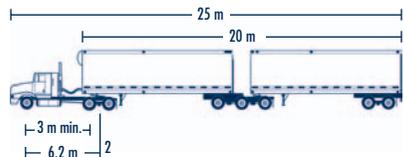
• Farm tractor and 2 trailers



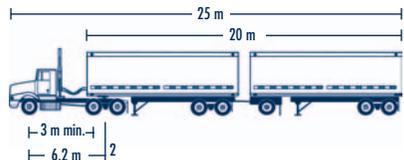
• A train double



• B train double

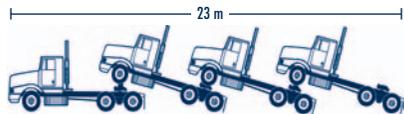


• C train double



E) COMBINATION OF FOUR VEHICLES:

• Saddle-back transport



¹ Until December 31, 2009, this maximum dimension is replaced by a limit of 5 m between the last axle and the rear end of the vehicle, load included, for vehicles assembled before November 1, 1998.

This maximum dimension includes the load. Until December 31, 2009, this maximum dimension does not apply to trailers assembled before November 1, 1998.

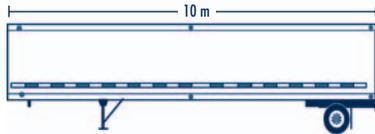
* Maximum 35% (load included) of the distance between the centre of the single, tandem or triple axle and the centre of the kingpin.

² Until December 31, 2009, this maximum dimension does not apply to tractors assembled before January 1, 1999. Special permits may be issued in certain cases (see Info-camionnage newsletter N° 03-04-04, dated April 22, 2004).

F) SEMITRAILER:

- length: 10 m or under

Authorized for all axle classes



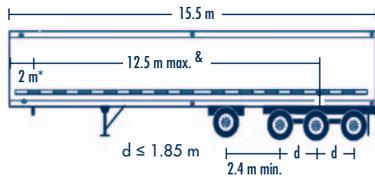
- length: over 10 m but not exceeding 14.65 m

Authorized for all axle classes with the described requirements



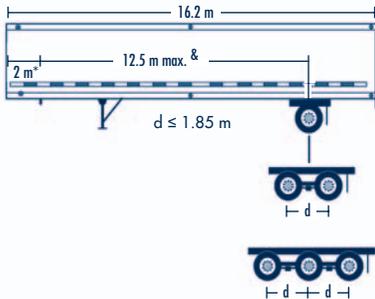
- length: over 14.65 but not exceeding 15.5 m

Authorized for single, tandem ($d \leq 1.85$ m), or triple ($d \leq 1.85$ m) axles and for axle classes B.44 and B.45.



- length: over 15.5 m but not exceeding 16.2 m

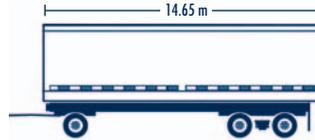
Authorized for single, tandem, or triple axles.



G) TRAILER

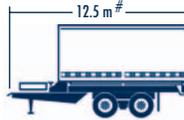
- Trailer with dolly

This maximum dimension does not include the coupling system of the dolly.



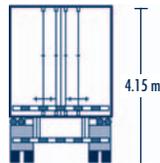
- Trailer without dolly

This maximum dimension includes the coupling system of the trailer.



2. HEIGHT

The maximum height of any road vehicle or combination of vehicles, load included is:



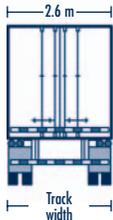
* Setting of the kingpin (radius: 2 m max.)

& This dimension does not apply to semitrailers with removable goose neck.

Until December 31, 2009, this maximum dimension is replaced by a 14.65 m limit for trailers assembled before November 1, 1998.

3. WIDTH

The maximum width of any road vehicle or combination of vehicles, load included is:



This width limit is 2.5 m for trailers, other than farm trailers, and for semitrailers (load included) with a track width (distance between the extremities of each outer wheel on each axle) under 2.5 m. It is 3.75 m for an unloaded trailer designed to transport grain. Until December 31, 2009, width limit is 2.6 m for trailers and semitrailers assembled before November 1, 1998.

This provision does not apply to the following road vehicles, belonging to a farmer, provided they do not travel on a divided highway:

- farm machinery carrying products to be sprayed or empty;
- seeders and combine harvesters;
- farm tractors; and
- until December 31, 2009, farm trailers of a model year prior to 1992, designed and used to carry hay, grains, products to be sprayed, chemical fertilizer, manure, liquid manure or manure liquid.

4. OTHER DISPOSITIONS

The regulation stipulates specific provisions with regard to the afore-mentioned maximum dimensions.

- The dimensions prescribed for trailers and semitrailers do not include auxiliary heating or refrigeration equipments nor any aerodynamic accessories designed to decrease wind resistance, providing they do not increase the load carrying capacity of the road vehicle. This applies also to distances between the front of the second vehicle and the rearmost part of the third vehicle where double A, B or C trains are concerned.

- The coupling system of each road vehicle forming a combination of vehicles shall be so fitted that no towed vehicle can sway more than 80 millimetres to either side of the tractor or towing vehicles when the combination of vehicles is travelling in a straight line.
- The maximum width prescribed for vehicles does not include rear-view mirrors and lights, equipment designed for road grading, clearing or marking when the vehicle is used for public road construction or maintenance, devices used for automatic loading of bales of hay or tie-down accessories (cables, chains, belts, straps, devices used for fastening or stowing tarpaulins, etc.) used to secure a load as long as they do not exceed 100 mm on each side of the vehicle. This dimension does not include wheels nor spraying equipment on farm trailers owned by a farmers, designed and used to carry products to be sprayed, chemical fertilizer, manure, liquid manure or manure liquid, provided they do not travel on an autoroute nor exceed 3,75 metres in width.

A special permit must be obtained in the following cases:

- When the length of an indivisible load exceeds the length of the vehicle or the combination of vehicles by more than one metre in front or 2 metres at the rear;
- When the length, width or height of an indivisible load are such one of these measurements exceed the maximums allowed for the vehicle.

When the load exceeds the rear of the vehicle by more than one metre, a red flag must be fixed at the extreme rear of the load. At night, a red light visible from a distance of at least 150 metres from the rear and sides is compulsory.

Special permits or information on such permits are available from service centres of the Société de l'assurance automobile du Québec commissioned to deliver these permits.

5 AXLE LOAD LIMIT

FIGURING AXLE LOAD

The authorized maximum load for an axle class is the lowest of the following values:

- The sum of all tire capacities in the class;
- The axle load capacity for a front axle;
- The load limit of the axle class (table 1).

1. The sum of all tire capacities in the class;

It is indicated by the manufacturer on the side of the tire, generally in pounds:

There are usually two figures

- “S” when tires are single-mounted;
- “D” when tires are twin-mounted.

In that last case, when tires are twin-mounted, the capacity of the inside tire is the same as that of the outside tire, unless otherwise ascertained. When tires are single-mounted, a minimum width is required. The nominal tire width is indicated by the manufacturer on the side of the tire.

The sum, of tire capacities for each axle shall not exceed 10 kg/mm of tire width. This tire width provision does not apply to front (steering) axle classes.

2. The axle load capacity (GAWR) for a front axle;

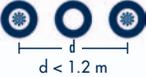
Axle load capacity is 5 500 kg for a front single axle (B.1) and 11 000 kg for a front tandem axle (B.2) or front multiple axle (B.3). This capacity can be increased when such capacity is indicated by the vehicle manufacturer or the person who modified the vehicle with the approval of the Société de l'assurance automobile du Québec.

3. The load limit of the axle class (table 1).

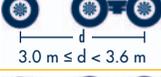
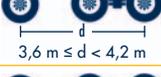
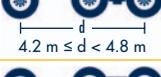
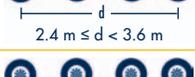
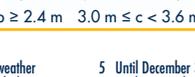
The limit is given in table 1 for each axle class provided for in the regulation, depending on the time of the year (normal or thaw). The limit can be increased for some axle classes when the load consists of raw forest products. The load limit is reduced by 1 000 kg for each axle equipped with only two tires. This load reduction does not apply to front (steering) axle classes.

AXLE LOAD LIMIT

TABLE 1

CLASS	DESCRIPTION	NORMAL PERIOD	THAW PERIOD	
B.1	Front single axle		9 000 kg	9 000 kg
B.2	Front tandem axle		16 000 kg	16 000 kg
B.3	Front multiple axle		15 000 kg	15 000 kg
B.10	Single axle		10 000 kg	8 000 kg
B.20	Two axles or more		10 000 kg	8 000 kg
B.21	Tandem axle		18 000 kg	15 500 kg
B.25	Two single axles		13 500 kg	11 000 kg
B.26	Single axle and donkey axle		10 000 kg	8 000 kg
B.30	Three axles or more		18 000 kg	15 500 kg
B.31	Triple axle or equivalent group of axles		21 000 kg ¹	18 000 kg ¹
B.32	Triple axle or equivalent group of axles		24 000 kg ¹	21 000 kg ¹
B.33	Triple axle or equivalent group of axles		26 000 kg ¹	22 000 kg ¹

¹ This limit is reduced by 1 000 kg for an axle equivalent to a triple axle.

CLASS	DESCRIPTION	NORMAL PERIOD	THAW PERIOD	
B.33.1	Triple axle or equivalent group of axles	 3.7 m < d < 4.2 m	18 000 kg	15 500 kg
B.34	Triple axle or equivalent group of axles	 4.2 m ≤ d < 4.8 m	18 000 kg ²	15 500 kg ²
B.35	Triple axle or equivalent group of axles	 d ≥ 4.8 m	18 000 kg ^{2 or 3}	15 500 kg ^{2 or 3}
B.36	Single axle in front of a tandem axle	 3.0 m ≤ d < 3.6 m	18 000 kg	15 500 kg
B.37	Single axle in front of a tandem axle	 3,6 m ≤ d < 4,2 m	18 000 kg ⁴	15 500 kg ⁴
B.38	Single axle in front of a tandem axle	 4.2 m ≤ d < 4.8 m	18 000 kg ⁵	15 500 kg ⁵
B.39	Single axle in front of a tandem axle	 d ≥ 4.8 m	18 000 kg ²	15 500 kg ²
B.40	Four axles or more ou plus	 2.4 m ≤ d < 3.6 m	23 000 kg	20 000 kg
B.41	Four axles	 3.6 m ≤ d < 4.2 m	26 000 kg	22 000 kg
B.42	Four axles	 4.2 m ≤ d < 4.8 m	26 000 kg	22 000 kg
B.43	Four axles	 d ≥ 4.8 m	28 000 kg	24 000 kg
B.44	Self-steering ⁶ axle in front of a triple axle*	 b ≥ 2,4 m 3.0 m ≤ c < 3,6 m	32 000 kg ⁷	27 500 kg ⁷

2 Until December 31, 2009, this limit is increased to 26 000 kg under normal weather conditions and to 22 000 kg during spring thaw periods for axles on a road vehicle assembled before November 1, 1998.

3 Until December 31, 2009, for a "tanker" type semitrailer carrying liquid, this limit is increased to 30 000 kg under normal weather conditions and to 24 500 kg during spring thaw periods for axles of road vehicles assembled before November 1, 1998.

4 Until December 31, 2009 this limit is increased to 22 000 kg under normal weather conditions and to 19 000 kg during thaw periods for axles of road vehicles assembled before November 1, 1998.

5 Until December 31, 2009 this limit is increased to 24 000 kg under normal weather conditions and to 21 000 kg during thaw periods for axles of road vehicles assembled before November 1, 1998.

6 Vehicles assembled before the year 2003 will not be required to be equipped with a self-steering axle until January 1, 2015.

7 A suspension designed to distribute evenly, without any possible adjustment and within 1 000 kg, the mass that can be measured under the wheels of each axle is required for vehicles assembled after the month of October 1998.

CLASS	DESCRIPTION		NORMAL PERIOD	THAW PERIOD
B.45	Self-steering ⁸ axle in front of a triple axle	 $b \geq 2.4 \text{ m}$ $3.6 \text{ m} \leq c \leq 3.7 \text{ m}$	32 000 kg ⁹	27 500 kg ⁹
B.50	Single axle and tandem axle	 $2.4 \text{ m} \leq d < 3.0 \text{ m}$	18 000 kg	15 500 kg
B.51	Single axle behind a tandem axle	 $3.0 \text{ m} \leq d < 3.6 \text{ m}$	18 000 kg	15 500 kg
B.52	Single axle behind a tandem axle	 $3.6 \text{ m} \leq d < 4.2 \text{ m}$	18 000 kg	15 500 kg
B.53	Single axle behind a tandem axle	 $4.2 \text{ m} \leq d < 4.8 \text{ m}$	18 000 kg	15 500 kg
B.54	Single axle behind a tandem axle	 $d \geq 4.8 \text{ m}$	18 000 kg	15 500 kg
B.55	Two or more single axles	 $d \geq 2.4 \text{ m}$	18 000 kg	15 500 kg
B.56	Two single axles (C train double)	 $d < 3.0 \text{ m}$	17 000 kg	16 000 kg
B.57	Tandem axle and one single axle (C train double)	 $d < 3.0 \text{ m}$	23 000 kg	23 000 kg

Load limits during spring thaw periods do not apply to tow trucks used for towing damaged, stalled, seized or abandoned vehicles that are empty.

⁸ Vehicles assembled before the year 2003 will not be required to be equipped with a self-steering axle until January 1, 2015.

⁹ A suspension designed to distribute evenly, without any possible adjustment and within 1 000 kg, the mass that can be measured under the wheels of each axle is required for vehicles assembled after the month of October 1998.

6 GROSS VEHICLE WEIGHT LIMIT

FIGURING GROSS VEHICLE WEIGHT

A. NORMAL PERIOD:

The maximum gross vehicle weight of a road vehicle or combination of vehicles is the lowest of the two following values:

- The sum of the authorized maximum loads for each of the axle classes;
- The gross weight limit stipulated in the regulation.

1. The sum of the authorized maximum loads for each of the axle classes of vehicle or a combination of vehicles;

To find out the maximum loads authorized for each class of axles of a vehicle or a combination of vehicles refer to section 5 of this guide. To calculate this sum, the maximum load of the front (steering) axle class of the vehicle or combination of vehicles must not exceed the following loads:

- 5 500 kg for the front single axle (B.1) of a tractor;
- 7 250 kg for the front single axle (B.1) of a vehicle other than a tractor;
- 14 000 kg for a front tandem axle (B.2);
- 13 000 kg for a front multiple axle (B.3).

These front axle load limits do not apply in the case of vehicles assigned to snow clearing and deicing on public roads (see Bulletin Info-camionnage N° 03.11.01 of November 26, 2001).

2. The gross weight limit of the vehicle or combination of vehicle class (table 2).

This limit is given in table 2 for each vehicle or combination of vehicle class. When the measured distance "a", "d" or "f" of a vehicle or combination of vehicles is shorter than the designated distance for their class, a reduction of their gross weight limit must be applied. The table below shows weight reductions applicable to these categories.

SPACING DESIGNATED "A", "D" OR "F" DIFF. * = SP. DESIGNATED - SP. OBSERVED	GROSS COMBINATION LIMIT REDUCTION WEIGHT
0 m < difference < 0.5 m	0 kg
0.5 m ≤ difference < 1.0 m	1 000 kg
1.0 m ≤ difference < 1.5 m	2 000 kg
1.5 m ≤ difference < 2.0 m	3 000 kg
2.0 m ≤ difference < 2.5 m	4 000 kg
2.5 m ≤ difference < 3.0 m	5 000 kg

* Difference means the difference between spacing designated "a", "d" or "f" and the spacing actually observed on a vehicle or vehicle combination for which the authorized gross combination weight is being calculated.

B. THAW PERIOD:

The maximum gross vehicle weight of a road vehicle or combination of vehicles is the lowest of the three following values:

1. The sum of the authorized maximum loads for each of the axle classes of vehicle or a combination of vehicles;

To calculate this sum, the maximum load of the front (steering) axle class of the vehicle or combination of vehicles must not exceed the following loads:

- 5 500 kg for the front single axle (B.1) of a tractor;
- 7 250 kg for the front single axle (B.1) of a vehicle other than a tractor;
- 14 000 kg for a front tandem axle (B.2);
- 13 000 kg for a front multiple axle (B.3).

2. Gross vehicle weight limit authorized in normal period;

3. 59 000 kg.

The gross weight of a combination of vehicles is limited to 41 500 kg when it is equipped with a self-steering axle not located in front of a group of 3 or 4 axles under a semitrailer nor in front of a group of 3 axles under a trailer.

GROSS VEHICLE WEIGHT LIMIT

TABLE 2

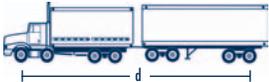
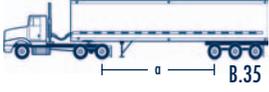
CLASS	DESCRIPTION		GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
SINGLE-UNIT VEHICLE				
A.1			17 250 kg	—
A.2			25 250 kg	—
A.3			32 000 kg	$a \geq 3.0$ m
A.4			31 000 kg	$a < 3.0$ m*
A.9	Single-unit vehicle not provided		23 500 kg	—
TRACTOR WITH SEMITRAILER AND TRUCK WITH TRAILER				
A.10			25 500 kg	—
A.11			35 500 kg	—
				
A.12			41 500 kg	$a \geq 4.0$ m ¹
A.13				40 500 kg
A.19	Combination of vehicles not provided for in regulation		41 500 kg	—

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

¹ Until December 31, 2009, this distance is 3 metres for trailers and semitrailers assembled before November 1, 1998.

CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
TRUCK WITH TRAILER			
A.20		43 500 kg	$d \geq 8.0$ m
A.21		42 500 kg	$d < 8.0$ m*
A.22		51 500 kg	$d \geq 12.0$ m
A.23		50 500 kg	$d < 12.0$ m*
A.24		49 500 kg	$d \geq 9.5$ m
A.25		48 500 kg	$d < 9.5$ m*
A.26		55 500 kg	$d \geq 14.0$ m
A.27		54 500 kg	$d < 14.0$ m*
A.30		50 000 kg	$d \geq 15.0$ m
A.31		49 000 kg	$d < 15.0$ m*
A.32		53 500 kg	$d \geq 16.5$ m
A.33		52 500 kg	$d < 16.5$ m*

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

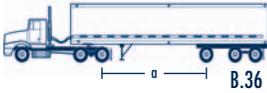
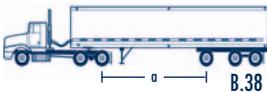
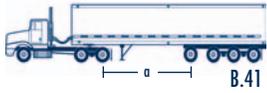
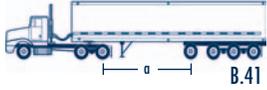
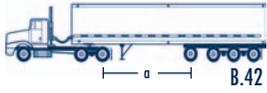
CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
TRUCK WITH TRAILER			
A.34		53 500 kg	$d \geq 16.5 \text{ m}$
A.35		52 500 kg	$d < 16.5 \text{ m}^*$
TRACTOR SEMITRAILER			
A.40		44 500 kg	$a \geq 4.0 \text{ m}$
A.41		43 500 kg	$a < 4.0 \text{ m}^*$
A.42		47 500 kg	$a \geq 4.5 \text{ m}$
A.43		46 500 kg	$a < 4.5 \text{ m}^*$
A.44		49 500 kg	$a \geq 5.5 \text{ m}^2$
A.45		48 500 kg	$a < 5.5 \text{ m}^{*2}$
A.46		41 500 kg ³	$a \geq 5.0 \text{ m}$
A.47		40 500 kg ³	$a < 5.0 \text{ m}^*$
A.48		41 500 kg ^{3 or 4}	$a \geq 5.0 \text{ m}$
A.49		40 500 kg ^{3 or 4}	$a < 5.0 \text{ m}^*$

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

2 Until December 31, 2009, this distance is 4.0 metres for semitrailers assembled before November 1, 1998.

3 Until December 31, 2009, this limit is increased by 8 000 kg for semitrailers assembled before November 1, 1998.

4 Until December 31, 2009, for a "tanker" type semitrailer carrying liquid, this limit is increased by 8 000 kg for such semitrailers assembled before November 1, 1998.

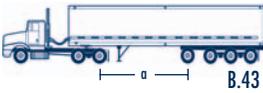
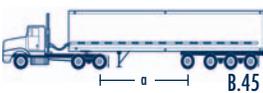
CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
TRACTOR SEMITRAILER			
A.50		41 500 kg	$a \geq 4.0$ m
A.51		40 500 kg	$a < 4.0$ m*
A.52		41 500 kg ⁵	$a \geq 4.0$ m
A.53		40 500 kg ⁵	$a < 4.0$ m*
A.54		41 500 kg ⁶	$a \geq 5.0$ m
A.55		40 500 kg ⁶	$a < 5.0$ m*
A.56		41 500 kg ⁷	$a \geq 4.0$ m
A.57		40 500 kg ⁷	$a < 4.0$ m*
A.60		49 500 kg	$a \geq 5.5$ m
A.61		48 500 kg	$a < 5.5$ m*
A.62		49 500 kg	$a \geq 5.0$ m
A.63		48 500 kg	$a < 5.0$ m*

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

5 Until December 31, 2009, this limit is increased by 4 000 kg for semitrailers assembled before November 1, 1998.

6 Until December 31, 2009, this limit is increased by 6 000 kg for semitrailers assembled before November 1, 1998.

7 Until December 31, 2009, this limit is increased by 8 000 kg for semitrailers assembled before November 1, 1998.

CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
TRACTOR SEMITRAILER			
A.64		51 500 kg	$a \geq 5.0$ m
A.65		50 500 kg	$a < 5.0$ m*
A.66		55 500 kg	$a \geq 6.0$ m
A.67		54 500 kg	$a < 6.0$ m*
A.68		55 500 kg	$a \geq 5.5$ m
A.69		54 500 kg	$a < 5.5$ m*
A OR C TRAIN DOUBLE			
A.70		45 500 kg	$d \geq 10.0$ m
A.71		44 500 kg	$d < 10.0$ m*
A.72		53 500 kg	$d \geq 13.5$ m
A.73		52 500 kg	$d < 13.5$ m*
A.74		53 500 kg	$d \geq 14.0$ m
A.75		52 500 kg	$d < 14.0$ m*

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

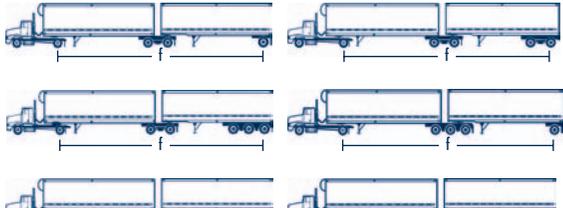
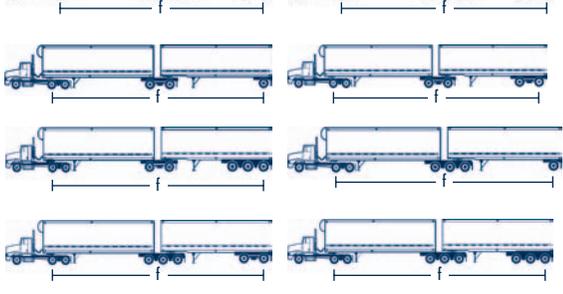
CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
A OR C TRAIN DOUBLE			
A.76		53 500 kg	$d \geq 15.5$ m
A.77		52 500 kg	$d < 15.5$ m*
A.78		53 500 kg	$d \geq 15.5$ m
A.79		52 500 kg	$d < 15.5$ m*
A.80		53 500 kg	$d \geq 15.5$ m
A.81		52 500 kg	$d < 15.5$ m*
A.82		53 500 kg	$d \geq 15.5$ m
A.83		52 500 kg	$d < 15.5$ m*
A.84		53 500 kg	$d \geq 15.5$ m
A.85		52 500 kg	$d < 15.5$ m*

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
C TRAIN DOUBLE#			
A.86	 $a \geq 3.0 \text{ m}$ $b \geq 5.0 \text{ m}$ $c \leq 1.8 \text{ m}^9$ $d \leq 1.85 \text{ m}$	55 500 kg	—
A.87	 $a \geq 3.0 \text{ m}$ $b \geq 5.0 \text{ m}$ $c \leq 1.8 \text{ m}^9$ $d \leq 1.85 \text{ m}$	58 500 kg	—
B TRAIN DOUBLE			
A.90 ⁹	 	59 000 kg ¹⁰	$f \geq 16.5 \text{ m}$
A.91 ⁹	 $a \leq 1.85 \text{ m}$ $b \leq 3.1 \text{ m}$ $c \geq 5.0 \text{ m}$ $d \geq 5.5 \text{ m}$ $e \geq 6.0 \text{ m}$	58 000 kg ¹⁰	$f < 16.5 \text{ m}^*$
A.92 ¹¹	 	59 000 kg	$f \geq 16.5 \text{ m}$
A.93 ¹¹	 $a \leq 1.85 \text{ m}$ $b \leq 3.1 \text{ m}$ $c \geq 4.0 \text{ m}$ $d \geq 5.0 \text{ m}$	58 000 kg	$f < 16.5 \text{ m}^*$
A.94 ¹²	 	58 000 kg	$f \geq 16.5 \text{ m}$
A.95 ¹²	 $a \leq 1.85 \text{ m}$ $b \leq 3.1 \text{ m}$ $c \geq 4.0 \text{ m}$ $d \geq 5.0 \text{ m}$	57 000 kg	$f < 16.5 \text{ m}^*$

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.
 # These combinations of vehicles are formed of a tractor, a semitrailer and a trailer equipped with a C-dolly meeting the requirements of section 903 of the Motor Vehicle Safety Regulations. The wheel-base of each semitrailer is at least 6.25 metres and the heaviest semitrailer must be at the front.
 8 Distance "c" of Classes A.86 and A.87 corresponds to the distance between the centre of the single axle or front tandem axle of the semitrailer and the centre of the pintle hooks.

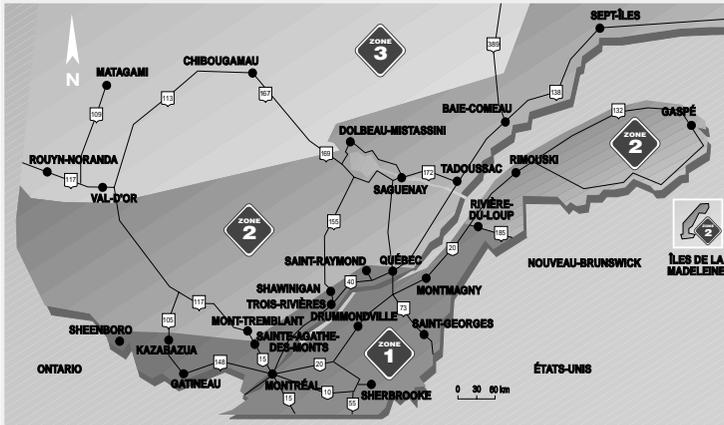
9 The semitrailers of a combination of vehicles in this category must be equipped only with a tandem axle or a triple axle.
 10 This limit is extended to 62 500 kg on autoroutes and Highway 185; on other roads, a special permit must be obtained and special requirements apply (see Info-camionnage).
 11 The semitrailers of a combination of vehicles in this category must be equipped only with a tandem axle or a triple axle, or one of them may be equipped with an axle that is the equivalent of a triple axle.
 12 One of the semitrailers of a combination of vehicles in this category must be equipped with a group of three axles composed of a single axle and a tandem axle.

CLASS	DESCRIPTION	GROSS WEIGHT LIMIT	DESIGNATED DISTANCE
B TRAIN DOUBLE			
A.96		53 000 kg	$f \geq 16.0$ m
A.97		52 000 kg	$f < 16.0$ m*

* The gross combination weight limit in this category is reduced by 1 000 kg for each 0.5 m under the minimum designated distance or see figures included in table on page 15.

7 THAW ZONES

The thaw period dates are published before the beginning of the load restrictions, which normally begin in mid-March (Zone 1) and end around the end of May (Zone 3).



ZONE 1

This zone includes the Québec territory located south of the following line of demarcation, known as the « demarcation line of zones 1 and 2 » :

From the intersection point of the median line of the Ottawa River (Québec-Ontario border) with the extension of the median line of the Schyan River in the municipality of Sheenboro ; from there, eastward, a straight line to the intersection of the Picanoc River and Highway 105 in Ville de Gracefield ; from there, eastward, a straight line to the intersection of Autoroute 15 and Highway 329 in the municipality of Ville de Sainte-Agathe-des-Monts ; from there, northeastern, toward the intersection of Highways 155 and 159 in the municipality of Paroisse de Saint-Roch-de-Mékinac to the point where it intersects with the northeastern limit of the municipality of Mandeville ; from there, southeastward, following the northeastern limit of the municipality of Mandeville to the point where it intersects with the northwestern limit of the municipality of Paroisse de Saint-Alexis-des-Monts ; from there, northeastern, a straight line to the intersection of the southwestern limit of the municipality of Rivière-à-Pierre and the northwestern limit of the municipality of Notre-Dame-de-Montauban ; from there, northeastern, the extension of this line to its intersection with the southwestern limit of the Portneuf wildlife reserve ; from there, in a general eastward direction, following the perimeter of the said wildlife reserve counterclockwise to its intersection with the northwestern limit of Ville de Saint-Raymond ; from there, northeastern, then southeastward and northeastern, following the northwestern and northeastern limits of Ville de Saint-Raymond and then the

northwestern limit of the municipality of Saint-Gabriel-de-Valcartier to its intersection with the southwestern limit of the Laurentides wildlife reserve ; from there, southeastward, and then in a general northeastern direction, following the perimeter of the Laurentides wildlife reserve counterclockwise to its intersection with the western limit of the Jacques-Cartier conservation park ; from there, in general southeastward, northeastern and southeastward directions, following the perimeter of the Jacques-Cartier conservation park counterclockwise to its intersection with the southwestern limit of the Laurentides wildlife reserve ; from there, southeastward, along the southwestern limit of the Laurentides wildlife reserve to its intersection with the southeastern limit of the Highway 175 right-of-way ; from there, southeastward, in a straight line to the intersection of Highway 138 with the northeastern limit of Ville de Beupré ; from there, southeastward, the extension of this line to its intersection with the median line of the arm of the Saint Lawrence River located north of Île d'Orléans ; from there, in a general northeastern direction, successively following the median line of the said northern arm of the Saint Lawrence River, the median line of the river to the northeastern limit of the municipality of Paroisse de Saint-Germain and then a straight line to the southwestern tip of Île aux Lièvres ; from there, northeastern in a straight line to the intersection of Autoroute 20 with the northeastern limit of Ville de Rivière-du-Loup ; from there, in a general southward direction, following the perimeter of Ville de Rivière-du-Loup clockwise to its intersection with the northeastern limit of the Highway 185 right-of-way ; from there, in a general southeastward direction, following the generally northeastern limit of the Highway 185 right-of-way to its intersection with the New Brunswick border.

ZONE 2

This zone includes Îles-de-la-Madeleine and the Québec territory contained between the « demarcation line of zones 1 and 2 » heretofore described and the next line, known as the « demarcation line of zones 2 and 3 » :

From the intersection point of the parallel of latitude 48° 00' north and the Ontario border ; from there, southeastward, in a straight line to the intersection of Route 101 and the southern limit of Ville de Rouyn-Noranda ; from there, eastward, in a straight line to the Rapide-Sept hydroelectric dam ; from there, eastward, in a straight line to the intersection of Highway 117 with the northern limit of the La Vérendrye wildlife reserve ; from there, eastward, in a straight line to the intersection of Route 167 with the southern limit of the Ashuapmushuan wildlife reserve ; from there, in a general northwestward direction, following the perimeter of the said wildlife reserve counterclockwise to its intersection with the northwestern limit of the municipality of Saint-Thomas-Didyme ; from there, northeastern, following the northwestern, southwestern, northern and northeastern limits of the municipality of Saint-Thomas-Didyme, and then the generally northwestern limits of the municipalities of Saint-Edmond-les-Plaines, Girardville and Notre-Dame-de-Lorette to its intersection with the northeastern limit of the municipality of Notre-Dame-de-Lorette ; from there, eastward, in a straight line to the Manic Three hydroelectric dam ; from there, northeastern, in a straight line to a point located on the parallel of latitude 51° 00' north, 60 meters east from the shore of Lac Caron (intersection of the northern and western limits of the Port-Cartier-Sept-Îles wildlife reserve) ; From there, eastward, along the parallel of latitude 51° 00' north, to a point located 60 meters east of the Sainte-Marguerite River (intersection of the northern and eastern limits of the said reserve) ; from there, eastward, in a straight line to the intersection of the parallel of latitude 52° 00' north with the eastern limit of the Province of Québec, north of Blanc Sablon.

ZONE 3

This zone includes the Québec territory located north of the « demarcation line of zones 2 and 3 » heretofore described.

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