Guide to:

Vehicle Weight and Dimension Limits in Ontario

February 2014

LAWS

This is an unofficial version of Government of Ontario materials provided for convenience only. This guide highlights some important legal provisions but is not an exhaustive description of all the laws that apply. For authoritative legal information, refer directly to the relevant statutes and regulations. Up-to-date versions of statutes and regulations may be accessed through the province's website.

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* The term Safe, Productive, Infrastructure-Friendly (SPIF) vehicle or combination is explained in Chapter 1.

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1. INTRODUCTION

BACKGROUND

Ontario vehicle weight and dimension limits are prescribed in the *Highway Traffic Act* (HTA) and its various regulations which are administered by the Ministry of Transportation, Ontario (MTO). Parts VII and VIII of the Act are included as Chapters 6 of this guide book. Similarly, *HTA Regulation 413/05 - Vehicle Weights and Dimensions for Safe, Productive and Infrastructure-Friendly Vehicles* is included as Chapters 7 and 8.

SAFE, PRODUCTIVE, INFRASTRUCTURE-FRIENDLY (SPIF) VEHICLES

During the period 2000 through 2010, Ontario introduced its four-phase overhaul of vehicle weight and dimension regulations. The reforms are reflected in HTA Regulation 413/05 and are causing a gradual migration to vehicles designated as Safe, Productive and Infrastructure-Friendly (SPIF). SPIF vehicles are designed to perform more safely on our highways and within an acceptable amount of space. They are also designed to better protect bridges and pavement from excessive wear while maintaining industry productivity. Technical changes include a move to self-steering axles in place of rigid lift-axles and a requirement that axles automatically load-equalize under all conditions of loading.

With these reforms, Ontario is moving to a two-tier system of vehicle weights and dimensions in which SPIF vehicles may operate at the highest weights and dimensions while lower-tier, non-SPIF vehicles may also operate but, in some cases, at restricted axle weights and dimensions and at significantly reduced gross weights.

During the transition, the allowable gross weights of the various non-SPIF vehicles are grandfather protected at previous levels. All grandfathering is for a limited period of time. Chapter 4 includes a schematic of the grandfather protection dates. Chapter 4 also contains worksheets to assist in calculating allowable weights of all SPIF and non-SPIF vehicles. Chapter 5 includes a series of examples to illustrate how these worksheets are used.

UNITS OF MEASUREMENT

Ontario regulates vehicle weights and dimensions in metric units of measurement. Weights are in kilograms (kg) and dimensions are in metres (m) and millimetres (mm). Following are equivalent Imperial measures:

1 kg = 2.2046 pounds	1 pound = 0.4536 kg
1 m = 3.2808 feet	1 foot = 0.3048 m = 304.8 mm
1 m = 39.37 inches	1 inch = 0.0254 m = 25.4 mm

HOW TO USE THIS GUIDE

Start by determining whether the vehicle in question qualifies as Safe, Productive and Infrastructure-Friendly (SPIF). SPIF vehicle and vehicle combination qualifications are set out in Chapter 3. If the vehicle or combination does not qualify as one of the 31 SPIF combinations, it is considered non-SPIF.

Chapter References to Determine:		
Allowable	**SPIF**	**Non-SPIF**
Dimensions	Chapter 2 and 3	Chapter 2
Axle Weights	Chapter 3	Chapter 4
Gross Weights	Chapter 3 or 4 (Worksheets A1 and A2)	Chapter 4 (Worksheet B, C and D)

FURTHER INFORMATION

On-line

http://www.e-laws.gov.on.ca/ - Highway Traffic Act (HTA)
- HTA Regulation 413/05
- All other Ontario statutes and regulations

http://www.mto.gov.on.ca/ - Driver and vehicle license information
- Overweight / overdimensional permits
- Extensive information on trucks and buses

Telephone

MTO Carrier Safety Information Centre: 1-800-387-7736 or (416) 246-7166

E-Mail

MTO Carrier Safety Information Centre: mtoinfo@mto.gov.on.ca

2. MAXIMUM DIMENSIONS

A) Height

B) Width of Vehicle

C) Width of Load

D) Aerodynamic Devices on Rear of Vehicle

E) Length of Individual Vehicle

F) Length of Semi-Trailer

G) Length of Combination of Vehicles

H) Box Length of Combination Vehicles

I) Overhanging Load

J) Effective Rear Overhang

K) Tractor Wheelbase

L) Piggyback Forklifts

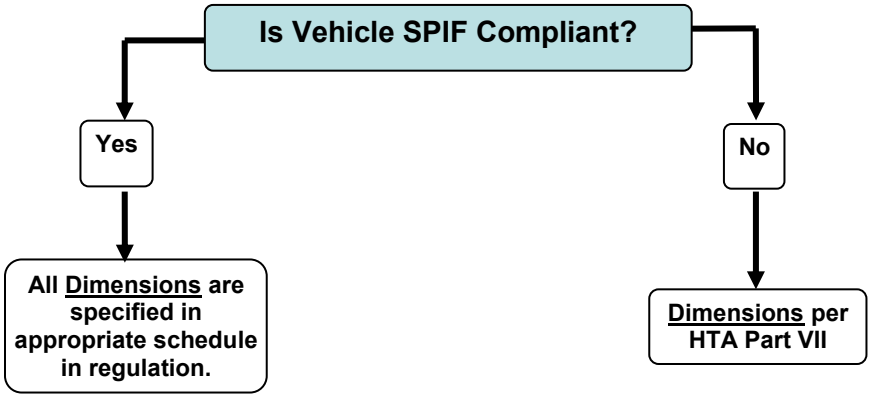
M) Length of Bus or RV

CERTAIN VEHICLES MUST BE SPIF

Unless operating under authority of an over-dimensional permit, any vehicle or combination described below must be SPIF compliant to operate on Ontario roadways:

- combinations where overall length (including load) exceeds 23m;
- double trailer combinations where box length (including load) exceeds 18.5m;
- tractor semi-trailer combinations where semi-trailer length exceeds 14.65m:
- truck-trailer combination where trailer length (including drawbar) exceeds 12.5m;
- bus or comparable RV where length exceeds 12.5m.

Allowable Dimensions



A) HEIGHT - 4.15M (INCLUDING LOAD)

The maximum height allowed for any vehicle, including load, is 4.15m, HTA s109(14).

Exceptions

1. Loaded motor vehicles on a non-enclosed SPIF Stinger-Steer Auto Carrier are allowed a height of 4.3m, Reg. 413/05, Schedule 14.
2. A SPIF Saddlemount Combination is allowed a height of 4.3m providing all vehicles in the combination face forward, Reg. 413/05, Schedule 31.

B) WIDTH OF VEHICLE - 2.6M

The maximum width allowed for any vehicle is 2.6m, HTA s109(1).

Exceptions

1. Mirrors extending up to 30 cm on either side of a motor vehicle are excluded from the measure, HTA s109(3);
2. Auxiliary equipment or devices that are attached to and extend no more than 10 cm from each side of a vehicle and are not designed or used to carry load are excluded from the measure, HTA s109(4). This applies to such items as rub rails, stake pockets, tiedowns, door hinges, handles, sliding tarps, marker lights, signs or placards, rollout awnings, etc. Rigid sidewalls of a cargo van are considered part of the truck or trailer structure and may not exceed the 2.6m width.

3. Traction engines are allowed a width up to 2.8m, HTA s109(1).
4. Road service vehicles, such as snowplows, when maintaining a public highway on behalf of the jurisdiction controlling the highway or traveling to and from a maintenance site or repair centre, HTA s109(1).
5. Over-dimensional farm vehicles when driven on certain highways, HTA s113, Reg. 603.

C) WIDTH OF LOAD - 2.6M

The maximum width for the load on any vehicle is 2.6m, HTA s109(2).

Exceptions

1. Raw forest products, which must not exceed a width of 2.7m at the beginning of a trip, or 2.8m at any time during transit, HTA s109(2);
2. Loose fodder, for which there is no limit, HTA s109(2).

D) AERODYNAMIC DEVICES ON REAR OF VEHICLE

Aerodynamic devices that extend beyond the rear of the vehicle may be installed on a commercial motor vehicle or trailer, other than a bus or recreational vehicle, HTA s109(13.1) providing:

1. any portion of the device that is 1.9 metres or less above the ground does not extend more than 0.305 metres beyond the rear of the vehicle or trailer;
2. any portion of the device that is more than 1.9 metres above the ground does not extend more than 0.61 metres beyond the rear of the vehicle or trailer;
3. the device is not designed or used to carry a load; and
4. the device does not cause the vehicle or trailer to cease to meet any standard under the Motor Vehicle Safety Regulations made under the Motor Vehicle Safety Act (Canada). 2010, c. 16, Sched. 12, s. 2 (13).

E) LENGTH OF INDIVIDUAL VEHICLE - 12.5M (INCLUDING LOAD)

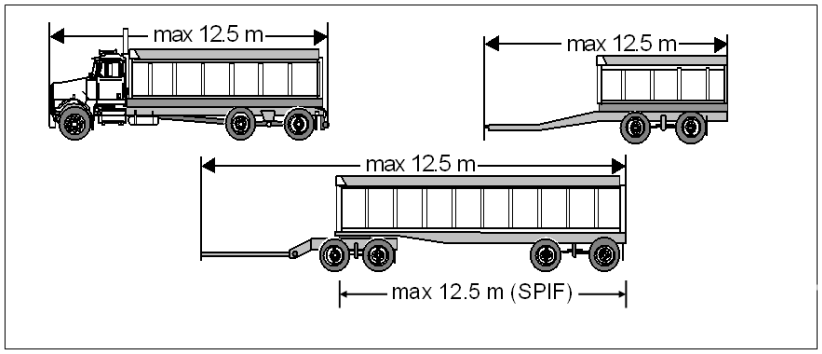


Figure 1: Length of Vehicle

The maximum length of an individual vehicle is 12.5m, as measured from the most forward part of the vehicle, equipment or load, to the most rearward part of the vehicle, equipment or load, HTA s109(6).

Exceptions

1. Mirrors that extends beyond the front of a vehicle are excluded from the measure, HTA s109(13);
2. Liquid-filled or other energy absorbing bumpers on a bus or motor home (RV) are excluded from the measure, HTA s109(11);
3. Fire apparatus and road service vehicle, for which no limit is specified, HTA s109(`6.1);
4. Semi-trailer, as specified below, HTA s109 (10) (10.2);
5. Intercity Motor Coach, motor home (RV) and articulated bus, as specified below, HTA s109(11.1);
6. Full trailer in a SPIF truck-trailer combination, HTA s109(6.2) and Reg 413/05 schedule 28. In this case, the drawbar of the trailer is excluded from the measure although the 23m overall combination length continues to apply.

General Exceptions

1. Aerodynamic devices described in (D) above are exempt from vehicle length.

F) LENGTH OF SEMI-TRAILER

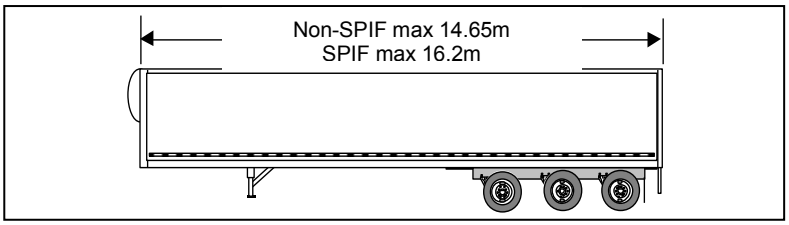


Figure 2: Length of Semi-trailer

Non-SPIF Semi-Trailer - 14.65m

The maximum length of a non-SPIF semi-trailer is 14.65m, HTA s109(10). The length is the external measurement from the front structure to the rear structure of the semi-trailer.

Exceptions

- Auxiliary equipment or machinery that extends forward of the front structure, like an aerodynamic fairing or refrigeration unit, that is neither designed nor used to carry a load is excluded from the measure, HTA s109(10);
- Auxiliary equipment or machinery that forms part of the vehicle and extends rearward of the rear structure, like a tailgate or lift, that is neither designed nor used to carry a load is excluded from the measure, HTA s109(10); and
- Any overhanging load that extends beyond the front or rear of a semi-trailer is excluded from the measure, HTA s109(10).

SPIF Semi-Trailer - 16.2m

The maximum length of a SPIF semi-trailer is 16.2m, HTA s109(10.2) and Reg 413/05 schedules 1-10 and 15. The length is the external measurement from the front structure to the rear structure of the semi-trailer or any auxiliary equipment of machinery that forms part of the vehicle and extends beyond the rear structure.

Exceptions

1. Auxiliary equipment or machinery that extends forward of the front structure, like an aerodynamic fairing or refrigeration unit, that is neither designed nor used to carry a load is excluded from the measure, HTA s109(10); and
2. Any overhanging load that extends beyond the front or rear of a semi-trailer is excluded from the measure, HTA s109(10).

General Exceptions

1. Aerodynamic devices described in (D) above are exempt from semi-trailer length.

Note

Bumpers are considered part of the structure of a semi-trailer and are included in the measurement of the length of SPIF and non-SPIF semi-trailers.

Removable material and equipment that are used in the operation of the vehicle, like chains, dunnage, racks, piggyback forklifts, etc. are considered as part of the vehicle's load.

G) LENGTH OF COMBINATION OF VEHICLES (INCLUDING LOAD)

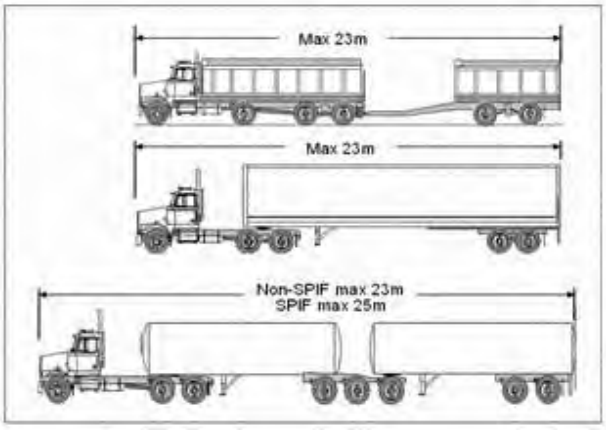


Figure 3: Length of Combination of Vehicles

Truck-Trailer Combination – 23m

The maximum overall length of a SPIF or non-SPIF truck-trailer combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 23m, HTA s109(7) and Reg 413/05 schedules 26-30.

Tractor Semi-Trailer Combination – 23m

The maximum overall length of a SPIF or non-SPIF tractor-trailer combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 23m, HTA s109(7) and Reg 413/05 schedules 1-7 and 15.

Exceptions

1. SPIF tractor-trailers with a tri-drive tractor have a maximum overall length of 23.5m, HTA s109(7.1), Reg 413/05 schedules 8-10.

Non-SPIF Tractor Double-Trailer Combination – 23m

The maximum overall length of a non-SPIF tractor double-trailer combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 23m, HTA s109(7).

SPIF Tractor Double-Trailer Combination – 25m

The maximum overall length of a SPIF tractor double-trailer combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 25m, HTA s109(7.1) and Reg 413/05 schedules 11-13.

Stinger-Steer Combination – 23m

The maximum overall length of a SPIF or non-SPIF tractor stinger-steer combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 23m, HTA s109(7.1) and Reg 413/05 schedule 14.

Exceptions

1. SPIF stinger-steer non-enclosed auto-carriers, where only the loaded motor vehicles or extended support plates exceed normal length limits, have a maximum overall length of 25m, HTA s109(7.1), Reg 413/05 schedule 14.

Saddlemount (Piggyback) Combination – 23m

The maximum overall length of a SPIF or non-SPIF saddlemount combination, as measured from the most forward part of the vehicle, equipment or load to the most rearward part of the vehicle, equipment or load, is 23m, HTA s109(7.1) and Reg 413/05 schedule 31.

Exceptions

1. SPIF saddlemount combinations, where all vehicles in the combination are facing forward, have a maximum overall length of 25m, HTA s109(7.1), Reg 413/05 schedule 31.

General Exceptions

1. Aerodynamic devices described in (D) above are exempt from combination length.

H) BOX LENGTH OF COMBINATION VEHICLES (INCLUDING LOAD)

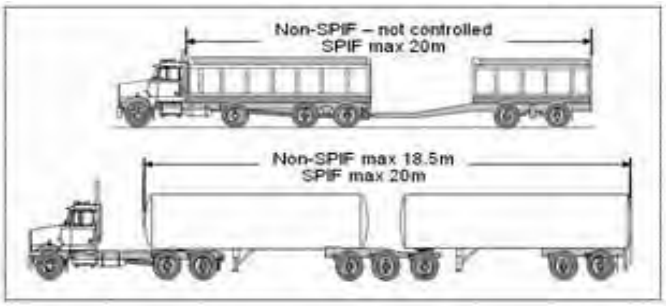


Figure 4: Box Length of Truck-Trailer and Double Trailer Combination

Truck-Trailer Combinations

The box length of non-SPIF truck-trailer combinations is not controlled. The maximum box length of SPIF truck-trailer combinations, as measured from the front of the load carrying compartment of the truck to the rear of the trailer, equipment or load, is 20m. The measurement excludes any auxiliary equipment or machinery that extends forward from the front structure of the truck's cargo compartment, like an aerodynamic fairing or refrigeration unit, that is neither designed nor used to carry a load, HTA s109(8.1), Reg 413/05 schedules 26-30.

Non-SPIF Tractor Double-Trailer Combination – 18.5m

Maximum box length of a non-SPIF double trailer combination, as measured from the front of the first trailer to the rear of the second trailer, equipment or load, is 18.5m. The measurement excludes any auxiliary equipment or machinery that extends forward from the front structure of the first trailer, like an aerodynamic fairing or refrigeration unit, that is neither designed nor used to carry a load, HTA s109(8).

SPIF Tractor Double-Trailer Combination – 20m

Maximum box length of a SPIF double-trailer combination, as measured from the front of the first trailer to the rear of the second trailer, equipment or load, is 20m. The measurement excludes any auxiliary equipment or machinery that extends forward from the front structure of the first trailer, like an aerodynamic fairing or refrigeration unit, that is neither designed nor used to carry a load, HTA s109(8.1), Reg 413/05 schedules 11-13.

General Exceptions

1. Aerodynamic devices described in (D) above are exempt from box length.

I) OVERHANGING LOAD

Any overhanging load is included in the measure of an individual vehicle's length (other than semi-trailer), combination vehicle length and box length. It is also included in the effective rear overhang measure. An overhanging load is not included in the measure of an individual semi-trailer's length, HTA s109, Reg 413/05 schedules 1-31.

If the load overhangs the rear of a vehicle by 1.5m or more, the end of the load must be marked by a red flag or red light, depending on the time of day, HTA s111(1).

J) EFFECTIVE REAR OVERHANG (INCLUDING LOAD)

Non-SPIF Vehicle or Combination

The effective rear overhang of non-SPIF vehicles is not controlled

SPIF Truck or Truck-Trailer Combination – 4m

The effective rear overhang, as measured from centre of the truck's drive axle(s) or the centre of the trailer's primary axle unit to the rearmost point of the vehicle or its load, is 4m. Reg 413/05 schedules 19-30.

Exceptions

1. An overhanging boom of a rear-facing crane mounted behind the cab of a truck that extends up to 1.0m past the rearmost point of the truck or other equipment, is exempt from effective rear overhang, Reg 413/05 schedules 19-25:
2. SPIF trucks or their trailers manufactured prior to July 2011 are exempt from effective rear overhang until 2026.

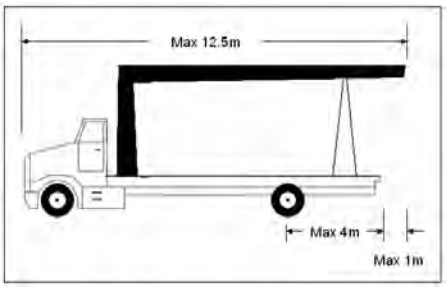


Figure 5: Overhanging Boom of a Rear-Facing Crane

SPIF Buses or Comparable RV

The effective rear overhang of standard or articulated buses is not controlled. The effective rear overhang of an intercity bus or RV, as measured from centre of the

vehicle's drive axle(s) or 2-axle group to the rearmost point of the vehicle (including bumpers) or its load, is 4m. Reg 413/05 schedules 16-18.

SPIF Tractor Semi-Trailer – 35% of wheelbase

The effective rear overhang, as measured from centre of the semi-trailer's primary axle unit or group to the rearmost point of the vehicle or its load, is 35% of the semi-trailer's wheelbase. Reg 413/05 schedules 1-10 and 14.

Exceptions

1. The effective rear overhang of SPIF semi-trailers equipped with a rear self-steering axle is the lesser of 53% of wheelbase or 5.1m, Reg 413/05 schedules 4 and 6;
2. The effective rear overhang, excluding loaded overhanging motor vehicles, of the SPIF stinger-steer auto-carrier is the greater of 42% of wheelbase or 4.0m, Reg 413/05 schedules 14:
3. SPIF single, tandem or tridem semi-trailers up to 14.65m and manufactured prior to 2006 are exempt from effective rear overhang until 2021, Reg 413/05 schedule 1.

Double-Trailer Combinations

The effective rear overhang of SPIF and non-SPIF double-trailer combinations is not controlled, Reg 413/05 schedules 11-13.

General Exceptions

1. Aerodynamic devices described in (D) above are exempt from effective rear overhang.

K) TRACTOR WHEELBASE

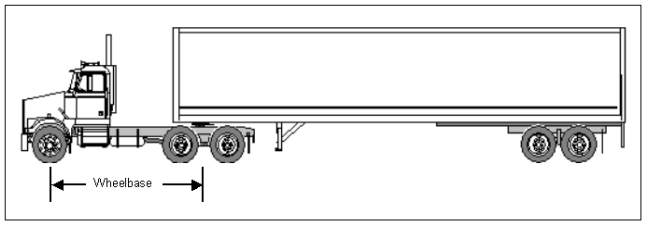


Figure 6: Tractor Wheelbase

Non-SPIF Tractor Semi-Trailer or Double-Trailer Combinations

The wheelbase limit of tractors in non-SPIF combinations is not controlled.

SPIF Tractor Semi-Trailer or Double-Trailer Combinations – max 6.2m

The maximum wheelbase limit of tractors in SPIF combinations is 6.2m, Reg 413/05 schedules 1-15.

Exceptions

1. A tractor manufactured in 2005 or earlier and pulling a semi-trailer which is no longer than 14.65m is exempt from the wheelbase maximum, Reg 413/05 schedules 1-7;
2. A tractor manufactured in 2005 or earlier and pulling a double-trailer combination which has a box length no longer than 18.5m and overall length no longer than 23m is exempt from the wheelbase maximum, Reg 413/05 schedules 11-13;
3. Tri-drive tractors must have a wheelbase of 6.6m to 6.8m, Reg 413/05 schedules 8-10;
4. The wheelbase of tractors in a stinger-steer combination is not controlled, Reg 413/05 schedule 14.
5. The wheelbase of tractors in combination SPIF #1 (Reg 413/05 schedule 1) has a maximum of 7.2m, subject to operating with a semi-trailer whose wheelbase has been is reduced according to the trade-off table included in the Dimensional Limit Chart.

L) PIGGYBACK FORKLIFTS

Piggyback forklifts may be carried on the rear of SPIF and non-SPIF trucks, trailers or semi-trailers. Any mounting equipment attached to and forming part of the truck or trailer is considered auxiliary equipment and included in the length measure of the vehicle unless specifically excluded. The detachable forklift is considered part of the vehicle's load and is subject to all measures that include the load. The following apply:

Trucks

- Forklift must fit within the 12.5m individual vehicle length;
- Forklift must fit within the 4m effective rear overhang (SPIF only).

Truck-Trailer Combinations

- Forklift must fit within the 12.5m trailer length;

- Forklift must fit within the 23m vehicle combination length;
- Forklift must fit within the 20m box length (SPIF only);
- Forklift must fit within the 4m effective rear overhang (SPIF only).

Tractor-Trailer Combinations

- Forklift must fit within the 23m vehicle combination length;
- Forklift must fit within the 35% effective rear overhang maximum (SPIF only).

Tractor Double-Trailer Combinations

- Forklift must fit within the 23m vehicle combination length (25m for SPIF):
- Forklift must fit within the 18.5m box length (20m for SPIF).

M) LENGTH OF BUS OR COMPARABLE RECREATIONAL VEHICLE

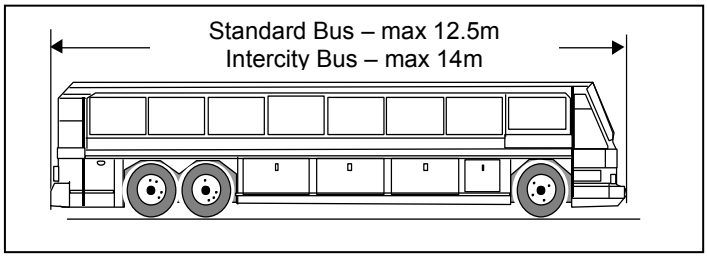


Figure 7: Length of Bus or RV

Standard Bus or RV - 12.5m

The maximum length of a standard SPIF or non-SPIF school, transit or other bus or comparable recreational vehicle (RV) is 12.5m, HTA s109(11). An RV is considered to be a motor vehicle designed as mobile living quarters or for personal transport rather than to carry passengers like a bus or cargo like a truck.

Exceptions

1. Liquid-filled or other energy-absorbing bumper, HTA s109(11); and
2. Mirrors that extend beyond the front of the bus, HTA s109(13).

SPIF Intercity Motor Coach or RV - 14m

The maximum length of a SPIF intercity motor coach or comparable recreational vehicle (RV) is 14m, HTA s109(11.1)(a) and Reg 413/05, Schedule 17. An RV is considered to be a motor vehicle similar to the intercity bus but designed as mobile living quarters or for personal transport rather than to carry passengers like a bus or cargo like a truck.

Exceptions

1. Liquid-filled or other energy-absorbing bumper, HTA s109(11); and
2. Mirrors that extend beyond the front of the bus, HTA s109(13).

SPIF Articulated Bus - 25m

The maximum length of a SPIF articulated bus is 25m, HTA s109(11.1)(b) and Reg 413/05, Schedule 18.

Exceptions

1. Liquid-filled or other energy-absorbing bumper, HTA s109(11); and
2. Mirrors that extend beyond the front of the bus, HTA s109(13).

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3. SPIF VEHICLES AND COMBINATIONS COMPLIANCE

SCHEMATICS OF SPIF VEHICLES AND COMBINATIONS

WEIGHT LIMITS ON AXLES

LIFTABLE AXLES

FIXED AXLES

TRACTOR WHEELBASE LIMITS

IMPORTANT INTRODUCTORY NOTES

1) "Safe, Productive, Infrastructure-Friendly" or "SPIF" vehicles and combinations are referred to as "Designated Combinations" in regulation

Reg. 413/05 s3

2) "Long Combination" means tractor-trailers in which:

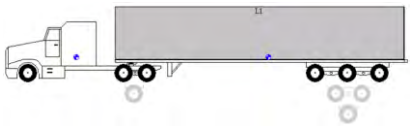
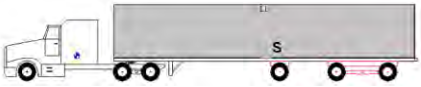
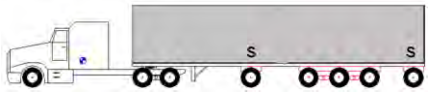
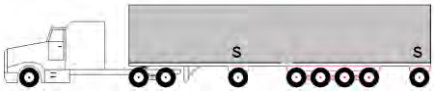
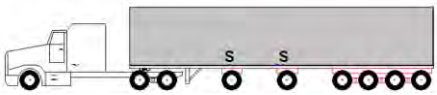
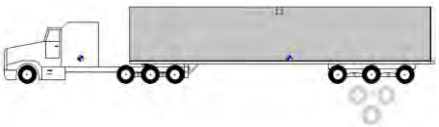
- overall length exceeds 23m;
- box length of double trailers exceeds 18.5m; or
- length of semi-trailer exceeds 14.65m.

Reg. 413/05 s2

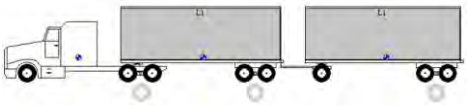
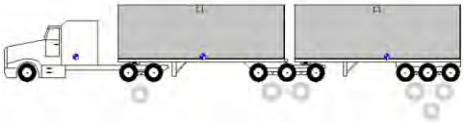
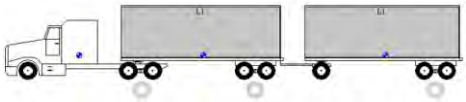
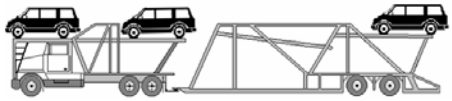
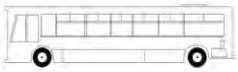
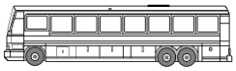
"Long Combinations" must qualify as SPIF to operate on Ontario highways

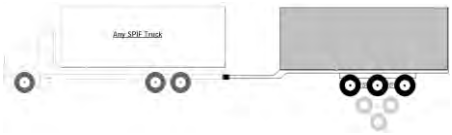
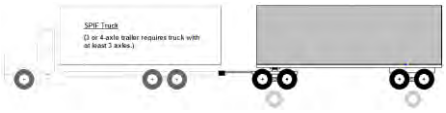
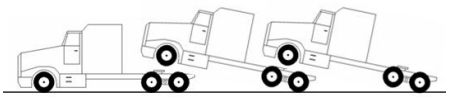
3) "SPIF Preconditions" are various requirements that must be met to qualify as SPIF in addition to the dimensional limits

Reg. 413/05 s5-14

SPIF Vehicle	*Description*	Schematic (alternative axles shown in shadow)
#1	**Fixed-Axle Semi-Trailer:** **- single axle** **- tandem axle** **- tridem axle**	
#2	**Self-Steer Triaxle Semi-Trailer**	
#3	**Self-Steer Quad Semi-Trailer**	
#4	**5-Axle Self-Steer Semi-Trailer (1-3-1)**	
#5	**5-Axle Self-Steer Semi-Trailer (1-1-3)**	
#6	**6-Axle Self-Steer Semi-Trailer (1-4-1)**	
#7	**6-Axle Self-Steer Semi-Trailer (1-1-4)**	
#8	**Tri-Drive Tractor Fixed Axle Semi-Trailer**	
#9	**Tri-Drive Tractor Self-Steer Triaxle Semi-Trailer**	
#10	**Tri-Drive Tractor Self-Steer Quad Semi-Trailer**	

"S" indicates a self-steering axle

SPIF Vehicle	Description	Schematic (alternative axles shown in shadow)
#11	A-Train Double	
#12	B-Train Double	
#13	C-Train Double	
#14	Stinger-Steer Tractor Semi-trailer Auto Carrier	
#15	Tractor Hinged Semi-trailer	
#16	Standard Bus or Comparable Recreational Vehicle	
#17	Inter-city Bus or Comparable Recreational Vehicle	
#18	Articulated Bus	
#19	2-Axle Truck	
#20	Tandem-axle Truck	
#21	3-Axle Truck with Auxiliary Axle	

SPIF Vehicle	Description	Schematic (alternative axles shown in shadow)
#22	Twin-steer Tandem-drive Truck	
#23	Self-steer Triaxle Truck	
#24	Tri-drive 4-Axle Truck	
#25	Twin-steer Tri-drive 5-Axle Truck	
#26	Truck and Fixed Axle Pony Trailer	
#27	Truck and Self-steer Triaxle Pony Trailer	
#28	Truck and Full Trailer	
#29	Truck and Self-steer Triaxle Full Trailer	
#30	Truck and Tridem-axle Full Trailer	
#31	Saddlemount combination	

WEIGHT LIMITS ON AXLES

- No axle may be loaded beyond the manufacturer's rating, Reg 413/05 schedules 1-31.
- No axle may be loaded beyond the following tire width limits as imprinted on the tire sidewalls:
    - Front steering axles and self-steer axles - 11 kg per mm of combined tire width
    - Drive axles and rigid trailer axles - 10 kg per mm of combined tire width
    - Tag axle on standard and intercity buses – 10 kg/mm of combined tire width *
- No axle may be loaded beyond the single, tandem, tridem and quadruple axle limits specified in the Weight Limit Charts in each of the 31 SPIF schedules found later in this chapter.
- No front steering axle may be loaded beyond 7,700 kg for tractors or 9,000 kg for trucks and buses. No front tandem-steer truck may be loaded beyond 18,000 kg.
- A vehicle equipped with one or more self-steering axles (or forced steering axle in the case of SPIF Vehicle 21) may qualify as SPIF if the axles are designed to automatically "load-equalize" with the drive axles of the truck or primary axles of the trailer under all conditions of loading. If the equalization system falls into disrepair or the vehicle is improperly loaded causing the axles to fail to load-equalize, the vehicle is still considered SPIF but both the self-steering axle(s) and the drive or primary axles are subject to the reduced weight allowances specified in the Weight Limit Chart.

Note: Tag axles on standard and inter-city buses, built before July 2011 may transmit up to 11 kg per mm of combined tire width.

LIFTABLE AXLES

'Invisible' Lift Axles

- SPIF vehicles and combinations may be equipped with additional lift axles for use in other jurisdictions or for operation under Heavy Haul Permit, Reg 413/05 s5(1).
- Other than for heavy haul permitted applications, invisible lift-axles may not be deployed on Ontario highways as deployment of axles will disqualify the combination from being SPIF.
- There are no restrictions on the type, number, placement or controls to raise and lower invisible axles.

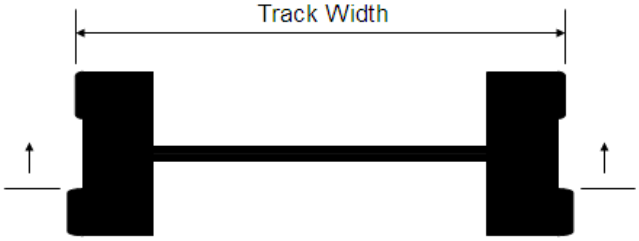
Liftable Self-Steer Axles

- Specified self-steer axles on a SPIF truck must be liftable whereas self-steer axles on a SPIF trailer may be optionally liftable. The forced-steer axle on Truck 3 (Schedule 21) may also be optionally liftable. Controls to raise or lower the axle(s) must not be generally accessible to the driver in the tractor or truck, controls are often mounted on the side of the vehicle, Reg 413/05 s5(2), s5(3.1) and s5(3.2). In addition:

- SPIF trailers may be equipped with a self-contained automatic control to raise self-steer axles when the vehicle is reversing and redeploy them when moving forward.
- SPIF trucks may be equipped with an automatic control to raise the self-steer axle when the vehicle is reversing and redeploy it when moving forward. Simply connecting the control to the back-up lights is not permitted as the control must detect that the vehicle is moving backwards.
- SPIF trucks and trailers may also be equipped with an automatic control to raise or deploy the self-steer axle or the forced-steer axle on Truck 3 depending on whether the truck is heavily or lightly loaded.
- SPIF trucks and tractors may be equipped with override controls that allow the driver to raise, or reduce the weight on, the truck's self-steer axle or the most forward self-steer axle on the trailer. This control is intended to allow weight to be transferred to the drive axles to improve up-hill traction on snow or ice-covered hills as well as allow the driver to raise the axle(s) in off-road situations. This control must be designed so that it does not activate unless:
  - Vehicle speed is less than 60 kph; and,
  - The 4-way emergency flashers are engaged (the control must not prevent the 4-way flashers from being independently engaged in emergency situations).
- The tractor of SPIF B-train combinations may similarly be equipped with an override control to improve traction when climbing snow or ice-covered hills. The weight of the first axle of the lead trailer tridem may be reduced under the same conditions as listed above, Reg 413/05 s5(3).
- SPIF trucks and combinations designed to carry logs or woodchips from the forest harvest area, may have cab controls to raise and lower the self-steer axles. These controls are intended for off-road applications only.

FIXED AXLES

- Tandem, tridem and quadruple axles on SPIF vehicles may not include liftable or self-steering axles, nor include any device or mechanism that would allow these axles to operate in the raised position. See definitions of tandem, tridem and quadruple, Reg 413/05 s2 and liftable axle, HTA s114(1).
- In many cases, the fixed axles on SPIF vehicles must meet track width requirements as specified in each schedule. Track width means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim, Reg 413/05 s37.



TRACTOR WHEELBASE LIMITS

- The wheelbase of SPIF 2 and 3-axle tractors may not exceed 6.2m.

  Exceptions

  - A tractor manufactured in 2005 or earlier and pulling a semi-trailer which is no longer than 14.65m is exempt from the wheelbase maximum, Reg 413/05 schedules 1-7;
  - A tractor manufactured in 2005 or earlier and pulling a double-trailer combination which has a box length no longer than 18.5m and overall length no longer than 23m is exempt from the wheelbase maximum, Reg 413/05 schedules 11-13;
  - A tractor in combination SPIF #1, Reg 413/05 schedule 1, has a maximum wheelbase of 7.2m, subject to operating with a semi-trailer whose wheelbase has been reduced according to the trade-off table included in the Dimensional Limit Chart.

- The wheelbase of SPIF tri-drive tractors must be between 6.6m and 6.8m as identified in Schedules 8 through 10.

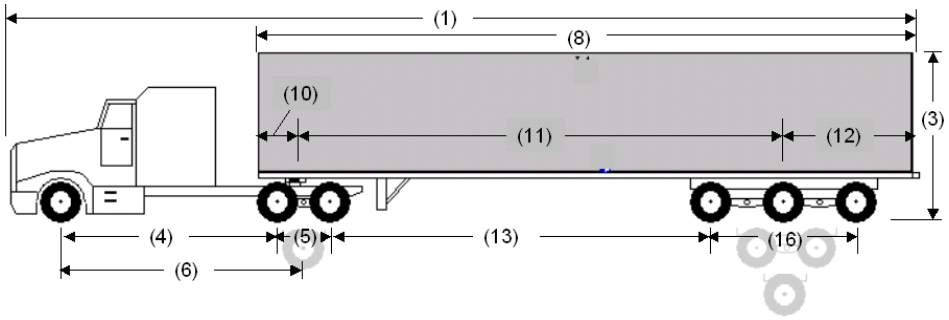
REAR IMPACT GUARDS

- Rear impact guards are required on the rear trailer of the following SPIF combinations, Reg 413/05 s6:
  - Any semi-trailer longer than 14.65m, or double trailer combination longer than 23m or 18.5m box length, where the trailer was manufactured after July 1993;
  - SPIF Schedules 2-7, 9 and 10;
  - Any other semi-trailer manufactured after 2005; and
  - Any other trailer manufactured after August 2007.

  Exceptions (see Motor Vehicle Safety Regulation, Standard 223)

  - Pole trailers;
  - Pulpwood trailers;
  - Wheels back trailers (where the face of the tires is within 305mm of the rear extremity of the trailer);
  - Trailers designed as temporary living quarters;
  - Low chassis trailers (where rear structure of empty trailer is within 560mm of the ground);
  - A trailer designed (or interacting) with work-performing equipment which occupies the space where the rear impact guard would be located.

SPIF #1
DESIGNATED TRACTOR-TRAILER COMBINATION 1 — TRACTOR FIXED AXLE SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 1 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is either a single or tandem axle. The semi-trailer has one axle unit that is either a single, tandem or tridem axle.

Exceptions

Until January 1, 2020, the dimensional limits for Wheelbase (11), Effective Rear overhang (12), Inter-vehicle-unit distance (13) and Track Width (19) do not apply if the semi-trailer was built before 2006 and is not more than 14.65 metres long.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #1)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 7.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 7.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase If tractor wheelbase is: i. 6.2m or less ii. >6.2m to 6.3m iii. >6.3m to 6.4m iv. >6.4m to 6.5m v. >6.5m to 6.6m vi. >6.6m to 6.7m vii. >6.7m to 6.8m viii. >6.8m to 6.9m ix. >6.9m to 7.0m x. >7.0m to 7.1m xi. >7.1m to 7.2m	 6.25m to 12.50m 6.25m to 12.47m 6.25m to 12.40m 6.25m to 12.33m 6.25m to 12.27m 6.25m to 12.20m 6.25m to 12.13m 6.25m to 12.07m 6.25m to 12.00m 6.25m to 11.93m 6.25m to 11.87m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance – single to single, tandem or tridem – tandem to tandem – tandem to tridem	 Min. 3.0m Min. 5.0m Min. 5.5m
	(16)	Tandem Spread	1.2 to 3.1m
	(16)	Tridem Spread	2.4 to 3.7m
	(19)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #1

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

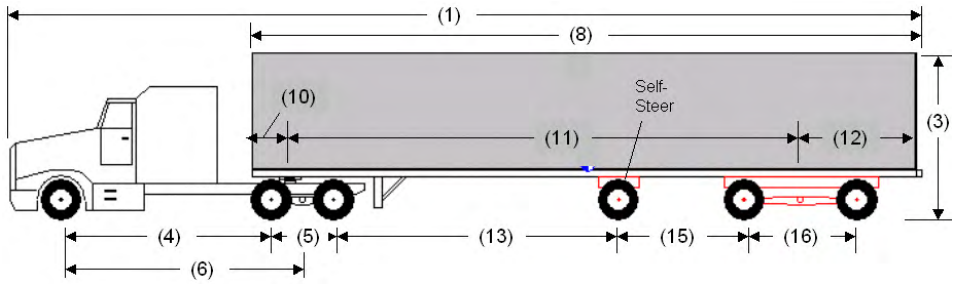
Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer is no more than 14.65m long and was manufactured prior to 2006
- trailer was manufactured between July 1993 and January 27, 1998 and is low to ground or has wheels near back of trailer, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #1

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8m or more (Single Tires) 18,000 kg – 1.8m or more (Dual Tires) 19,100 kg Tridem Axle – by axle spread: – 2.4 < 3.0m 21,300 kg – 3.0 < 3.6m 24,000 kg – 3.6 to 3.7m 26,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. Until January 1, 2020, maximum weight in appropriate Vehicle Weight Table (1-15), if semi-trailer Wheelbase (11) or Inter-vehicle-unit Distance (13), as provided in Exceptions note, are less than the minimums specified in the Dimensional Limit Chart

SPIF #2
DESIGNATED TRACTOR-TRAILER COMBINATION 2 — TRACTOR SELF-STEER TRIAXLE SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 2 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has two axle units: a single self-steer axle (in front) and a tandem axle (in the rear).

Exceptions

Until January 1, 2020, the dimensional limits for Wheelbase (11) and Track width (19) do not apply if the semi-trailer was built before 2006 and is not more than 14.65 metres long.

[Note: A shorter trailer wheelbase may reduce the combination's allowable gross weight. See Weight Limit Chart on following page]

Alternative Configuration [Reg 413/05 schedule 2]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #1 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #2)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0 m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	6.25 to 12.5m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance	Min. 4.0m if trailer built after 2005
	(15)	Inter-axle Spacing	> 2.5 to 3.0m
	(16)	Tandem Spread	1.2 to 2.8m
	(19)	Track Width — tandem – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #2

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2) and s5(3.2)]
- minimum wheel cut [Reg 413/05 s9]
- locking device required if tandem spread exceeds 1.85m [Reg 413/05 s10(1)]
- must be designed to load-equalize to within 500 kg of average weight on tandem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

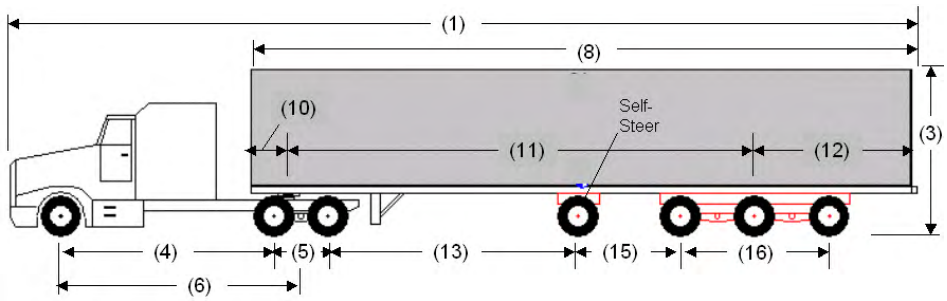
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" (or alternative notation) must appear on label

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #2

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Tandem Drive Axle by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8m or more (Single Tires) 18,000 kg – 1.8m or more (Dual Tires) 19,100 kg Trailer Axles: i. If tandem axle spread is 1.2 < 1.8m or there are single tires on any wheel of trailer: 1. self-steer axle (load equalized) 9,000 kg 2. self-steer axle (not load equalized) 7,500 kg 3. tandem axle (load equalized) 18,000 kg 4. tandem axle (not load equalized) 15,000 kg ii. If tandem axle spread is 1.8 to 2.8m and there are no single tires on any wheel of trailer: 1. self-steer axle (load equalized) 9,550 kg 2. self-steer axle (not load equalized) 8,000 kg 3. tandem axle (load equalized) 19,100 kg 4. tandem axle (not load equalized) 16,000 kg
Allowable Gross Vehicle Weight: (lowest of i, ii and iii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length: Base length Maximum < 13m 46,000 kg 13m < 13.75m 49,000 kg 13.75m < 14.5m 51,000 kg 14.5m < 15m 53,000 kg 15m or more 55,000 kg iii. Until January 1, 2020, maximum weight in appropriate Vehicle Weight Table (9-15), if Semi-trailer Wheelbase (11), as provided in Exceptions note, is less than the minimum specified in the Dimensional Limit Chart

SPIF #3
DESIGNATED TRACTOR-TRAILER COMBINATION 3 — TRACTOR SELF-STEER QUAD SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 3 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has two axle units: a single self-steer axle in front and a tridem axle in the rear.

Exceptions

Until January 1, 2020, the dimensional limits for Wheelbase (11), Inter-vehicle-unit Distance (13) and Track Width (19) do not apply if the semi-trailer was built before 2006 and is not more than 14.65 metres long and the Inter-vehicle-unit Distance (13) is not less than 4.5 metres.

[Note: A shorter trailer wheelbase may reduce the combination's allowable gross weight. See Weight Limit Chart on following page]

Alternative Configuration [Reg 413/05 schedule 3]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #1 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #3)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	6.25 to 12.5m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance – if tridem spread is 3.0 < 3.6m – if tridem spread is 3.6 to 3.7m	 Min. 6.0m Min. 5.5m
	(15)	Inter-axle Spacing	> 2.5 to 3.0m
	(16)	Tridem Spread	3.0 to 3.7m
	(19)	Track Width — tridem – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #3

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2) and s5(3.2)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on tridem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

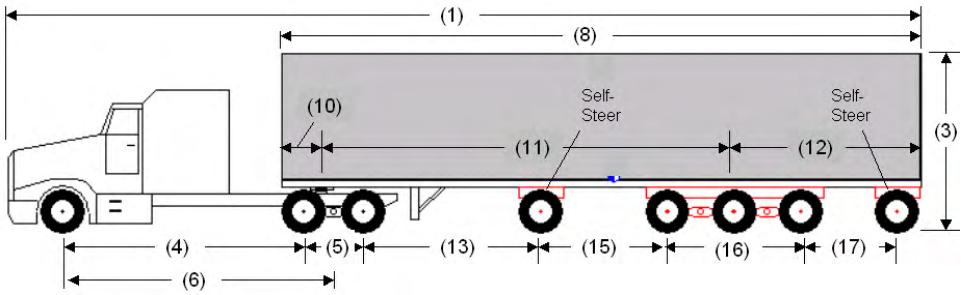
Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" (or alternative notation) must appear on label

On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #3

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – by tandem axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Trailer Axles – by tridem axle spread: i. tridem axle spread is 3.0 < 3.6m: 1. self-steer axle (load equalized) 8,000 kg 2. self-steer axle (not load equalized) 6,900 kg 3. tridem axle (load equalized) 24,000 kg 4. tridem axle (not load equalized) 20,700 kg ii. tridem axle spread is 3.6 to 3.7m: 1. self-steer axle (load equalized) 8,500 kg 2. self-steer axle (not load equalized) 7,400 kg 3. tridem axle (load equalized) 25,500 kg 4. tridem axle (not load equalized) 22,200 kg
Allowable Gross Vehicle Weight: (lowest of i, ii and iii)	i. actual weight on the front axle plus other axle maximums ii. Maximum weight based on base length: Base length – Maximum < 16.5 – 54,000 kg 16.5m < 17.5m – 56,000 kg 17.5m < 18.25m – 58,000 kg 18.25m < 18.75m – 59,000 kg 18.75m < 19.25m – 60,000 kg 19.25m or more – 60,800 kg iii. Until January 1, 2020, maximum weight in appropriate Vehicle Weight Table (16-22), if Semi-trailer Wheelbase (11) or Inter-vehicle-unit Distance (13), as provided in Exceptions note, are less than the minimums specified in the Dimensional Limit Chart

SPIF #4
DESIGNATED TRACTOR-TRAILER COMBINATION 4 — TRACTOR SELF-STEER 5-AXLE SEMI-TRAILER (1-3-1)



Configuration Description

Designated Tractor-Trailer Combination 4 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has three axle units: a single self-steer axle in front, a tridem axle in the middle, and a single self-steer axle in the rear.

Alternative Configuration

- This vehicle may operate with self-steering axles raised but will be considered non-SPIF and subject to Vehicle Weight Table 32.
- Provided the vehicle meets all SPIF #4 long combination qualifications, this vehicle will not be considered overlength when operating with both self-steering axles raised [Reg 413/05 s15(2)]

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #4)

	Ref.	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.3 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	Min. 9.5m
	(12)	Effective Rear Overhang	Max. Lesser of 53% of wheelbase or 5.1m
	(13)	Inter-vehicle-unit Distance	Min. 3.0m
	(15)	Inter-axle Spacing	3.0 to 4.0m
	(16)	Tridem Spread	3.0 to 3.1m
	(17)	Inter-axle Spacing	2.1 to 2.8m
	(19)	Track Width — tridem axle – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #4

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- locking device required on rear self-steering axle [Reg 413/05 s10(2)]
- must be designed to load-equalize to within 500 kg of average weight on tridem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Enhanced Braking System required [Reg 413/05 s 7(3)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

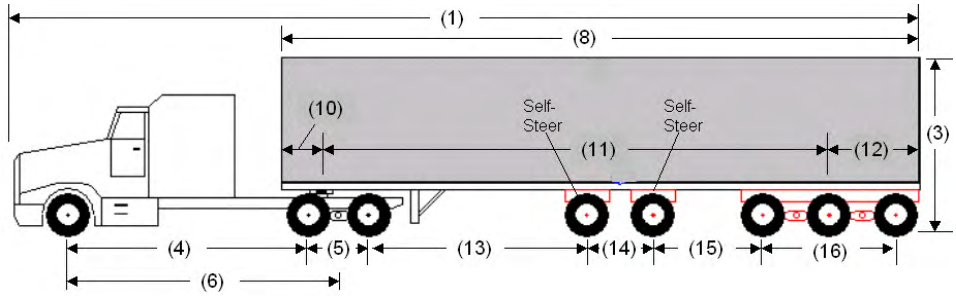
On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #4

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – By tandem axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Trailer Axles: 1) self-steer axle (load equalized) 7,500 kg 2) self-steer axle (not load equalized) 6,600 kg 3) tridem axle (load equalized) 22,500 kg 4) tridem axle (not load equalized) 19,800 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length and inter-vehicle-unit distance:

Base length	Inter-vehicle-unit Distance		
	3.0m<3.3m	3.3m<3.6m	3.6m or more
< 17.75m	55,000 kg	56,000 kg	57,000 kg
17.75m < 18.5m	57,500 kg	59,000 kg	59,500 kg
18.50m < 19.25m	59,000 kg	60,500 kg	61,000 kg
19.25m or more	60,000 kg	62,000 kg	63,500 kg

SPIF #5
DESIGNATED TRACTOR-TRAILER COMBINATION 5 — TRACTOR SELF-STEER 5-AXLE SEMI-TRAILER (1-1-3)



Configuration Description

Designated Tractor-Trailer Combination 5 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has three axle units: two single self-steer axles in front and a tridem axle in the rear.

Alternative Configurations [Reg 413/05 schedule 5]

- This vehicle may operate with one or both self-steering axles raised.
- It will be treated as SPIF #3 when operating with forward self-steering axle raised.
- It will be treated as SPIF #1 when operating with both self-steering axles raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #5)

	Ref.	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0 m
	(5)	Tandem Axle Spread	1.3 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	11.5 to 12.5m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance	Min. 3.2m
	(14)	Inter-axle Spacing	1.5 to 2.8m
	(13) + (14)	Inter-vehicle unit Distance + Inter-axle Spacing	Min. 6.0m
	(15)	Inter-axle Spacing	>2.5 to 2.8m
	(16)	Tridem Spread	3.0 to 3.1m
	(19)	Track Width — tridem axle – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #5

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on tridem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Enhanced Braking System required [Reg 413/05 s 7(3)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

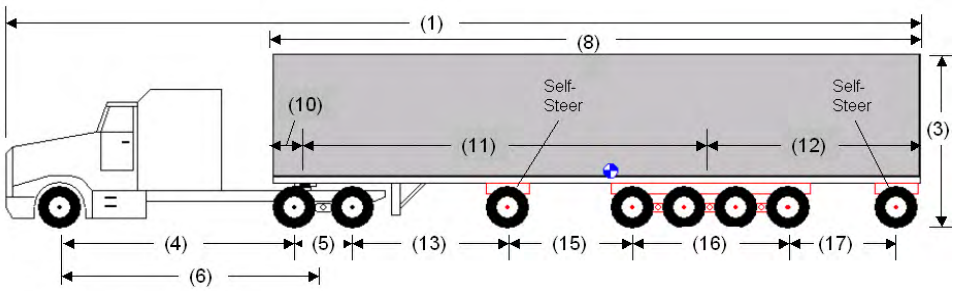
On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #5

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – By tandem axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Trailer Axles: 1. self-steer axle (load equalized) 7,500 kg 2. self-steer axle (not load equalized) 6,600 kg 3. tridem axle (load equalized) 22,500 kg 4. tridem axle (not load equalized) 19,800 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length and inter-vehicle-unit distance:

Base length	Inter-vehicle-unit Distance		
	3.2m<3.3m	3.3m<3.6m	3.6m or more
< 17.75m	55,000 kg	56,000 kg	57,000 kg
17.75m < 18.5m	57,500 kg	59,000 kg	59,500 kg
18.50m < 19.25m	59,000 kg	60,500 kg	61,000 kg
19.25m or more	60,000 kg	62,000 kg	63,500 kg

SPIF #6
DESIGNATED TRACTOR-TRAILER COMBINATION 6 — TRACTOR SELF-STEER 6-AXLE SEMI-TRAILER (1-4-1)



Configuration Description

Designated Tractor-Trailer Combination 6 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has two axle units and one axle group: a single steer axle in front, a quadruple axle in the middle and a single self-steer axle in the rear.

Alternative Configuration

- This vehicle may operate with self-steering axles raised but will be considered non-SPIF and subject to Weight Table 32.
- Provided the vehicle meets all SPIF #6 long combination qualifications, this vehicle will not be considered overlength when operating with both self-steering axles raised [Reg 413/05 s15(2)]

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #6)

	Ref.	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.3 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	Min. 9.5m
	(12)	Effective Rear Overhang	Max. Lesser of 53% of wheelbase or 5.1m
	(13)	Inter-vehicle-unit Distance	Min. 3.8m
	(15)	Inter-axle Spacing	2.9 to 3.0m
	(16)	Quadruple Spread	3.9 to 4.0m
	(17)	Inter-axle Spacing	2.3 to 2.8m
	(19)	Track Width — quadruple axle – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #6

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- locking device required on rear self-steering axle [Reg 413/05 s10(2)]
- must be designed to load-equalize to within 500 kg of average weight on quadruple [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Enhanced Braking System required [Reg 413/05 s 7(3)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

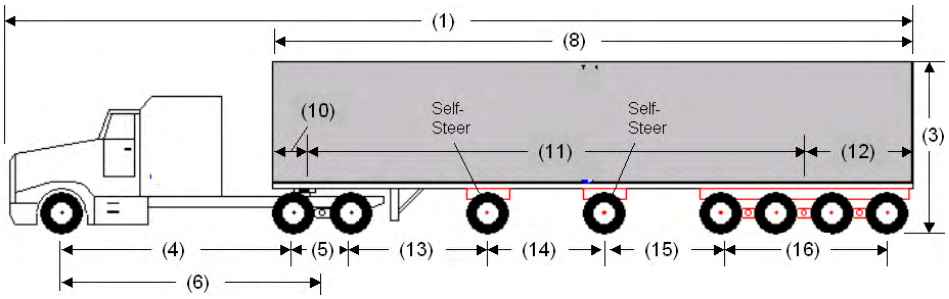
Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #6

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive axle – By tandem axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Trailer Axles: 1. self-steer axle (load equalized) 6,500 kg 2. self-steer axle (not load equalized) 5,750 kg 3. quadruple axle (load equalized) 26,000 kg 4. quadruple axle (not load equalized) 23,000 kg
Allowable Gross Vehicle Weight: (lowest of i, ii and iii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length: Base length Maximum < 17.75m 58,000 kg 17.75m < 18.25m 59,000 kg 18.25m < 18.75m 60,000 kg 18.75m < 19.25m 61,500 kg 19.25m or more 63,500 kg iii. 62,500 kg, if the base length is 19.25m or more and front axle weight is less than 6,000 kg

SPIF #7
DESIGNATED TRACTOR-TRAILER COMBINATION 7 — TRACTOR SELF-STEER 6-AXLE SEMI-TRAILER (1-1-4)



Configuration Description

Designated Tractor-Trailer Combination 7 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer has two axle units and one axle group: a single self-steer axle in front, another single self-steer axle in the middle and a quadruple axle in the rear.

Alternative Configuration

- This vehicle may operate with self-steering axles raised but will be considered non-SPIF and subject to Vehicle Weight Table 32.
- Provided the vehicle meets all SPIF #7 long combination qualifications, this vehicle will not be considered overlength when operating with both self-steering axles raised [Reg 413/05 s15(2)]

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #7)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.3 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	11.5 to 12.5m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance	Min. 3.0m
	(14)	Inter-axle Spacing	1.5 to 2.8m
	(15)	Inter-axle Spacing	2.7 to 2.8m
	(16)	Quadruple Spread	3.9 to 4.0m
	(19)	Track Width — quadruple axle – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #7

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on quadruple [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Enhanced Braking System required [Reg 413/05 s 7(3)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

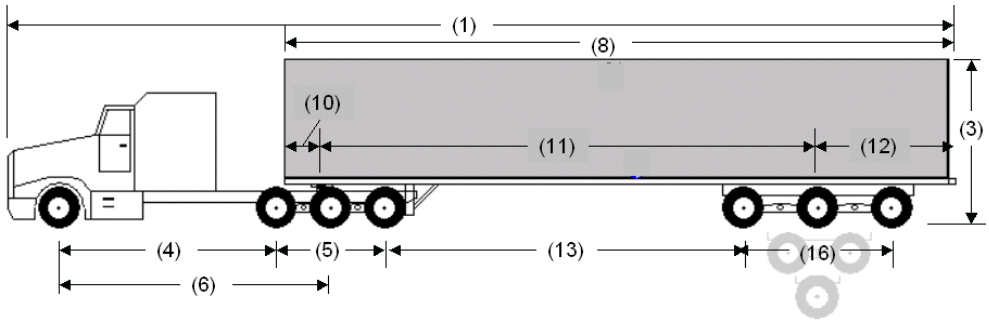
Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #7

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit type	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – By tandem axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Trailer Axles: 1) self-steer axle (load equalized) 6,500 kg 2) self-steer axle (not load equalized) 5,750 kg 3) quadruple axle (load equalized) 26,000 kg 4) quadruple axle (not load equalized) 23,000 kg
Allowable Gross Vehicle Weight: (lowest of i, ii and iii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length and inter-vehicle-unit distance: Base length / Inter-vehicle-unit Distance: 3.0m<3.3m / 3.3m<3.6m / 3.6m or more < 17.75m: 55,000 kg / 56,500 kg / 57,000 kg 17.75m < 18.5m: 57,500 kg / 59,000 kg / 59,500 kg 18.50m < 19.25m: 59,000 kg / 60,500 kg / 61,000 kg 19.25m or more: 60,500 kg / 62,000 kg / 63,500 kg iii. 62,500 kg, if the base length is 19.25m or more, the inter-vehicle-unit distance is 3.6m or more, and the front axle weight is less than 6,000 kg

SPIF #8
DESIGNATED TRACTOR-TRAILER COMBINATION 8 — TRI-DRIVE TRACTOR FIXED AXLE SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 8 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tri-drive. The semi-trailer has one axle unit that is either a single, tandem or tridem axle.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #8)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.5m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Not controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)	Wheelbase	6.6 to 6.8m
	(7)	Tridem Track Width – tractor with single tires built before 2010 – tractor with single tires built after 2009 – all other tractors	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	6.25 to 12.0m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance – single to tridem – tandem to tridem – tridem to tridem	 Min. 3.0m Min. 5.5m Min. 6.0m
	(16)	Tandem Spread	1.2 to 3.1m
	(16)	Tridem Spread	2.4 to 3.7m
	(19)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #8

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer is no more than 14.65m long and was manufactured prior to 2006
- trailer was manufactured between July 1993 and January 27, 1998 and is low to ground or has wheels near back of trailer, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

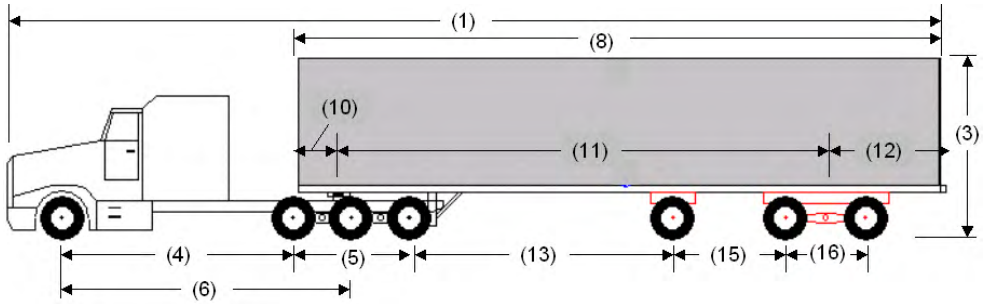
Tri-Drive Differential must be unlocked when operating on a public highway [Reg 413/05 s11]

Minimum Front Axle Weight [Reg 413/05 schedule 8]
- must be at least 27% of drive axle weights at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #8

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – by tridem axle spread: – 2.4 < 2.7m 21,300 kg – 2.7 to 2.8m 22,000 kg Trailer Axles: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem axle – by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8m or more (Single Tires) 18,000 kg – 1.8m or more (Dual Tires) 19,100 kg Tridem Axle – by axle spread: – 2.4 < 3.0m 21,300 kg – 3.0 < 3.6m 24,000 kg – 3.6 to 3.7m 26,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

SPIF #9
DESIGNATED TRACTOR-TRAILER COMBINATION 9 — TRI-DRIVE TRACTOR SELF-STEER TRIAXLE SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 9 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tri-drive. The semi-trailer has two axle units: a single self-steer axle in front and a tandem axle in the rear.

Alternative Configuration [Reg 413/05 s 4(5)]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #8 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #9)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.5m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Not controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)	Wheelbase	6.6 to 6.8m
	(7)	Tridem Track Width – tractor with single tires built before 2010 – tractor with single tires built after 2009 – all other tractors	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Semi-Trailer	(8)	Length (long combination)	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	6.25 to 12.0m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance	Min. 3.7m
	(15)	Inter-axle Spacing	>2.5 to 3.0m
	(16)	Tandem Spread	1.2 to 2.8m
	(19)	Track Width — tandem – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #9

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- locking device required if tandem spread exceeds 1.85m [Reg 413/05 s10(1)]
- must be designed to load-equalize to within 500 kg of average weight on tandem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Tri-Drive Differential must be unlocked when operating on a public highway [Reg 413/05 s11]

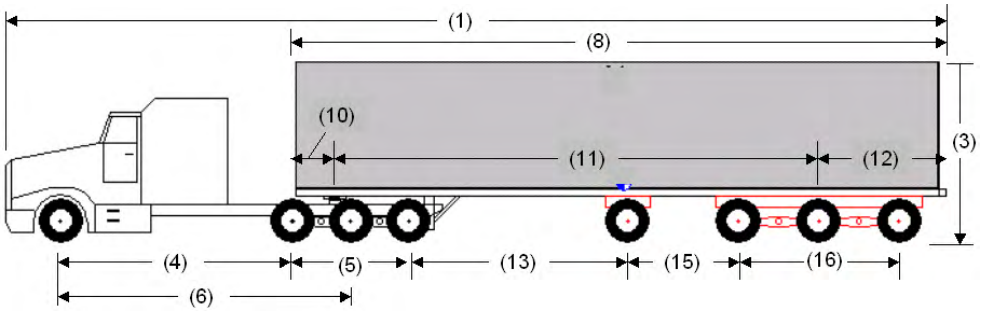
Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" (or alternative notation) must appear on label

Minimum Front Axle Weight [Reg 413/05 s14(6)]
- must be at least 27% of drive axle weights at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #9

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – by tridem axle spread: – 2.4 < 2.7m 21,300 kg – 2.7 to 2.8m 22,000 kg Trailer Axles: i. If tandem axle spread is 1.2 < 1.8m or there are single tires on any wheel of trailer: 1. self-steer axle (load equalized) 9,000 kg 2. self-steer axle (not load equalized) 7,500 kg 3. tandem axle (load equalized) 18,000 kg 4. tandem axle (not load equalized) 15,000 kg ii. If tandem axle spread is 1.8 to 2.8m and there are no single tires on any wheel of trailer: 1. self-steer axle (load equalized) 9,550 kg 2. self-steer axle (not load equalized) 8,000 kg 3. tandem axle (load equalized) 19,100 kg 4. tandem axle (not load equalized) 16,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length: Base length Maximum < 16.0m 55,000 kg 16.0m < 16.75m 56,500 kg 16.75m or more 58,350 kg

SPIF #10
DESIGNATED TRACTOR-TRAILER COMBINATION 10 — TRI-DRIVE TRACTOR SELF-STEER QUAD SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 10 is composed of a tractor and a single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tri-drive. The semi-trailer has two axle units: a single self-steer axle in front and a tridem axle in the rear.

Alternative Configuration [Reg 413/05 schedule 10]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #8 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #10)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.5m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Not controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)	Wheelbase	6.6 to 6.8m
	(7)	Tridem Track Width – tractor with single tires built before 2010 – tractor with single tires built after 2009 – all other tractors	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Semi-Trailer	(8)	Length	Max. 16.2m
	(9)	End-Dump Semi-Trailer Bed Length	Max. 14.65m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	6.25 to 12.0m
	(12)	Effective Rear Overhang	Max. 35% of wheelbase
	(13)	Inter-vehicle-unit Distance – if tridem spread is 3.0 < 3.6m – if tridem spread is 3.6 to 3.7m	 Min. 5.0m Min. 4.5m
	(15)	Inter-axle Spacing	>2.5 to 3.0m
	(16)	Tridem Spread	3.0 to 3.7m
	(19)	Track Width — tridem – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #10

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axles:
- restrictions on lift controls [Reg 413/05 s5(2)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on tridem [Reg 413/05 s14]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Tri-Drive Differential must be unlocked when operating on a public highway [Reg 413/05 s11]

Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" (or alternative notation) must appear on label

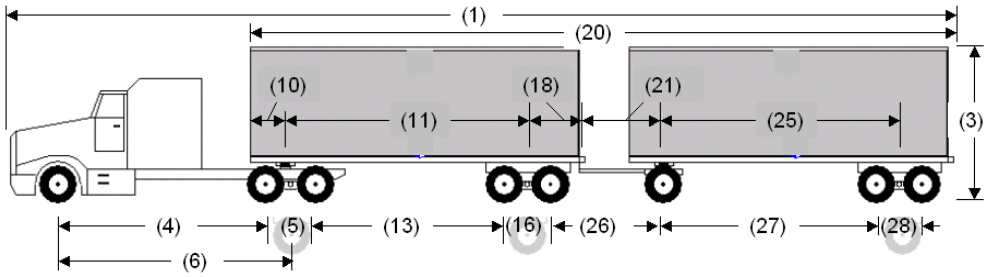
On-Board Scale required [Reg 413/05 s14(5)]

Minimum Front Axle Weight [Reg 413/05 schedule 10]
- must be at least 27% of drive axle weights at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #10

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – by tridem axle spread: – 2.4 < 2.7m 21,300 kg – 2.7 to 2.8m 22,000 kg Trailer Axles: – by tridem axle spread i. 3.0 < 3.6m 1. self-steer axle (load equalized) 8,000 kg 2. self-steer axle (not load equalized) 6,900 kg 3. tridem axle (load equalized) 24,000 kg 4. tridem axle (not load equalized) 20,700 kg ii. 3.6 to 3.7m 1. self-steer axle (load equalized) 8,500 kg 2. self-steer axle (not load equalized) 7,400 kg 3. tridem axle (load equalized) 25,500 kg 4. tridem axle (not load equalized) 22,200 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. 63,500 kg

SPIF #11
DESIGNATED TRACTOR-TRAILER COMBINATION 11 — TRACTOR A-TRAIN DOUBLE TRAILERS



Configuration Description

Designated Tractor-Trailer Combination 11 is an A-train double. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a single or tandem axle. The lead semi-trailer has one axle unit that is a single or tandem axle. If there is a trailer converter dolly, it has a single axle and the second semi-trailer has one axle unit that is a single or tandem axle. If there is no trailer converter dolly, the full trailer has two axle units: a single axle in front and a single or tandem axle in the rear.

Alternative Configuration

- This combination may be split with tractor pulling one trailer at a time.
- It will be treated as SPIF #1 when operating with a single semi-trailer.

DIMENSIONAL LIMIT CHART (TO QUALIFY)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 25.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Lead Semi-Trailer	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	Min. 6.25m
	(13)	Inter-vehicle-unit Distance – single to single or tandem – tandem to tandem	 Min. 3.0m Min. 5.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(18)	Hitch Offset	Max. 1.8m
	(19)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Combination	(20)	Box Length	Max. 20.0m
	(21)	Converter Dolly Drawbar Length	Not controlled
	(22)	Converter Dolly Track Width – converter dolly with single tires built before 2010 – converter dolly with single tires built after 2009 – all other converter dollies	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Second Semi or Full Trailer	(25)	Wheelbase	Min. 6.25m
	(26)	Inter-vehicle-unit Distance	Not controlled
	(27)	Inter-axle Spacing	Min. 3.0m
	(28)	Tandem Spread	1.2 to 1.85m
	(29)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #11

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on rearmost trailer unless: [Reg 413/05 s6]
- the combination is no more than 23m long, box length no more than 18.5m and trailer was manufactured prior to 2006
- the trailer was manufactured prior to July 1993;
- the trailer was manufactured between July 1993 and January 1998 and is low to the ground or has wheels near back of trailer; or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

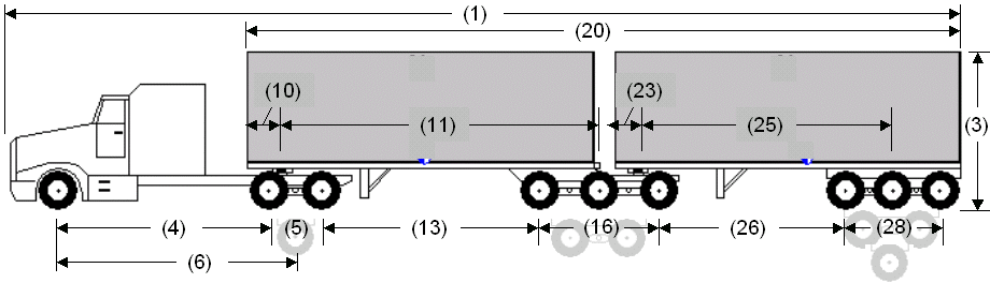
First Trailer Must Outweigh Second [Reg 413/05 schedule 11]

Inter-Vehicle-Unit Distance - if less than 3 m between trailers, weight on lead trailer axle plus dolly axle is restricted to: [Reg 413/05 schedule 11]
- 17,000 kg if lead trailer axle is a single, or
- 23,000 kg if lead trailer axle is a tandem

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #11

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle – by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. 1. Until December 31, 2020, A. if long combination or one of its trailers was built after 2005, maximum weight based on number of axles: Number of axles – Maximum 5 – 41,900 kg 6 – 49,800 kg 7 or 8 – 53,500 kg B. if not long combination and both trailers are built before 2006, AGVW is amount shown in appropriate Vehicle Weight Tables 3 to 29 2. After 2020, maximum weight based on number of axles: Number of axles – Maximum 5 – 41,900 kg 6 – 49,800 kg 7 or 8 – 53,500 kg

SPIF #12
DESIGNATED TRACTOR-TRAILER COMBINATION 12 — TRACTOR B-TRAIN DOUBLE TRAILERS



Configuration Description

Designated Tractor-Trailer Combination 12 is a B-train double. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a single or tandem axle. The lead semi-trailer has one axle unit that is a tandem or tridem axle. The second semi-trailer has one axle unit that is a single, tandem or tridem axle.

Alternative Configuration

- This combination may be split with tractor pulling one trailer at a time.
- It will be treated as SPIF #1 when operating with a single semi-trailer.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #12)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 25.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Lead Semi-Trailer	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	Min. 6.25m
	(13)	Inter-vehicle-unit Distance – single to tandem or tridem – tandem to tandem – tandem to tridem	 Min. 3.0m Min. 5.0m Min. 5.5m
	(16)	Tandem Spread	1.2 to 1.85m
	(16)	Tridem Spread	2.4 to 3.1m
	(19)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Combination	(20)	Box Length	Max. 20.0m
	(11)+(25)	Sum of Trailer Wheelbases	Max. 17.0m
Second Trailer	(23)	Swing Radius	Max. 2.0m
	(24)	Kingpin behind rearmost axle of lead trailer	Max. 0.3m
	(25)	Wheelbase	Min. 6.25m
	(26)	Inter-vehicle-unit Distance – single to tandem or tridem – tandem to tandem – tandem to tridem – tridem to tridem	 Min. 3.0m Min. 5.0m Min. 5.5m Min. 6.0m
	(28)	Tandem Spread	1.2 to 1.85m
	(28)	Tridem Spread	2.4 to 3.1m
	(29)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #12

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on rearmost trailer unless: [Reg 413/05 s6]
- the combination is no more than 23m long, box length no more than 18.5m and trailer was manufactured prior to 2006
- the trailer was manufactured prior to July 1993;
- the trailer was manufactured between July 1993 and January 1998 and is low to the ground or has wheels near back of trailer; or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

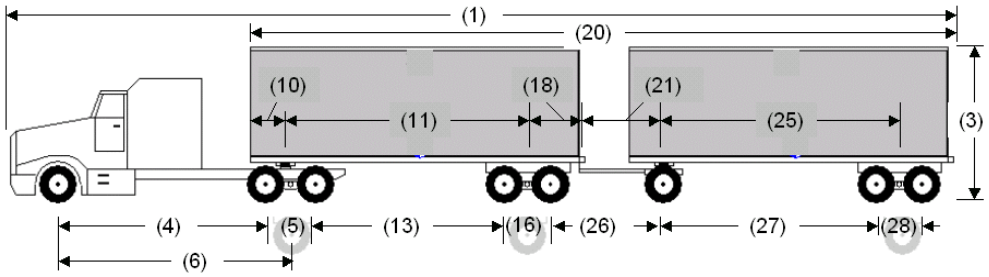
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Provision for Extra Traction [Reg 413/05 s5(3)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #12

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor and Trailer Axles: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle – by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Tridem Axle – by axle spread 2.4 < 3.0m 21,300 kg 3.0 to 3.1m 24,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. if a 7, 8 or 9-axle combination, maximum weight based on number of axles and base length: If 7-axle combination: Base length – Maximum < 17.0 – 56,500 kg 17<18m – 57,000 kg 18<19m – 58,500 kg 19m or more – 60,300 kg If 8 or 9-axle combination: Base length – Maximum < 19.0 – 61,000 kg 19.0<19.5m – 62,000 kg 19.5<20.5m – 63,000 kg 20.5m or more – 63,500 kg

SPIF #13
DESIGNATED TRACTOR-TRAILER COMBINATION 13 — TRACTOR C-TRAIN DOUBLE TRAILERS



Configuration Description

Designated Tractor-Trailer Combination 13 is a C-train double. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a single or tandem axle. The lead semi-trailer has one axle unit that is a single or tandem axle. The trailer converter dolly has one axle unit that is a single axle. The second semi-trailer has one axle unit that is a single or tandem axle.

Alternative Configuration

- This combination may be split with tractor pulling one trailer at a time.
- It will be treated as SPIF #1 when operating with a single semi-trailer.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #13)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 25.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m if tractor built after 2005
	(6)	Wheelbase — (long combination)	Max. 6.2m
Lead Semi-Trailer	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase	Min. 6.25m
	(13)	Inter-vehicle-unit Distance – single to single or tandem – tandem to tandem	 Min. 3.0m Min. 5.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(18)	Hitch Offset	Max. 1.8m
	(19)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Combination	(20)	Box Length	Max. 20.0m
	(21)	Converter Dolly Drawbar Length	Max. 2.0m
	(22)	Converter Dolly Track Width – converter dolly with single tires built before 2010 – converter dolly with single tires built after 2009 – all other converter dollies	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m
Second Trailer	(25)	Wheelbase	Min. 6.25m
	(26)	Inter-vehicle-unit Distance	Not controlled
	(27)	Inter axle Spacing	Min. 3.0m
	(28)	Tandem Spread	1.2 to 1.85m
	(29)	Track Width – trailer with single tires built before 2010 – trailer with single tires built after 2009 – all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #13

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on rearmost trailer unless: [Reg 413/05 s6]
- the combination is no more than 23m long, box length no more than 18.5m and trailer was manufactured prior to 2006
- the trailer was manufactured prior to July 1993;
- the trailer was manufactured between July 1993 and January 1998 and is low to the ground or has wheels near back of trailer; or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

C-Dolly and Hitch requirements [Reg 413/05 s12]

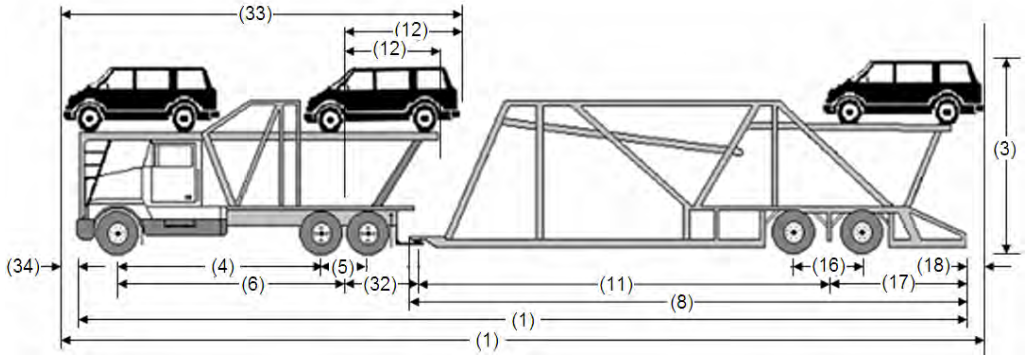
First Trailer Must Outweigh Second [Reg 413/05 schedule 13]

Inter-Vehicle-Unit Distance - if less than 3 m between trailers, weight on lead trailer axle plus dolly axle is restricted to: [Reg 413/05 schedule 13]
- 17,000 kg if lead trailer axle is a single, or
- 23,000 kg if lead trailer axle is a tandem

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #13

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor and Trailer Axles: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle – by axle spread – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. 1. Until December 31, 2020, A. if long combination or one of its trailers was built after 2005, maximum weight based on number of axles: Number of axles – Maximum 5 – 41,900 kg 6 – 49,800 kg 7 – 54,600 kg 8 – 58,500 kg B. if not long combination and both trailers are built before 2006, amount shown in appropriate Vehicle Weight Tables 3 to 29 2. After 2020, maximum weight based on number of axles: Number of axles – Maximum 5 – 41,900 kg 6 – 49,800 kg 7 – 54,600 kg 8 – 58,500 kg

SPIF #14
DESIGNATED TRACTOR-TRAILER COMBINATION 14 — STINGER-STEER TRACTOR SEMI-TRAILER AUTO CARRIER



Configuration Description

Designated Tractor-Trailer Combination 14 is a stinger-steer combination composed of a tractor and semi-trailer. The fifth wheel assembly is mounted on a drop frame located behind and below the centre of the rearmost axle of the tractor. The front axle of the tractor is a single axle with single tires and the drive axle is single or tandem. The semi-trailer has a single or tandem axle.

Exceptions

A non-enclosed auto carrier where only the loaded motor vehicles and support plates, if any, on which the motor vehicles rest extend beyond the Overall Length (1), Height (3) and Tractor Effective Rear Overhang (12) limits set out in the Dimensional Limit Chart below is exempt from those limits. The following limits apply to these exempted auto carriers:

Overall length (1) – 25 metres
Height (3) – 4.3 metres
Tractor Effective Rear Overhang (12) – 4.6 metres

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #14)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Not controlled
	(12)	Tractor Effective Rear Overhang	Max. 4.0m
	(32)	Hitch Offset	Max. 2.3m
	(33)	Length	Max. 12.5m
	(34)	Front Load Overhang	Max. 1.0 m
Semi-Trailer	(8)	Length	Max. 14.65m
	(11)	Wheelbase:	6.25 to 12.5m
	(16)	Tandem Axle Spread	1.2 to 3.10m
	(17)	Effective Rear Overhang (excluding rear load overhang)	Max. 4.0m or 42% of wheelbase (whichever is greater)
	(18)	Rear Load Overhang	Max. 1.2m
	(19)	Track Width trailer with single tires built before 2010 trailer with single tires built after 2009 all other trailers	 2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

Qualifying Preconditions SPIF #14

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer is no more than 14.65m long and was manufactured prior to 2006
- trailer was manufactured between July 1993 and January 27, 1998 and is low to ground or has wheels near back of trailer, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

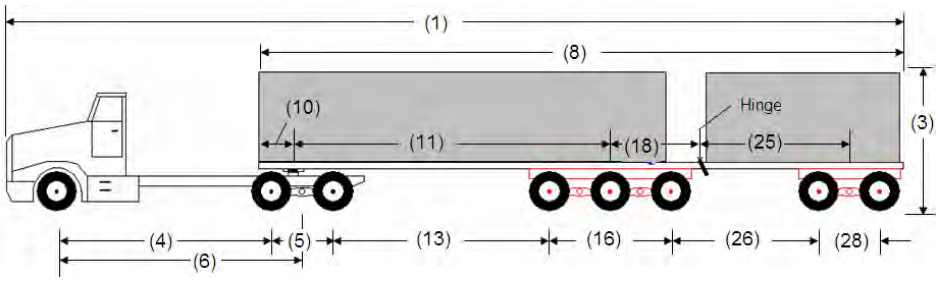
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Width of Rear Load Overhang of the Tractor or Trailer: [Reg 413/05 schedule 14]
- may not exceed 2.3m, including extendable support plates, if any

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #14

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: – Single Axle (Single Tires) 9,000 kg – Single Axle (Dual Tires) 10,000 kg Tandem Axle 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

SPIF #15
DESIGNATED TRACTOR-TRAILER COMBINATION 15 — TRACTOR HINGED SEMI-TRAILER



Configuration Description

Designated Tractor-Trailer Combination 15 is a combination composed of a tractor and a hinged single semi-trailer. The front axle of the tractor is a single axle with single tires. The drive axle of the tractor is a tandem axle. The semi-trailer consists of two portions permanently attached by a dual hinging system designed to prevent rotation (roll freedom) between the two portions of the semi-trailer. The front portion of the semi-trailer has a tridem axle and the rear portion of the trailer has a tandem axle.

The forward hinge of the dual hinging system allows at least 22 degrees horizontal articulation in either direction from the straight position. The rearward hinge allows the rear portion of the trailer to articulate downward, but does not allow upward articulation relative to the front portion of the trailer. The hinge position shown in the diagram refers to the articulation point of the forward horizontal hinge. The position of the rearward hinge is not controlled.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #15)

	Ref.	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Max. 6.2m
Semi-Trailer	(8)	Length	Max. 16.2m
	(10)	Swing Radius	Max. 2.0m
	(11)	Wheelbase (Front Portion)	Min. 7.9m
	(13)	Inter-vehicle-unit Distance	Min. 5.3m
	(16)	Tridem Spread	3.0 to 3.1m
	(18)	Hinge Offset	Max 2.0m
	(19)	Track Width of tandem axle and tridem axle – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(25)	Wheelbase (Rear Portion)	Min. 4.0m
	(26)	Inter-axle Spacing	Min. 3.7m
	(28)	Tandem Spread	1.5 to 1.6m

Qualifying Preconditions SPIF #15

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer is no more than 14.65m long and was manufactured prior to 2006
- trailer was manufactured between July 1993 and January 27, 1998 and is low to ground or has wheels near back of trailer, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Enhanced Braking System required [Reg 413/05 s 7(3)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Semi-Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" (or alternative notation) must appear on label

Load Equalization Requirement: [Reg 413/05 s14(1) and 14(2)]
- tandem axle weight must be within 500 kg of 67% of the weight on the tridem

Hinge Locking Device, if any: [Reg 413/05 schedule 15]
- must be disengaged when operating on a highway, other than when reversing

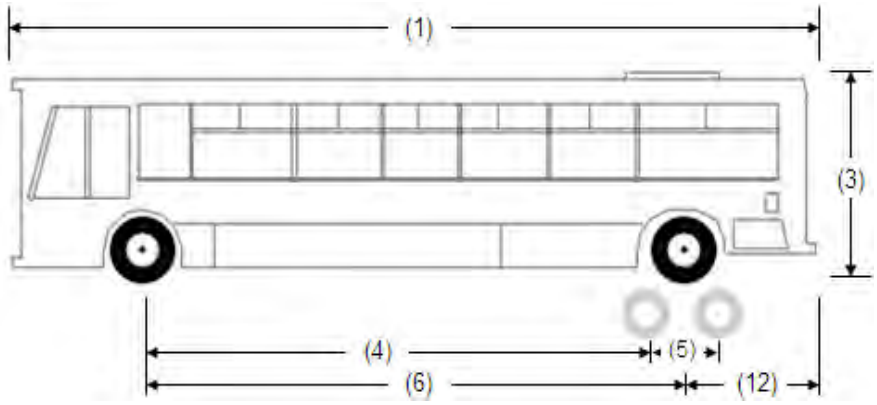
Cargo Spanning over the Hinge: [Reg 413/05 schedule 15]
- not allowed if secured to both portions of the trailer

On-Board Scale required [Reg 413/05 s14(5)]

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #15

Feature	Weight Limit
Front Axle (Maximum): (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified); or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles (Maximum): (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tractor Drive Axle – by tandem axle spread – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (single tires) 18, 000 kg – 1.8 to 1.85m (dual tires) 19,100 kg Trailer: Tandem axle (load equalized) 16,000 kg Tandem axle (not load equalized) 14,000 kg Tridem axle (load equalized) 24,000 kg
	Tridem axle (not load equalized) 21,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. – 62,000 kg if actual front axle weight is less than 6,000 kg – 63,000 kg if actual front axle weight is 6,000 kg to less than 7,000 kg – 63,500 kg if actual front axle weight is 7,000 kg or more

SPIF #16
DESIGNATED BUS OR RECREATIONAL VEHICLE 1 — STANDARD BUS OR COMPARABLE RECREATIONAL VEHICLE



Vehicle Description

Designated Bus or Recreational Vehicle 1 is a bus or recreational vehicle. It is not an articulated bus. It may be a school bus, motor coach or double-decker bus. The front axle is a single axle with single tires. The drive axle is a single or tandem axle. If the drive axle is a single axle, it may form a two axle group with a tag axle to the rear. It is not equipped with a fifth wheel assembly.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #16)

	Ref	Feature	Dimensional Limit
Bus or RV	(1)	Length	Max. 12.5m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(5)	Rear Tandem or Two Axle Group	1.2 to 1.85m
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang	Not controlled

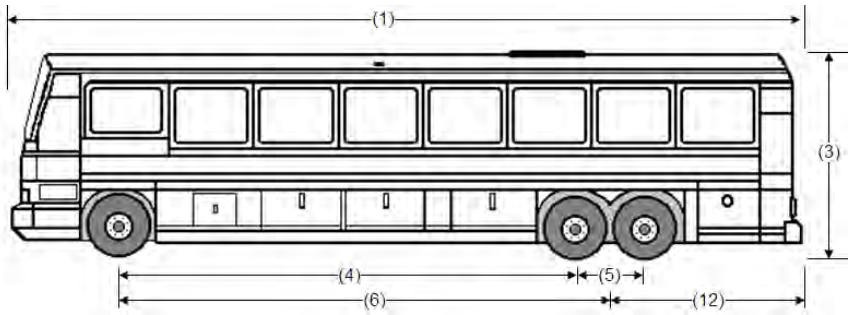
Qualifying Preconditions SPIF #16

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #16

Feature	Weight Limit
Front Axle: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 9,000 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Tag Axle 10 kg × combined tire widths in mm Tag Axle (Vehicle built before July 1, 2011) 11 kg × combined tire widths in mm Drive Axle 10 kg × combined tire widths in mm
c) by axle unit description	Single Drive Axle (Single Tires) 9,000 kg Single Drive Axle (Dual Tires) 10,000 kg Single Drive Axle (Dual Tires) on Urban Transit Bus not equipped with a tag axle 11,400 kg Tag Axle (by Two Axle Group spacing) – 1.2 < 1.3m 6,300 kg – 1.3 < 1.4m 6,700 kg – 1.4 < 1.5m 7,000 kg – 1.5 < 1.85m 7,400 kg Tandem Drive Axle 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

SPIF #17
DESIGNATED BUS OR RECREATIONAL VEHICLE 2 — INTERCITY BUS OR COMPARABLE RECREATIONAL VEHICLE



Vehicle Description

Designated Bus or Recreational Vehicle 2 is an inter-city bus or recreational vehicle that has two or three axles and exceeds 12.5 metres in length. It cannot be a school bus but can be a double-decker bus. The vehicle is not equipped with a fifth wheel assembly. If the vehicle is a recreational vehicle, it is equipped in the same manner as a motor coach with motive power mounted to the rear of the front axle and an air-ride or torsion-bar suspension.

Designated Bus or Recreational Vehicle 2 has two or three axles. The front axle unit is a single axle with single tires. The rear axles are a single or tandem drive axle or a two axle group. If the rear axles are a two axle group, they are composed of a single drive axle in front and a tag axle in the rear.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #17)

	Ref	Feature	Dimensional Limit
Bus or RV	(1)	Length	Max. 14.0m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(5)	Rear Tandem or Two Axle Group	1.2 to 1.85m
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang	Max. 4.0m

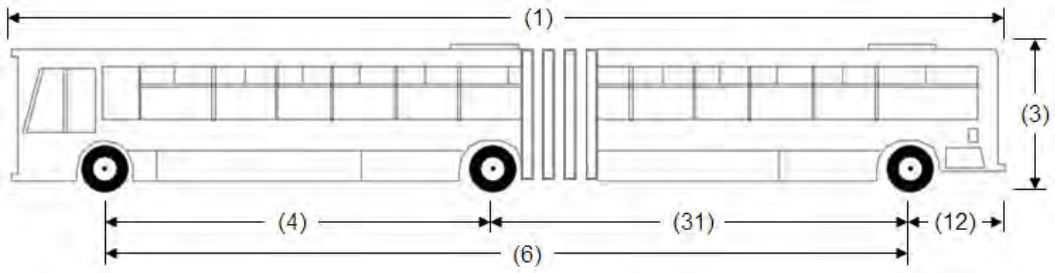
Qualifying Preconditions SPIF #17

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #17

Feature	Weight Limit	
Front Axle: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings	
b) by tire width	11 kg × combined tire widths in mm	
c) by axle unit description	Single Axle	9,000 kg
Other Axle Maximums: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings	
b) by tire width	Tag Axle Tag Axle (Vehicle built before July 1, 2011) Drive Axle	10 kg × combined tire widths in mm 11 kg × combined tire widths in mm 10 kg × combined tire widths in mm
c) by axle unit description	Single Drive Axle (Single Tires) Single Drive Axle (Dual Tires) Tag Axle (by Two Axle Group spacing) – 1.2 < 1.3m – 1.3 < 1.4m – 1.4 < 1.5m – 1.5 < 1.85m Tandem Drive Axle	9,000 kg 10,000 kg 6,300 kg 6,700 kg 7,000 kg 7,400 kg 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums	

SPIF #18
DESIGNATED BUS 3 — ARTICULATED BUS



Vehicle Description

Designated Bus 3 is an articulated bus. It is not a recreational vehicle. An articulated bus has two portions with articulation between the portions, or has three portions with articulation between each portion.

It is equipped with a single axle at the rear of each portion of the bus. The front axle unit is a single axle with single tires.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #18)

	Ref	Feature	Dimensional Limit
Articulated Bus	(1)	Length	Max. 25m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang	Not controlled
	(31)	Inter-axle Spacing	Not controlled

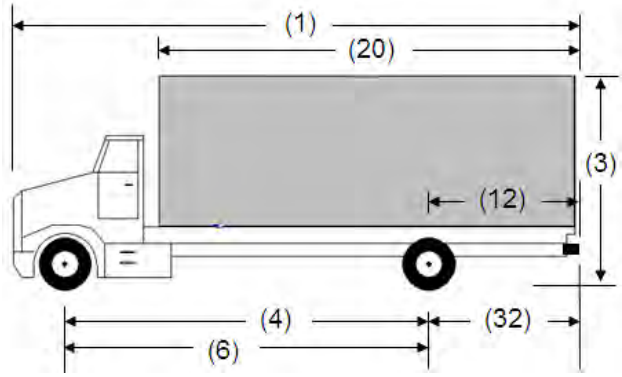
Qualifying Preconditions SPIF #18

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #18

Feature	Weight Limit	
Front Axle: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings	
b) by tire width	11 kg × combined tire widths in mm	
c) by axle unit description	Single Axle	9,000 kg
Other Axle Maximums: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings	
b) by sum of tire width	10 kg × combined tire widths in mm	
c) by axle unit description	Single Drive Axle (Single Tires) Single Drive Axle (Dual Tires) Single Drive Axle (Dual Tires) on Urban Transit Bus	9,000 kg 10,000 kg 11,400 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums	

SPIF #19
DESIGNATED TRUCK 1 — 2-AXLE TRUCK



Vehicle Description

Designated Truck 1 is a 2-axle truck with a front single axle and rear single drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Effective Rear Overhang (12) and Hitch Offset (32) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #19)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	Min. 3.0m
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(32)	Hitch Offset (if drawing trailer)	Max. 1.8m

Qualifying Preconditions SPIF #19

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Minimum Front Axle Weight [Reg 413/05 schedule 19]
- must be at least 30% of gross vehicle weight at all times

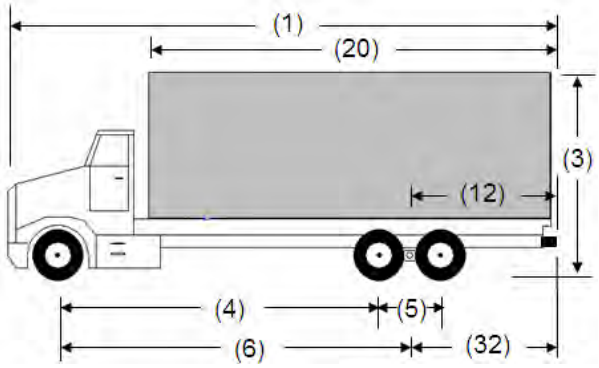
WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #19

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 9,000 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Drive Axle Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

NOTES:

- Until December 31, 2025, front axle "manufacturer's axle rating or default" (a) does not apply if the truck was manufactured prior to July 2011 and if the actual front axle weight is 5,000 kg or less.
- Until December 31, 2025, other axle maximums "manufacturer's axle rating or default" (a) does not apply if the truck was manufactured prior to July 2011.

SPIF #20
DESIGNATED TRUCK 2 — TANDEM-AXLE TRUCK



Vehicle Description

Designated Truck 2 is a 3-axle truck with a front single axle and rear tandem drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Effective Rear Overhang (12) and Hitch Offset (32) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #20)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.88m
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(32)	Hitch Offset (if drawing trailer)	Max. 1.8m

Qualifying Preconditions SPIF #20

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

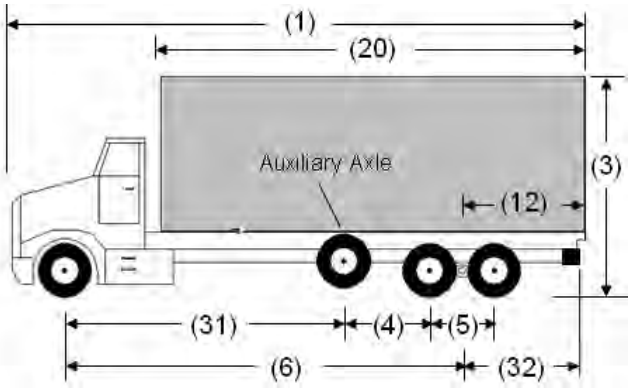
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Minimum Front Axle Weight [Reg 413/05 schedule 20]
- must be at least 21% of gross vehicle weight at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #20

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 9,000 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tandem Drive Axle by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. maximum weight based on base length: Base length – Maximum < 4.5m – 25,000 kg 4.5m < 4.7m – 26,000 kg 4.7m < 4.9m – 27,000 kg 4.9m or more – 28,100 kg

SPIF #21
DESIGNATED TRUCK 3 — 3-AXLE TRUCK PLUS AUXILIARY AXLE



Vehicle Description

Designated Truck 3 is a 4-axle truck with a front single axle, a liftable auxiliary self-steer axle or an optionally liftable forced-steer auxiliary pusher axle, and a rear tandem drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Effective Rear Overhang (12), Hitch Offset (32) and Tandem Axle Track Width (35) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12)

Alternative Configuration [Reg 413/05 schedule 21]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #20 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #21)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	2.3 to 2.8m
	(5)	Tandem Axle Spread	1.3 to 1.6m
	(6)	Wheelbase	Not controlled
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(31)	Inter-Axle Spacing	Min. 3.0m
	(32)	Hitch Offset (if drawing trailer)	Max. 1.8m
	(35)	Tandem Axle Track Width	2.4 to 2.6m

Qualifying Preconditions SPIF #21

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Truck:
- restrictions on lift controls [Reg 413/05 s5(2) and s5(3.1)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of 33% of the weight on the tandem [Reg 413/05 s14(1) and 14(2)]

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Truck Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

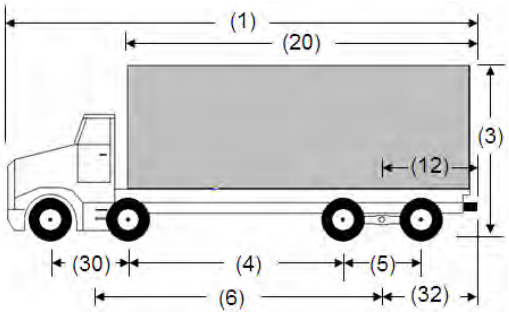
Minimum Front Axle Weight [Reg 413/05 schedule 21]
- must be at least 19% of gross vehicle weight at all times

Deploying the Liftable Auxiliary Self-Steer Axle [Reg 413/05 schedule 21]
- the axle must not be deployed if the resulting weight on the axle is less than 3,000 kg (This requirement does not apply if equipped with a forced-steer auxiliary axle).

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #21

Feature	Weight Limit	
Front Axle Maximum: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings	
b) by tire width	11 kg × combined tire widths in mm	
c) by axle unit description	Single Axle	9,000 kg
Other Axle Maximums: (lowest of a, b and c)		
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings	
b) by tire width	Auxiliary axle Not auxiliary axle	11 kg × combined tire widths in mm 10 kg × combined tire widths in mm
c) by axle unit description	Auxiliary axle (load-equalized) Auxiliary axle (not load-equalized) Tandem drive axle (load-equalized) Tandem drive axle (not load-equalized)	6,000 kg 4,500 kg 18,000 kg 15,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums	

SPIF #22
DESIGNATED TRUCK 4 — TWIN-STEER TANDEM-AXLE TRUCK



Vehicle Description

Designated Truck 4 is a 4-axle truck with a front tandem axle and a rear tandem drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Effective Wheelbase (6), Effective Rear Overhang (12), Hitch Offset (32) and Rear Tandem Axle Track Width (35) do not apply if the truck, other than a concrete mixer fitted with a revolving drum, was built before July 1, 2011. In the case of a concrete mixer fitted with a revolving drum that was built before July 1, 2011, these dimensional limits do not apply on or before December 31, 2030.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #22)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(5)	Rear Tandem Axle Spread	1.2 to 1.88m
	(6)	Effective Wheelbase	Min. 5.3m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(30)	Front Tandem Axle Spread	1.2 to 2.7m
	(32)	Hitch Offset (if drawing trailer)	Max. 1.8m
	(35)	Tandem Axle Track Width	2.4 to 2.6m

Qualifying Preconditions SPIF #22

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

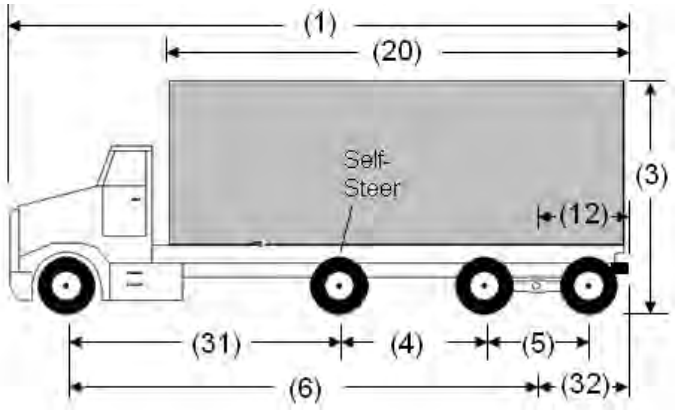
Minimum Front Axle Weight [Reg 413/05 schedule 22]
- must be at least 38% of gross vehicle weight at all times

Restriction in Gross Vehicle Weight when Drawing a Trailer [Reg 413/05 schedule 22]
- the maximum gross weight of the truck is 32,000 kg or less

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #22

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 10,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Tandem Axle by axle spread: – 1.2 < 1.6m 17,000 kg – 1.6 to 2.7m 18,000 kg
Other Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or
	ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tandem Axle by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. – 32,000 kg if the truck is drawing a trailer or has a wheelbase of 5.3 < 6.0m – 37,100 kg if the truck has a wheelbase of 6.0m or greater and is not drawing a trailer

SPIF #23
DESIGNATED TRUCK 5 — SELF-STEER TRIAXLE TRUCK



Vehicle Description

Designated Truck 5 is a 4-axle truck with a front single axle, a self-steer liftable pusher axle and a rear tandem drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Effective Rear Overhang (12), Hitch Offset (32) and Rear Tandem Axle Track Width (35) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

Alternative Configuration [Reg 413/05 schedule 23]

- This vehicle may operate with self-steering axle raised.
- It will be treated as SPIF #20 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #23)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(31)	Inter-axle Spacing	Not controlled
	(4)	Inter-axle Spacing	2.51 to 2.8m
	(5)	Tandem Axle Spread	1.2 to 1.88m
	(6)	Wheelbase	Min. 6.4m, if Tandem Axle Spread (5) is 1.2 < 1.8m Min. 6.85m, if Tandem Axle Spread (5) is 1.8 to 1.85m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(32)	Hitch Offset (if drawing trailer)	Max. 1.8m
	(35)	Tandem Axle Track Width	2.4 to 2.6m

Qualifying Preconditions SPIF #23

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Truck:
- restrictions on lift controls [Reg 413/05 s5(2) and s5(3.1)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on tandem [Reg 413/05 s14(1) and 14(2)]

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Truck Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

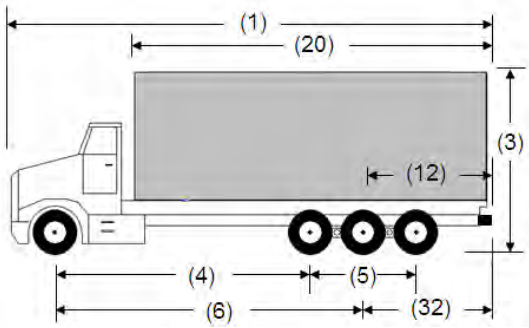
Minimum Front Axle Weight [Reg 413/05 schedule 23]
- must be at least 23% of gross vehicle weight at all times

Deploying a Liftable Self-Steer Axle [Reg 413/05 schedule 23]
- the axle must not be deployed if the resulting weight on the axle is less than 4,000 kg

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #23

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified); or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 9,000 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	i. If tandem axle spread is 1.2 < 1.8m or there are single tires on any wheel: 1. self-steer axle (load equalized) 9,000 kg 2. self-steer axle (not load equalized) 7,500 kg 3. tandem drive axle (load equalized) 18,000 kg 4. tandem drive axle (not load equalized) 15,000 kg ii. If tandem axle spread is 1.8 to 1.85m and there are no single tires on any wheel: 1. self-steer axle (load equalized) 9,550 kg 2. self-steer axle (not load equalized) 8,000 kg 3. tandem drive axle (load equalized) 19,100 kg 4. tandem drive axle (not load equalized) 16,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus the other axle maximums

SPIF #24
DESIGNATED TRUCK 6 — TRI-DRIVE 4-AXLE TRUCK



Vehicle Description

Designated Truck 6 is a 4-axle truck with a front single axle and a rear tri-drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Wheelbase (6), Effective Rear Overhang (12), Hitch Offset (32) and Rear Tandem Axle Track Width (35) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #24)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)	Wheelbase	Min. 6.6m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(32)	Hitch Offset (if drawing trailer)	Max. 2.5m
	(35)	Tridem Track Width	2.5 to 2.6m

Qualifying Preconditions SPIF #24

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

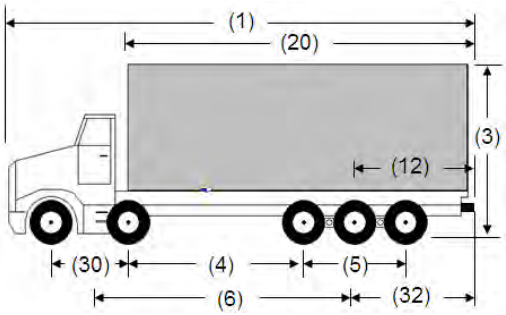
Tri-Drive Differential must be unlocked when operating on a public highway [Reg 413/05 s11]

Minimum Front Axle Weight [Reg 413/05 schedule 24]
- must be at least 23% of gross vehicle weight at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #24

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 9,000 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tridem Axle by axle spread: – 2.4 < 2.7m 21,300 kg – 2.7 to 2.8m 22,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus the other axle maximums

SPIF #25
DESIGNATED TRUCK 7 — TWIN STEER TRI-DRIVE 5-AXLE TRUCK



Vehicle Description

Designated Truck 7 is a 5-axle truck with a front tandem axle and a rear tri-drive axle.

Exceptions

Until December 31, 2025, the dimensional limits for Wheelbase (6), Effective Rear Overhang (12), Hitch Offset (32) and Rear Tandem Axle Track Width (35) do not apply if the truck was built before July 1, 2011.

An overhanging boom of a rear-facing crane that extends 1.0 metre or less past the rearmost point of the truck is exempt from the dimensional limit for Effective Rear Overhang (12).

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #25)

	Ref	Feature	Dimensional Limit
Truck	(1)	Length (including load)	Max. 12.5m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
	(4)	Inter-axle Spacing	Not controlled
	(5)	Tridem Axle Spread	2.4 to 2.8m
	(6)	Effective wheelbase	Min. 6.0m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(20)	Box Length	Not controlled
	(30)	Front Tandem Axle Spread	1.2 to 2.7m
	(32)	Hitch Offset (if drawing trailer)	Max. 2.5m
	(35)	Tridem Track Width	2.5 to 2.6m

Qualifying Preconditions SPIF #25

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Drawn Trailer:
- restrictions on lift controls [Reg 413/05 s5(2)]

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

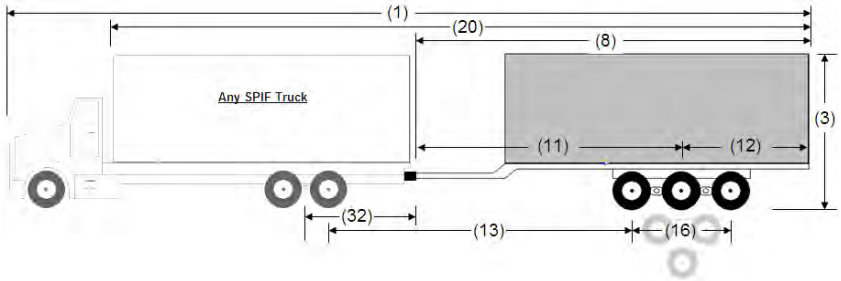
Tri-Drive Differential must be unlocked when operating on a public highway [Reg 413/05 s11]

Minimum Front Axle Weight [Reg 413/05 schedule 25]
- must be at least 23% of gross vehicle weight at all times

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #25

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified); or ii. If GAWR not verified, the lower of: 1. 10,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Tandem Axle by axle spread: – 1.2 < 1.6m 17,000 kg – 1.6 to 2.7m 18,000 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tridem Axle by axle spread – 2.4 < 2.7m 21,300 kg – 2.7 to 2.8m 22,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus the other axle maximums

SPIF #26
DESIGNATED TRUCK-TRAILER COMBINATION 1 — TRUCK AND FIXED AXLE PONY TRAILER



Configuration Description

Designated Truck-Trailer Combination 1 is composed of any designated truck and a pony trailer with one axle unit. The pony trailer's axle unit may be a single axle, tandem axle or tridem axle. The trailer has a single drawbar.

Exceptions

If the trailer has a manufacturer's gross vehicle weight rating of less than 10,000 kilograms, the dimensional limits for Wheelbase (11), Inter-vehicle-unit Distance (13) and Track Width (19) do not apply.

Until December 31, 2025, the dimensional limit for Hitch Offset (32) does not apply if the truck was built before July 1, 2011.

Until December 31, 2025, the dimensional limits for Wheelbase (11), Effective Rear Overhang (12), Inter-vehicle-unit Distance (13), Track Width (19) and Box Length (20) do not apply if the trailer was built before July 1, 2011.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #26)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length (including load)	Max. 23m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
Truck		Refer to Schedules 19-25 for Designated Trucks	
Pony Trailer	(8)	Length (including load)	Max. 12.5m
	(11)	Wheelbase: – single axle trailer – tandem and tridem trailer	 Min. 4.0m Min. 6.25m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(13)	Inter-vehicle-unit Distance between: – single and single, tandem, or tridem – tandem and tandem – tandem and tridem – tridem and tridem	 Min. 3.0m Min. 5.0m Min. 5.5m Min. 6.0m
	(16)	Tandem Spread Tridem Spread	1.2 to 1.85m 2.4 to 3.7m
	(19)	Track Width – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(20)	Box Length (including load)	Max. 20m
	(32)	Hitch Offset: – single or tandem drive truck – tridem drive truck	 Max. 1.8m Max. 2.5m

Qualifying Preconditions SPIF #26

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

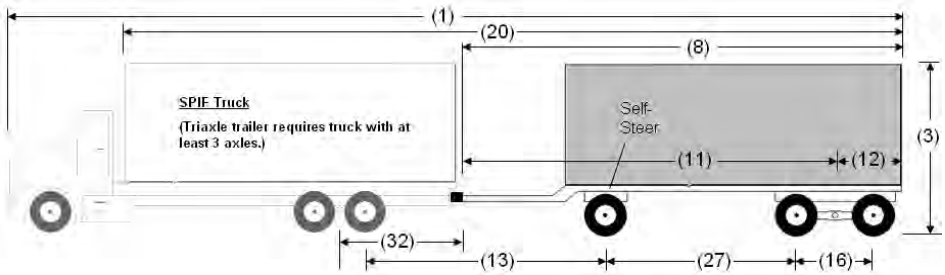
Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was manufactured prior to September 2007, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #26

Feature	Weight Limit
Truck Weights – See Appropriate Weight Limit Chart (Schedules 19-25)	
Trailer Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg Tridem Axle by axle spread: – 2.4 < 3.0m 21,300 kg – 3.0 < 3.6m 24,000 kg – 3.6 to 3.7m 26,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. AGVW of Designated Truck plus trailer axle maximums ii. Until December 31, 2025, 1. if trailer is built before July, 2011, the weight in Vehicle Weight Table 30 2. if trailer is built after June, 2011, has a tridem axle, a wheelbase less than 8.75m and is drawn by Designated Truck 1, 37,350 kg 3. if neither 1 nor 2 applies, A. if trailer wheelbase is less than 8.75m, the weight in Vehicle Weight Table 31 B. if trailer wheelbase is 8.75m or greater, the weight in Vehicle Weight Table 30 After 2025, 1. if trailer has a tridem axle, a wheelbase less than 8.75m and is drawn by Designated Truck 1, 37,350 kg 2. if 1 does not apply, A. if trailer wheelbase is less than 8.75m, the weight in Vehicle Weight Table 31 B. if trailer wheelbase is 8.75m or greater, the weight in Vehicle Weight Table 30

SPIF #27
DESIGNATED TRUCK-TRAILER COMBINATION 2 — TRUCK AND SELF-STEER TRIAXLE PONY TRAILER



Configuration Description

Designated Truck-Trailer Combination 2 is composed of a designated truck, other than Designated Truck 1, and a self-steer triaxle pony trailer. The trailer has a single drawbar. The trailer has two axle units: an optionally liftable single self-steer axle in front and a tandem axle in the rear.

Exceptions

Until December 31, 2025, the dimensional limit for Hitch Offset (32) does not apply if the truck was built before July 1, 2011.

Until December 31, 2025, the dimensional limits for Wheelbase (11), Effective Rear Overhang (12), Inter-vehicle-unit Distance (13), Track Width (19) and Box Length (20) do not apply if the trailer was built before July 1, 2011.

Alternative Configuration [Reg 413/05 schedule 27]

- This vehicle may operate with trailer self-steering axle raised.
- It will be treated as SPIF #26 when operating with self-steering axle raised.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #27)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length (including load)	Max. 23m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
Truck		Refer to Schedules 20-25 for Designated Trucks	
Self-Steer Trailer	(8)	Length (including load)	Max. 12.5m
	(11)	Wheelbase	Min. 7.0m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(13)	Inter-vehicle-unit Distance	Min. 3.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)	Track Width of tandem axle – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(20)	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	> 2.5m
	(32)	Hitch Offset: – tandem drive truck – tridem drive truck	 Max. 1.8m Max. 2.5m

Qualifying Preconditions SPIF #27

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Trailer:
- restrictions on lift controls [Reg 413/05 s5(3.2)]
- minimum wheel cut [Reg 413/05 s9]
- must be designed to load-equalize to within 500 kg of average weight on tandem [Reg 413/05 s14(1) and 14(2)]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was manufactured prior to September 2007, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

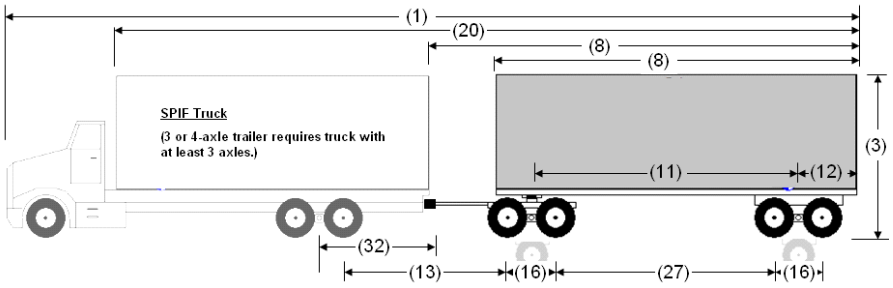
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #27

Truck Weights – See Appropriate Weight Limit Chart (Schedules 20-25)	
Trailer Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified the sum of the maximum tire load ratings,
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	i. If tandem axle spread is 1.2 < 1.8m or there are single tires on any wheel: 1. self-steer axle (load equalized) 9,000 kg 2. self-steer axle (not load equalized) 7,500 kg 3. tandem axle (load equalized) 18,000 kg 4. tandem axle (not load equalized) 15,000 kg ii. If tandem axle spread is 1.8 to 1.85m and there are no single tires on any wheel: 1. self-steer axle (load equalized) 9,550 kg 2. self-steer axle (not load equalized) 8,000 kg 3. tandem axle (load equalized) 19,100 kg 4. tandem axle (not load equalized) 16,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. AGVW of Designated Truck plus trailer axle maximums ii. the maximum weight in Vehicle Weight Table 30

SPIF #28
DESIGNATED TRUCK-TRAILER COMBINATION 3 — TRUCK AND FULL TRAILER



Configuration Description

Designated Truck-Trailer Combination 3 is composed of a Designated Truck 1 combined with a 2-axle full trailer or a Designated Truck 2, 3, 4, 5, 6, or 7 combined with a 2, 3 or 4-axle full trailer.

The trailer has a single drawbar connected to a front turntable or trailer converter dolly and has two axle units consisting of a single axle in front of a rear single axle, a single axle in front of a rear tandem axle or a tandem axle in front of a rear tandem axle.

Exceptions

Until December 31, 2025, the dimensional limit for Hitch Offset (32) does not apply if the truck was built before July 1, 2011.

Until December 31, 2025, the dimensional limits for Wheelbase (11), Effective Rear Overhang (12), Inter-vehicle-unit Distance (13), Track Width (19), Box Length (20) and Inter-Axle Spacing (27) do not apply if the trailer was built before July 1, 2011.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #28)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length (including load)	Max. 23m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
Truck		Refer to Schedules 19-25 for Designated Trucks	
Full Trailer	(8)	Length	Not controlled
	(8)	Length (excluding the drawbar, including load)	Max. 12.5m
	(11)	Wheelbase	Min. 6.25m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(13)	Inter-vehicle-unit Distance between: – single and single, tandem, or tridem – tandem and tandem – tandem and tridem	 Min. 3.0m Min. 5.0m Min. 5.5m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)	Track Width – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(20)	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	Min. 5.0m
	(32)	Hitch Offset: – single or tandem drive truck – tridem drive truck	 Max. 1.8m Max. 2.5m

Qualifying Preconditions SPIF #28

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

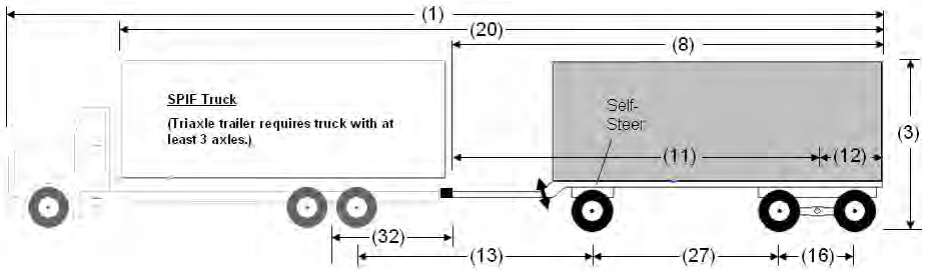
Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was manufactured prior to September 2007, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #28

Feature	Weight Limit
Truck Weights	Refer to Appropriate Weight Limit Chart (Schedules 19-25)
Trailer Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR, if verified ii. If GAWR not verified, the sum of the maximum tire load ratings, as specified on the tire side walls.
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Single Axle (Single tires) 9,000 kg Single Axle (Dual tires) 9,100 kg Tandem Axle 18,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. AGVW of Designated Truck plus trailer axle maximums ii. Until December 31, 2025, 1. if trailer is built before July 2011, the weight in Vehicle Weight Table 30 2. if trailer is built after June 2011 and A. trailer wheelbase is less than 7.25m, the weight in Vehicle Weight Table 31 B. trailer wheelbase is 7.25m or greater, the weight in Vehicle Weight Table 30 After 2025, 1. if trailer wheelbase is less than 7.25m, the weight in Vehicle Weight Table 31 2. if trailer wheelbase is 7.25m or greater, the weight in Vehicle Weight Table 30

SPIF #29
DESIGNATED TRUCK-TRAILER COMBINATION 4 — TRUCK AND SELF-STEER TRIAXLE FULL TRAILER



Configuration Description

Designated Truck-Trailer Combination 4 is composed of Designated Truck 2, 3, 4, 5, 6 or 7 combined with a self-steer triaxle full trailer. A single drawbar is rigidly attached to the structure of the trailer horizontally, but hinges vertically so that the whole of the trailer weight is carried on its own axles. The trailer has two axle units composed of a single, non-liftable self-steer axle ahead of a tandem axle.

Exceptions

Until December 31, 2025, the dimensional limit for Hitch Offset (32) does not apply if the truck was built before July 1, 2011.

Until December 31, 2025, the dimensional limits for Wheelbase (11), Effective Rear Overhang (12), Inter-vehicle-unit Distance (13), Track Width (19) and Box Length (20) do not apply if the trailer was built before July 1, 2011.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #29)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length (including load)	Max. 23m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
Truck		Refer to Schedules 20-25 for Designated Truck	
Self-Steer Trailer	(8)	Length (including load)	Max. 12.5m
	(11)	Wheelbase	Min 7.0m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(13)	Inter-vehicle-unit Distance	Min. 3.0m
	(16)	Tandem Spread	1.2 to 1.85m
	(19)	Track Width of tandem axle – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(20)	Box Length (including load)	Max. 20m
	(27)	Inter-Axle Spacing	Min. 3.0m
	(32)	Hitch Offset: – tandem drive truck – tridem drive truck	 Max. 1.8m Max. 2.5m

Qualifying Preconditions SPIF #29

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Self-Steering Axle on Trailer:
- minimum wheel cut [Reg 413/05 s9]

Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was manufactured prior to September 2007, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

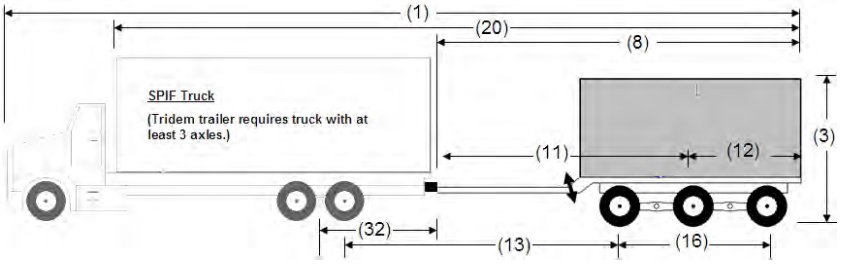
Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

Trailer Labelling: [Reg 413/05 s13]
- must have original compliance label
- "SPIF" notation must appear on label

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #29

Feature	Weight Limit
Truck Axle Weights	Refer to Schedules 20-25 for Designated Truck
Trailer Axle Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified) ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Self-steer axle 11 kg × combined tire widths in mm Not self-steer axle 10 kg × combined tire widths in mm
c) by axle unit description	Self-steer axle (single tires) 9,000 kg Self-steer axle (dual tires) 9,550 kg Tandem Axle – by axle spread: – 1.2 < 1.8 m 18,000 kg – 1.8 to 1.85m (Single Tires) 18,000 kg – 1.8 to 1.85m (Dual Tires) 19,100 kg
Allowable Gross Vehicle Weight : (lower of i and ii)	i. AGVW of the Designated Truck plus trailer axle maximums ii. the weight in Vehicle Weight Table 30.

SPIF #30
DESIGNATED TRUCK-TRAILER COMBINATION 5 — TRUCK TRIDEM-AXLE FULL TRAILER



Configuration Description

Designated Truck-Trailer Combination 5 is composed of a Designated Truck 2, 3, 4, 5, 6 or 7 combined with a tridem-axle full trailer. A single drawbar is rigidly attached to the structure of the trailer horizontally, but hinges vertically so that the whole of the trailer weight is carried on its own axles.

Exceptions

Until December 31, 2025, the dimensional limit for Hitch Offset (32) does not apply if the truck was built before 2011.

Until December 31, 2025, the dimensional limits for Wheelbase (11), Effective Rear Overhang (12), Inter-vehicle-unit Distance (13), Track Width (19), and Box Length (20) do not apply if the trailer was built before 2011.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #30)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length (including load)	Max. 23m
	(2)	Width (including load)	Max. 2.6m
	(3)	Height (including load)	Max. 4.15m
Truck		Refer to Schedules 20-25 for Designated Truck	
Tridem Trailer	(8)	Length (including load)	Max. 12.5m
	(11)	Wheelbase	Min. 6.25m
	(12)	Effective Rear Overhang (including load)	Max. 4.0m
	(13)	Inter-vehicle-unit Distance between: – tandem and tridem – tridem and tridem	 Min. 5.5m Min. 6.0m
	(16)	Tridem Spread	2.4 to 3.7m
	(19)	Track Width – single tires – dual tires	 2.45 to 2.6m 2.5 to 2.6m
	(20)	Box Length (including load)	Max. 20m
	(32)	Hitch Offset – tandem drive truck – tridem drive truck	 Max. 1.8m Max. 2.5m

Qualifying Preconditions SPIF #30

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

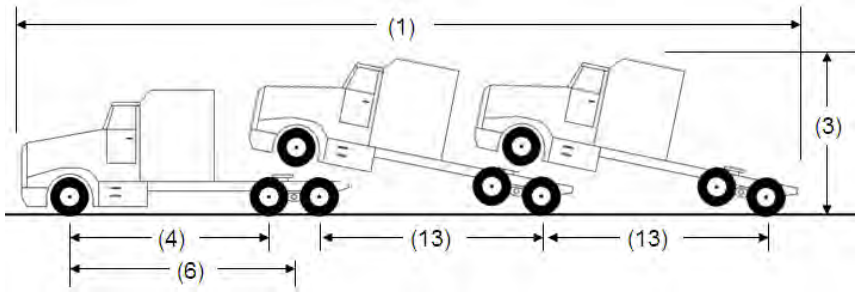
Rear Impact Guard is required on trailer unless: [Reg 413/05 s6]
- trailer was manufactured prior to September 2007, or
- trailer was exempted from having a guard by US or Canadian federal standards at time of manufacture.

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #30

Feature	Weight Limit
Truck Weights	Refer to Appropriate Weight Limit Chart (Schedules 20-25)
Trailer Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings specified on tire side walls
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Tridem Axle by axle spread: – 2.4 < 3.0m 21,300 kg – 3.0 < 3.6m 24,000 kg – 3.6 to 3.7m 26,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. AGVW of Designated Truck plus the maximum allowable weights of all axles of trailer ii. Until December 31, 2025, 1. if trailer is drawn by Designated Truck 3, the weight in Vehicle Weight Table 31 2. if trailer is built before July 2011 and is drawn by a designated truck other than Designated Truck 3, the weight in Vehicle Weight Table 30 3. if neither 1 nor 2 applies, A. if trailer wheelbase is less than 8.75m, the weight in Vehicle Weight Table 31 B. if trailer wheelbase is 8.75m or greater, the weight in Vehicle Weight Table 30 After 2025, 1. if trailer is drawn by Designated Truck 3 or has wheelbase less than 8.5m, the weight in Vehicle Weight Table 31 2. if trailer is not drawn by Designated Truck 3 and has wheelbase of 8.75m or greater, the weight in Vehicle Weight Table 30

SPIF #31
DESIGNATED SADDLEMOUNT COMBINATION



Configuration Description

A Designated Saddlemount Combination is composed of tractors, trucks or both. The second and any subsequent vehicle is connected to the vehicle ahead by means of a saddlemount device which performs as a fifth wheel assembly. The combination consists of two or three motor vehicles whose wheels are in contact with the highway. Only the rearmost such vehicle may carry an additional vehicle whose wheels do not contact the highway.

Exceptions

A Saddlemount Combination is exempt from the Overall Length (1) and Height (3) limits set out in the Dimension Limit Chart below if all vehicles in the combination (including any fully loaded vehicle) face forward. The following limits apply to exempted Saddlemount Combinations:

Overall Length (1) – 25m
Height (3) – 4.3m.

DIMENSIONAL LIMIT CHART (TO QUALIFY AS SPIF #31)

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Lead Tractor or Truck	(4)	Inter-axle Spacing	Min. 3.0m
	(6)	Wheelbase	Not controlled
Drawn Tractors or Trucks	(13)	Inter-vehicle-unit Distance	Min. 3.0m

Qualifying Preconditions SPIF #31

Additional Lift Axles: [Reg 413/05 s5(1)]
- may not be deployed in Ontario

Tire Width [Reg 413/05 s8]
- all tires must be at least 150 mm wide

WEIGHT LIMIT CHART FOR VEHICLES QUALIFYING AS SPIF #31

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified); or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	Front axle (towed vehicle) 11 kg × combined tire widths in mm Not front axle (lead or towed vehicle) 10 kg × combined tire widths in mm
c) by axle unit description	Lead Tractor or Truck and drawn Tractors or Trucks: Single Axle (Single Tires) 9,000 kg Single Axle (Dual Tires) 10,000 kg Tandem Axle – by axle spread: – 1.2 < 1.8m 18,000 kg – 1.8 m or more (SingleTires) 18,000 kg – 1.8 m or more (Dual Tires) 19,100 kg Tridem Axle – by axle spread: – 2.4 < 2.7m 21,300 kg – 2.7 m or more 22,000 kg
Allowable Gross Vehicle Weight: (lower of i and ii)	i. actual weight on the front axle plus other axle maximums ii. 63,500 kg

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4. ALLOWABLE WEIGHTS (SPIF and non-SPIF)

ALLOWABLE WEIGHT ON TIRES (SPIF and non-SPIF)

ALLOWABLE GROSS WEIGHT WORKSHEETS (SPIF and non-SPIF)

- Worksheet 'A1' SPIF Trucks, Buses, Tractor-Trailers

- Worksheet 'A2' SPIF Truck-Trailer Combinations

- Worksheet 'B' Non-SPIF Aggregate Grandfathered

- Worksheet 'C' Non-SPIF Non-Aggregate Grandfathered

- Worksheet 'D' Non-SPIF (Not Grandfathered)

ALLOWABLE AXLE WEIGHTS

- Worksheet 'E' Non-SPIF Vehicles

- Refer to Chapter 3 SPIF Vehicles

MAXIMUM ALLOWABLE WEIGHT ON TIRES

Axle Position	SPIF	Non-SPIF
Any tire less than 150 mm wide	n/a	9 kg / mm
Minimum 150 mm wide tire on front or self-steering axle	11 kg / mm	11 kg / mm
Minimum 150 mm wide tire on non-steering axle	10 kg / mm	11 kg / mm
Forced steer axle on Truck 21	11 kg / mm	11 kg / mm
Tag axle on standard and intercity buses	10 kg / mm *	n/a

* 11 kg/mm for buses built prior to July 2011.

Tire width is the value stamped on the tire side wall by the manufacturer, HTA s115. Dual tires are required on an axle whenever the axle weight exceeds 9,000 kg.

Example: ***front axle equipped with 11R22.5 tires***

11" x 25.4mm/inch x 2 tires x 11 kg/mm = 6,146 kg

The front axle in this example may not be loaded beyond 6,146 kg (SPIF or non-SPIF)

Example: ***non-steering trailer axle equipped with single 365/70R22.5 tires***

SPIF – 365mm x 2 tires x 10 kg/mm = 7,300 kg
Non-SPIF - 365mm x 2 tires x 11 kg/mm = 8,030 kg

The non-steering axle in this example may not be loaded beyond 7,300 kg (SPIF) or 8,030 kg (non-SPIF).

Tires should not be operated at weights in excess of those recommended by the manufacturer at a given pressure.

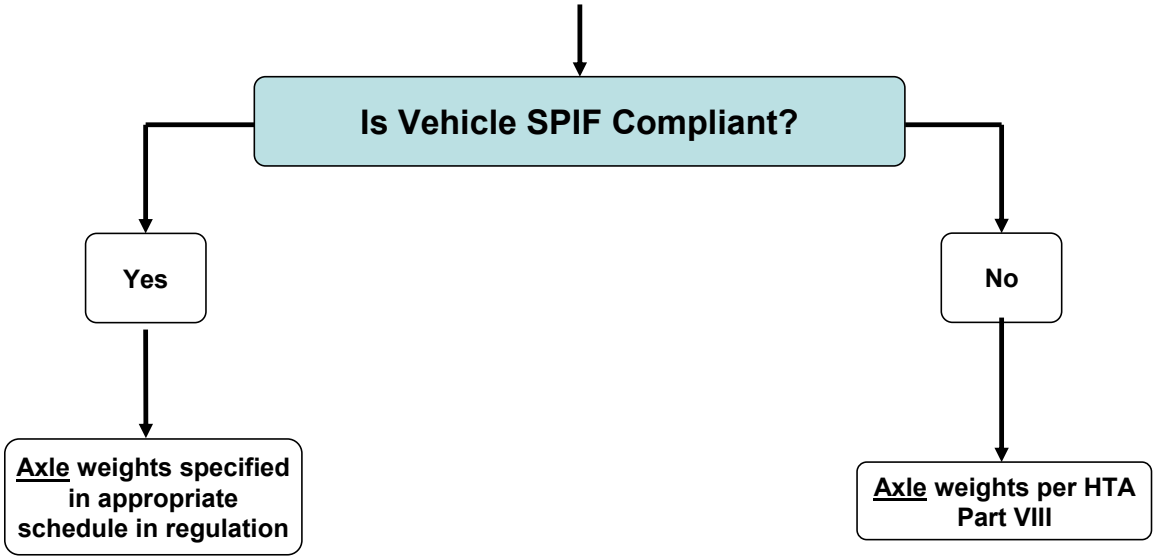
VEHICLE WEIGHT TABLES

Vehicle Weight Tables 1 through 32 referred to in Worksheets A1, A2, B, C and D are reproduced in Chapter 8 of this guide.

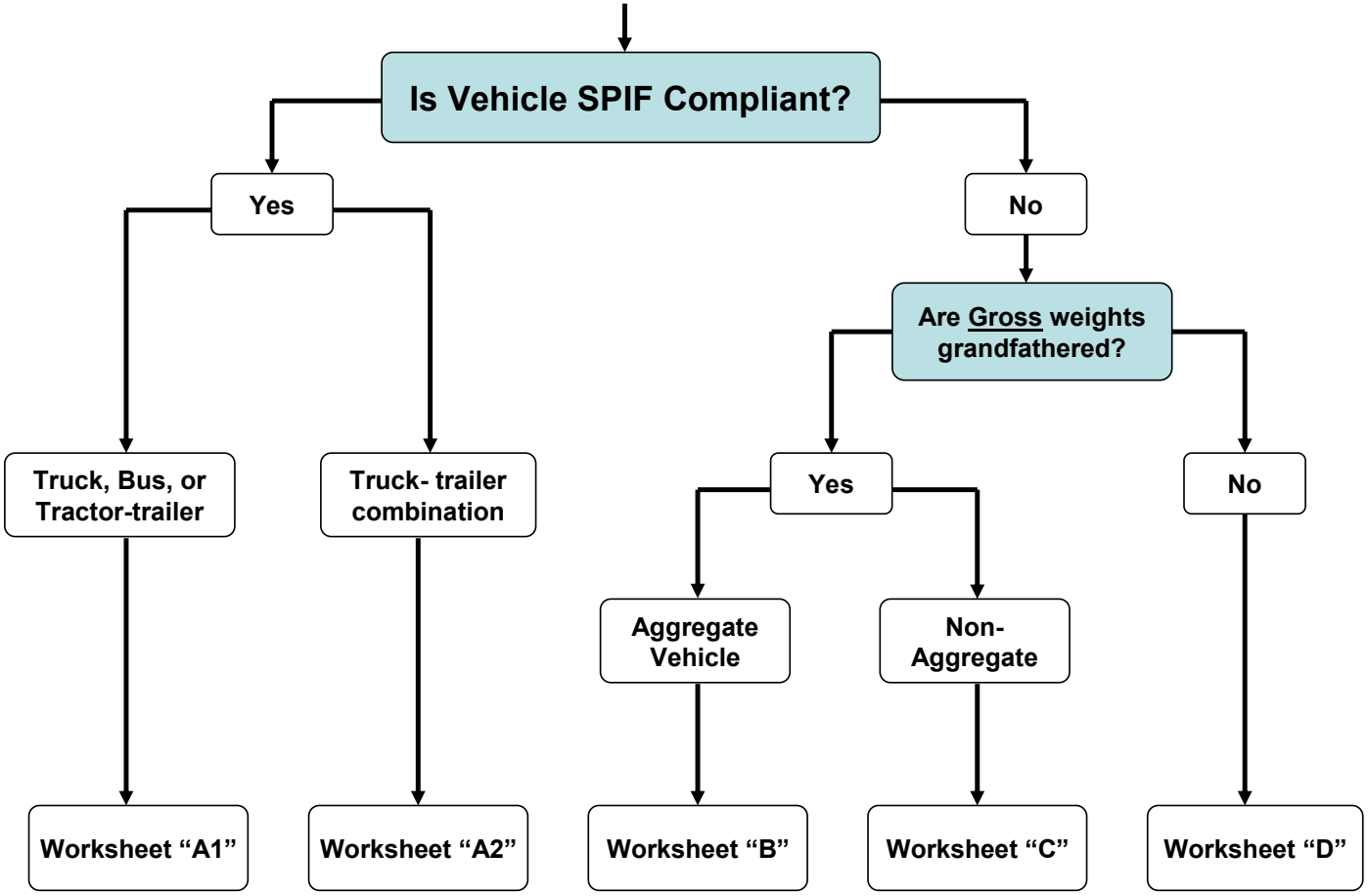
Non-SPIF AGGREGATE VEHICLE

Means a grandfathered non-SPIF vehicle or combination that is designed for dumping or spreading aggregate product and is loaded with aggregate product. Aggregate product includes sand, gravel, crushed or uncut rock, asphalt, slag, rubble, or any mixture thereof – but does not include salt, Reg 413/05 s2.

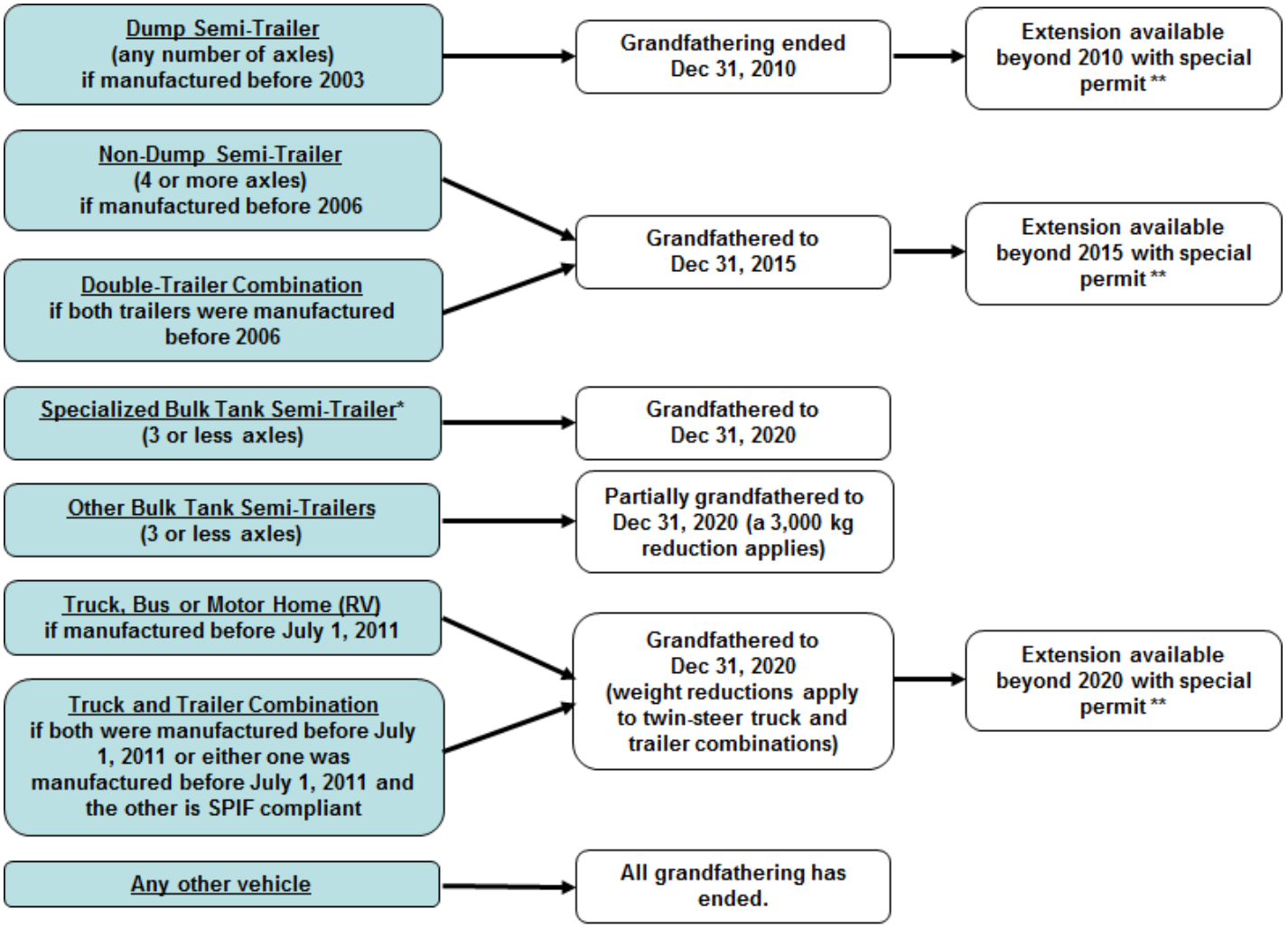
FLOWCHART TO DETERMINE ALLOWABLE AXLE WEIGHTS



FLOWCHART TO DETERMINE APPROPRIATE WORKSHEET FOR ALLOWABLE GROSS WEIGHT



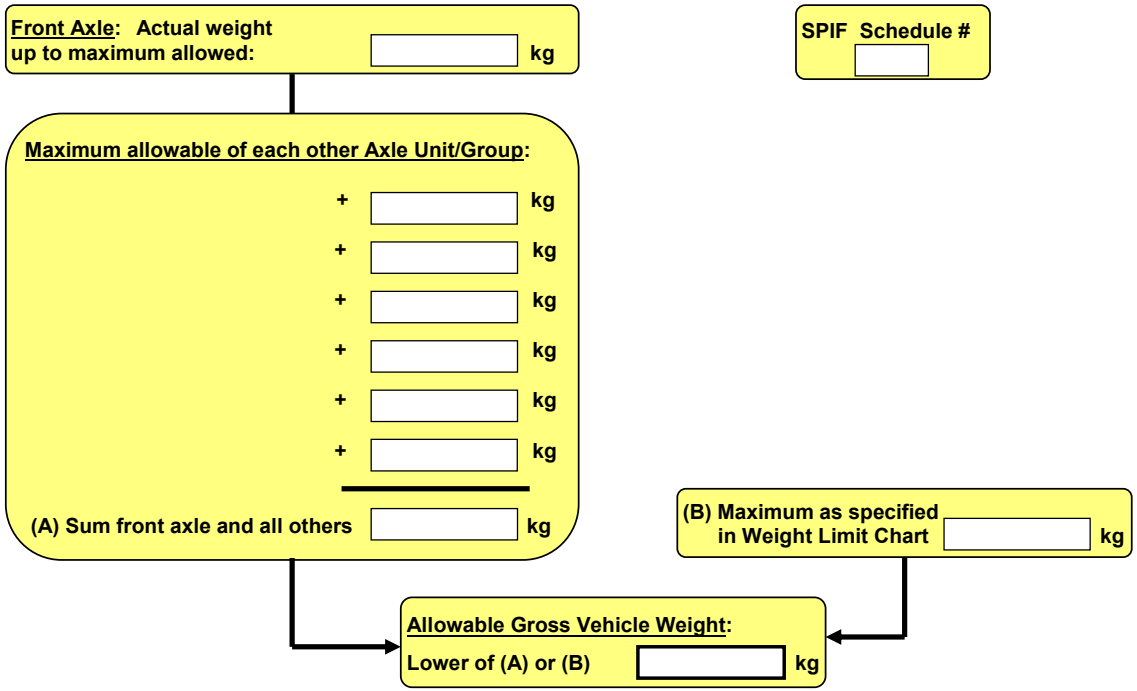
TO DETERMINE WHEN GROSS WEIGHTS ON NON-SPIF VEHICLES ARE GRANDFATHERED



* Specialized tankers include a carbon dioxide tank semi-trailer, cryogenic tank semi-trailer or tag-axle tank semi-trailer.
** Grandfather extensions are available by special permit for vehicles less than 15 years of age (20 years for hopper dump semi-trailers, non-dump semi-trailer with 4 or more axles and double trailers, tank full or pony trailers, and concrete mixer trucks. 25 years for tank semi-trailers with 4 or more axles and tank double trailers), Reg 431/05 s. 34.

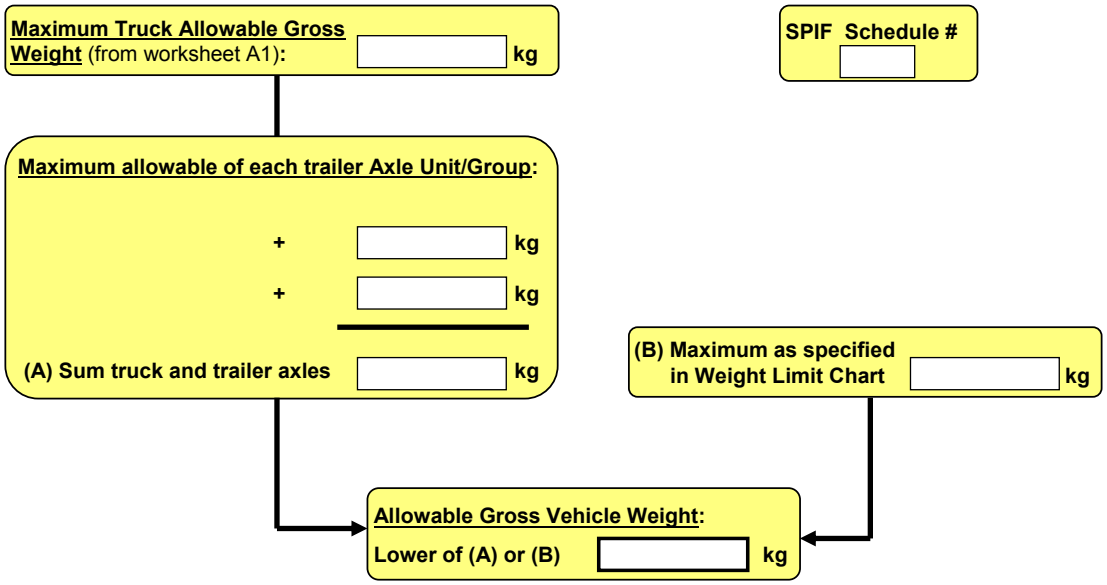
(A1) AGVW – SPIF Trucks, Buses, Tractor-Trailers

(See Schedules 1 to 25 and 31)

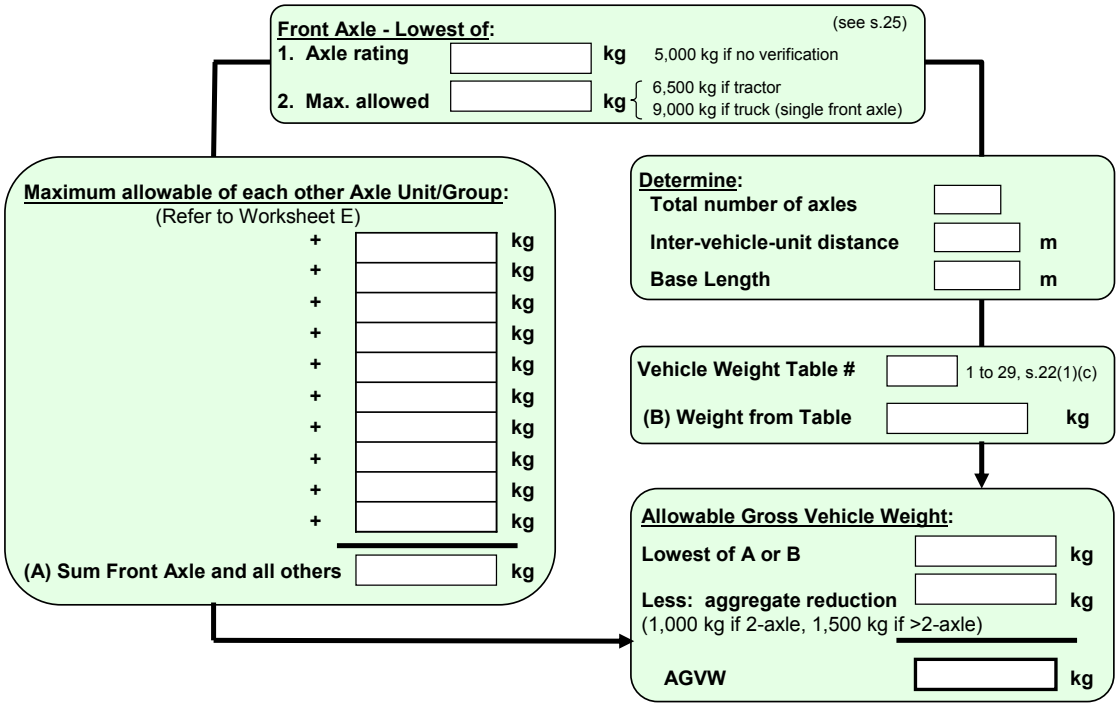


(A2) AGVW – SPIF Truck-Trailer Combinations

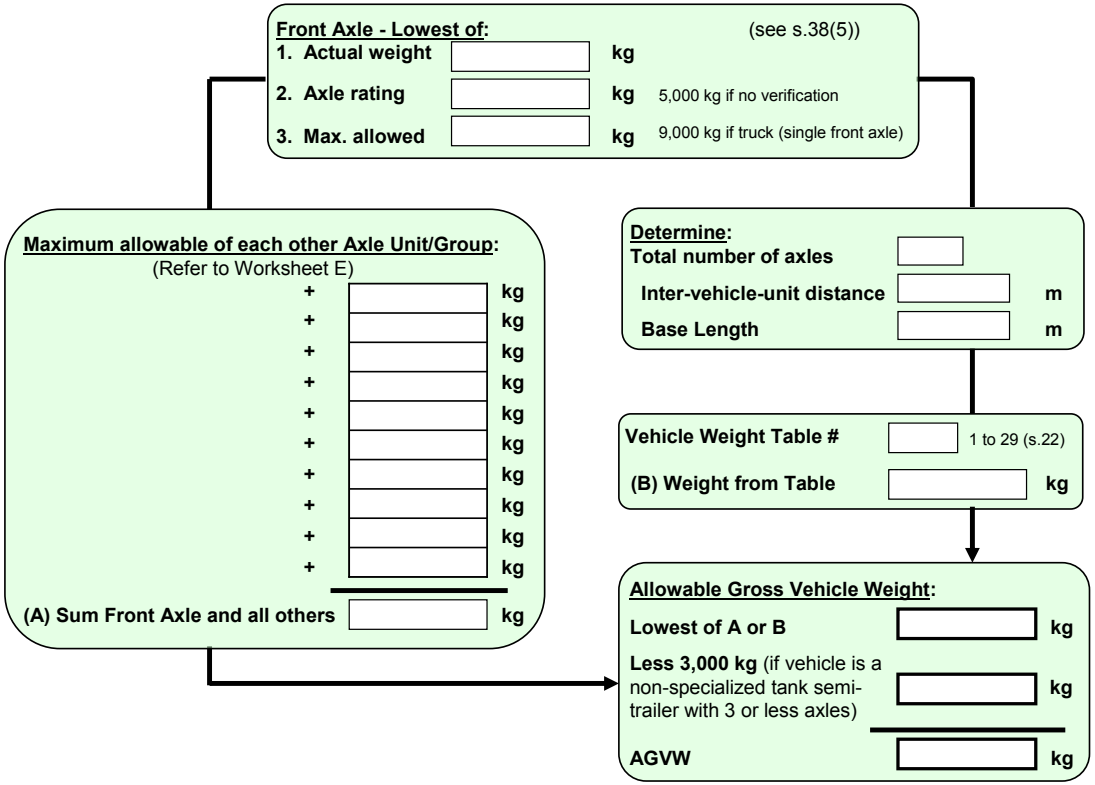
(See Schedules 26 to 30)



(B) AGVW – Non-SPIF Aggregate Grandfathered

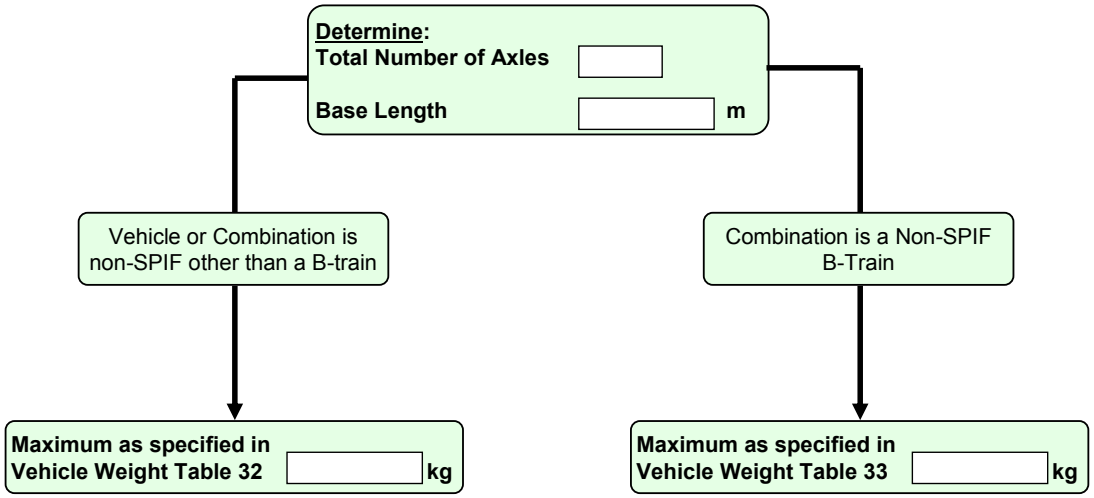


(C) AGVW – Non-SPIF Non-Aggregate Grandfathered



(D) AGVW – Non-SPIF Vehicle or Combination

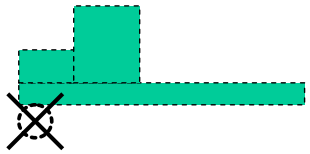
(See Section 21)



This worksheet is used for any non-SPIF vehicle or combination of vehicles where:

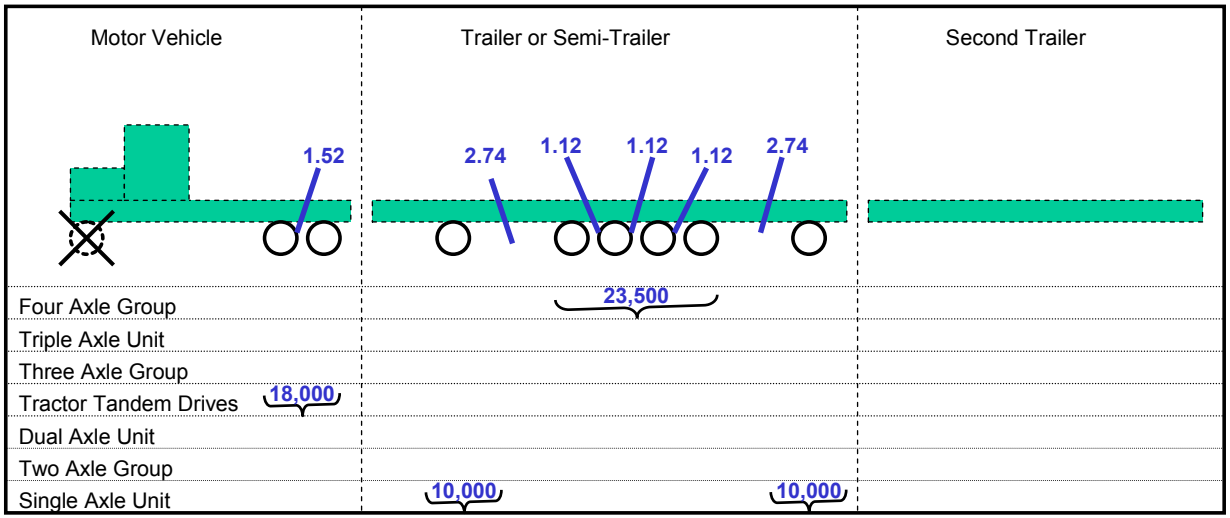
a) The vehicle or combination is not eligible for grandfather protection, or
b) Grandfather protection has expired.

(E) Non-SPIF Axle Unit / Axle Group Worksheet

Motor Vehicle	Trailer or Semi-Trailer	Second Trailer
		
Four Axle Group		
Triple Axle Unit		
Three Axle Group		
Tractor Tandem Drives		
Dual Axle Unit		
Two Axle Group		
Single Axle Unit		

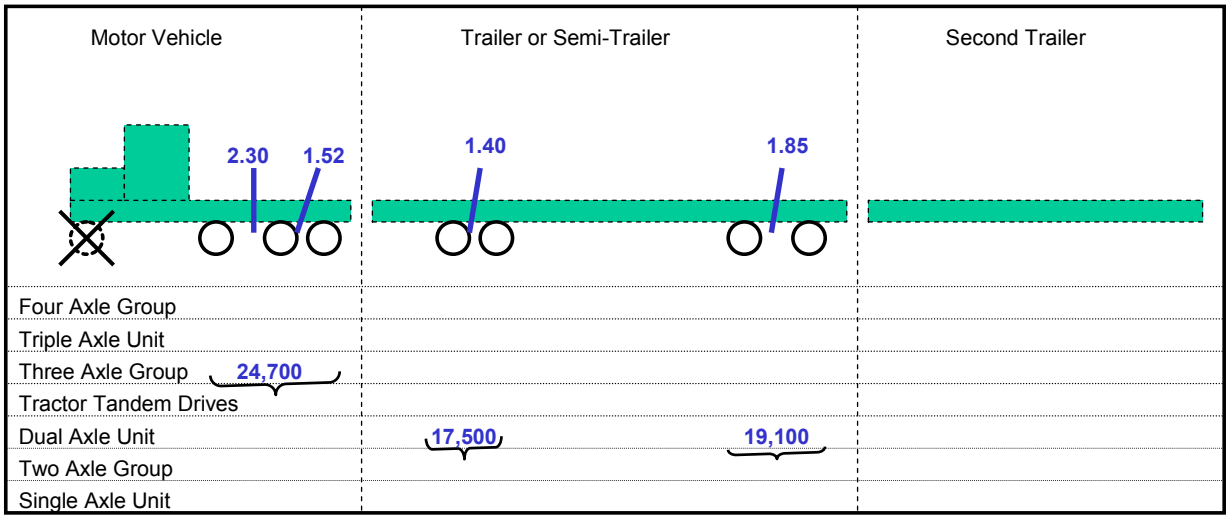
1. Draw a circle to represent each axle on motor vehicle and any trailers;
2. Indicate spacing (in metres) between axles on the motor vehicle and between axles on each trailer;
3. Bracket those axles that form an axle unit or axle group and write in the allowable weight;
4. Descriptions of axle units and groups and allowable weights are attached.

Example of a 3-axle tractor pulling a 6-axle semi-trailer



- Address each vehicle in the combination (motor vehicle and trailers) separately, ignoring front axle of motor vehicle;
- Start on first row and identify any Four Axle Groups;
- Of the remaining axles, move to next row and identify any Triple Axle Units;
- Of the remaining axles, move to next row and identify any Three Axle Groups;
- Carry on down through the rows until all axles have been accounted for;
- Besides the front axle, this example consists of: a Tandem Drive, Single Axle, Four Axle Group, and another Single Axle. The maximum allowable weight for each of these axle units or groups (from the attached tables) should then be transferred to the appropriate area of Worksheet B or Worksheet C.

Example of a 4-axle truck pulling a 4-axle full trailer



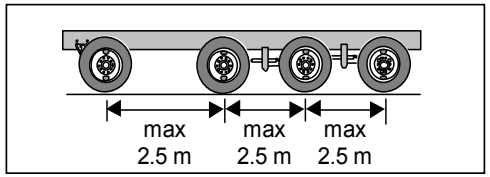
- Address each vehicle in the combination (motor vehicle and trailers) separately, ignoring front axle of motor vehicle;
- Start on first row and identify any Four Axle Groups;
- Of the remaining axles, move to next row and identify any Triple Axle Units;
- Of the remaining axles, move to next row and identify any Three Axle Groups;
- Carry on down through the rows until all axles have been accounted for;
- Besides the front axle, this example consists of: a Three Axle Group, a Dual Axle, and another Dual Axle. The maximum allowable weight for each of these axle units or groups (from the attached tables) should then be transferred to the appropriate area of Worksheet B or Worksheet C.

Four Axle Group – non-SPIF

"Four Axle Group" – means four consecutive axles, not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer, and

(b) in which the spacings between the consecutive axles do not exceed 2.5 metres. [HTA s114]



The allowable weight is determined from Table 5 based on the spacing between the first and last axle of the group.

Four Axle Group may consist of:

- four single axles;
- two single axles and a dual axle;
- a single axle and a triple axle; or
- two dual axles.

Axle Weight Table 5
Allowable Weight for a Four Axle Group

Column One	Column Two
Axle Group Spacing (Metres)	Maximum Allowable Weight (Kilograms)
Less than 3.6	23,500
3.6 to less than 3.7	23,900
3.7 to less than 3.8	24,200
3.8 to less than 3.9	24,600
3.9 to less than 4.0	24,900
4.0 to less than 4.1	25,300
4.1 to less than 4.2	25,700
4.2 to less than 4.3	26,000
4.3 to less than 4.4	26,400
4.4 to less than 4.5	26,700
4.5 to less than 4.6	27,100
4.6 to less than 4.7	27,500
4.7 to less than 4.8	27,800
4.8 to less than 4.9	28,200
4.9 to less than 5.0	28,500
5.0 to less than 5.1	28,900
5.1 to less than 5.2	29,300
5.2 to less than 5.3	29,600
5.3 to less than 5.4	30,000
5.4 to less than 5.5	30,300
5.5 to less than 5.6	30,700
5.6 to less than 5.7	31,100
5.7 to less than 5.8	31,400
5.8 to less than 5.9	31,800
5.9 to less than 6.0	32,100
6.0 to less than 6.1	32,500
6.1 to less than 6.2	32,900
6.2 to less than 6.3	33,200
6.3 to less than 6.4	33,600
6.4 to less than 6.5	33,900
6.5 to less than 6.6	34,300
6.6 to less than 6.7	34,700
6.7 to less than 6.8	35,000
6.8 to less than 6.9	35,400
6.9 to less than 7.0	35,700
7.0 to less than 7.1	36,100
7.1 to less than 7.2	36,500
7.2 to less than 7.3	36,800
7.3 to less than 7.4	37,200
7.4 to less than 7.5	37,600
7.5 or more	38,000

Triple Axle Unit – non-SPIF

"Triple Axle" means any three consecutive axles that,

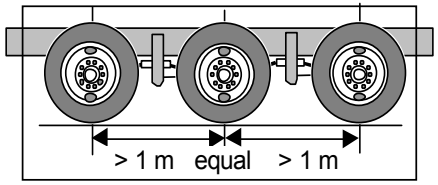
(a) have their consecutive centres equally spaced, and

(b) have their consecutive centres more than one metre apart,

and that,

(c) are articulated from an attachment to the vehicle common to the consecutive axles, or

(d) are designed to automatically equalize the load between the three axles under all conditions of loading. [HTA s114]



The allowable weight is determined from Table 2 based on the spacing between the first and last axle.

Triple axles equipped with single tires may not exceed 27,000 kg. [HTA s116]

Axle Weight Table 2

Allowable Weight for a Triple Axle

Column One	Column Two
Axle Spacing (Metres)	Maximum Allowable Weight (Kilograms)
2.0 to less than 2.4	19,500
2.4 to less than 2.8	21,300
2.8 to less than 2.9	21,700
2.9 to less than 3.0	22,000
3.0 to less than 3.2	23,000
3.2 to less than 3.3	23,100
3.3 to less than 3.4	23,400
3.4 to less than 3.5	23,800
3.5 to less than 3.6	24,100
3.6 to less than 3.7	24,400
3.7 to less than 3.8	24,800
3.8 to less than 3.9	25,100
3.9 to less than 4.0	25,500
4.0 to less than 4.1	25,800
4.1 to less than 4.2	26,200
4.2 to less than 4.3	26,500
4.3 to less than 4.4	26,900
4.4 to less than 4.5	27,200
4.5 to less than 4.6	27,600
4.6 to less than 4.7	27,900
4.7 to less than 4.8	28,300
4.8 or more	28,600

Three Axle Group – non-SPIF

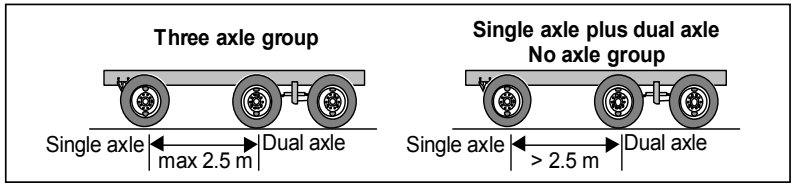
"Three Axle Group" means three consecutive axles not including the front axle of a motor vehicle,

(a) that do not form a "Triple Axle",

(b) that are entirely within either a motor vehicle or trailer or semi-trailer,

(c) in which the spacing between the consecutive axles do not exceed 2.5 metres, and

(d) which are not included in a "Four Axle Group". [HTA s114]



The allowable weight is determined from Table 4 based on the spacing between the first and last axles.

A Three Axle Group may consist of:

- 3 single axles; or
- a single axle and a dual axle.

Axle Weight Table 4

Allowable Weight for a Three Axle Group

Column One	Column Two
Axle Group Spacing (Metres)	Maximum Allowable Weight (Kilograms)
2.0 to less than 2.4	19,000
2.4 to less than 2.6	20,400
2.6 to less than 2.8	21,000
2.8 to less than 2.9	21,400
2.9 to less than 3.0	21,700
3.0 to less than 3.1	22,000
3.1 to less than 3.2	22,400
3.2 to less than 3.3	22,700
3.3 to less than 3.4	23,000
3.4 to less than 3.5	23,400
3.5 to less than 3.6	23,700
3.6 to less than 3.7	24,000
3.7 to less than 3.8	24,400
3.8 to less than 3.9	24,700
3.9 to less than 4.0	25,000
4.0 to less than 4.1	25,400
4.1 to less than 4.2	25,700
4.2 to less than 4.3	26,000
4.3 to less than 4.4	26,400
4.4 to less than 4.5	26,700
4.5 to less than 4.6	27,000
4.6 to less than 4.7	27,400
4.7 to less than 4.8	27,700
4.8 to less than 4.9	28,000
4.9 to less than 5.0	28,300
5.0 or more	28,600

Unlike a Triple Axle, a Three Axle Group is not required to load equalize.

Tractor Tandem Drive Axle – non-SPIF

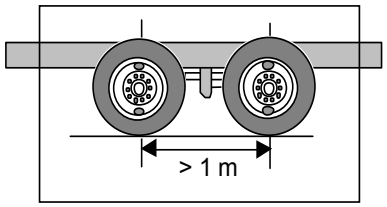
"Tandem Axle" means a "Dual Axle" that does not include a liftable axle or a self-steering axle and that has the same number of tires at each wheel position.

"Drive Axle" means an axle unit that is connected to the power source of a motor vehicle and that transmits tractive power to the wheels.

[Reg 413/05 s2]

Tractor Tandem Drive Axles
Allowable Weights

Column One Axle Spacing (Metres)	Column Two Maximum Allowable Weight (Kilograms)
1.0 to less than 1.2	15,400
1.2 to less than 1.3	18,000
1.3 to less than 1.4	
1.4 to less than 1.5	
1.5 to less than 1.6	
1.6 to less than 1.7	18,300
1.7 to less than 1.8	18,700
1.8 or more	19,100



Tandem drive axles on a non-SPIF tractor equipped with single tires may not exceed 18,000 kg.

[HTA s116]

The allowable tandem drive axle weight for a 3-axle tractor is determined from the table based on the spacing between the two axles.

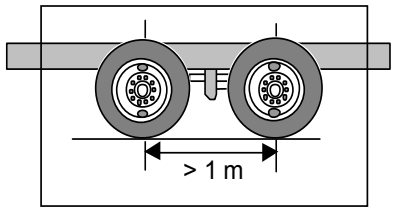
[Reg 413/05 s35]

Dual Axle Unit – non-SPIF

"Dual Axle" means any two consecutive axles whose centres are more than one metre apart and that,

(a) are articulated from a common attachment to the vehicle, or

(b) are designed to automatically equalize the load between the two axles. [HTA s114]



The allowable weight is determined from Table 1 based on the spacing between the two axles.

Dual axles on non-SPIF combinations equipped with single tires may not exceed 18,000 kg.

Any axles less than one metre apart are considered to be a "Single Axle".

[HTA s116]

Axle Weight Table 1

Allowable Weight for a Dual Axle

Column One	Column Two
Axle Spacing (Metres)	Maximum Allowable Weight (Kilograms)
1.0 to less than 1.2	15,400
1.2 to less than 1.3	17,000
1.3 to less than 1.4	17,200
1.4 to less than 1.5	17,500
1.5 to less than 1.6	17,900
1.6 to less than 1.7	18,300
1.7 to less than 1.8	18,700
1.8 or more	19,100

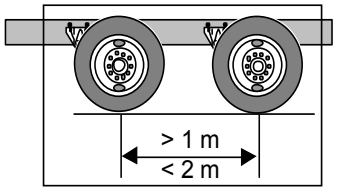
Two Axle Group – non-SPIF

"Two Axle Group" means two consecutive axles not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer,

(b) in which the spacing between the consecutive axles is less than two metres, and

(c) which are not included in a "Three Axle Group" or "Four Axle Group" [HTA s114]



The allowable weight is determined from Table 3 based on the spacing between the two axles.

Any axles that are one metre apart or less are considered to be a "Single Axle".

Any axles that are two or more metres apart are each considered to be "Single Axles".

Axle Weight Table 3

Allowable Weight for a Two Axle Group

Column One	Column Two
Axle Group Spacing (Metres)	Maximum Allowable Weight (Kilograms)
1.0 to less than 1.2	15,000
1.2 to less than 1.3	16,300
1.3 to less than 1.4	16,700
1.4 to less than 1.5	17,000
1.5 to less than 1.6	17,400
1.6 to less than 1.7	17,800
1.7 to less than 1.8	18,200
1.8 to less than 1.9	18,600
1.9 to less than 2.0	19,100

Unlike a Dual Axle, a Two Axle Group is not required to load equalize.

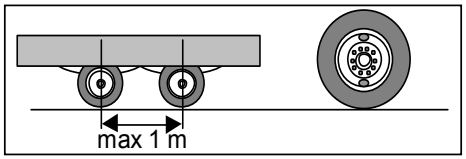
Single Axle Unit – non-SPIF

"Single Axle" means one or more axles whose centres are included between two parallel transverse vertical planes one metre apart.

[HTA s114]

Single Axle
Allowable Maximum Weight

Dual Tires	10,000 kg
Single Tires	9,000 kg



If a Single Axle is within 2 metres of another Single Axle, they will form a Two Axle Group.

If a Single Axle is within 2.5m of a Dual Axle or Triple Axle, they will form a Three or Four Axle Group.

Front Axle – non-SPIF

"Front Axle" means the front axle of a motor vehicle.
[HTA s114]

Single Front Axle
Allowable Maximum Weight

Lowest of:
1. 9,000 kg (single tires);
2. Gross Axle Weight Rating (GAWR) with written verification; and
3. 5,000 kg, if GAWR not verified.

Twin Steer Front Axle
Allowable Maximum Weight

Lowest of:
1. Dual Axle Table 1 (see above);
2. Gross Axle Weight Rating (GAWR) with written verification; and
3. 10,000 kg, if GAWR not verified.

Role of Front Axle in determining Allowable Gross Vehicle Weight

Non-Aggregate Vehicle:
- Use the 'actual' scaled weight of the front axle up to the lowest allowable maximum weight (above boxes).

Aggregate Vehicle:
- Trucks – use the lowest allowable maximum weight (above boxes);
- Tractor-trailers – use 6,500 kg up to the lowest allowable maximum weight (above boxes).

To determine the appropriate Vehicle Weight Table column for twin steer trucks, use one-half of lowest allowable maximum weight (above boxes).

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5. EXAMPLES OF ALLOWABLE WEIGHTS

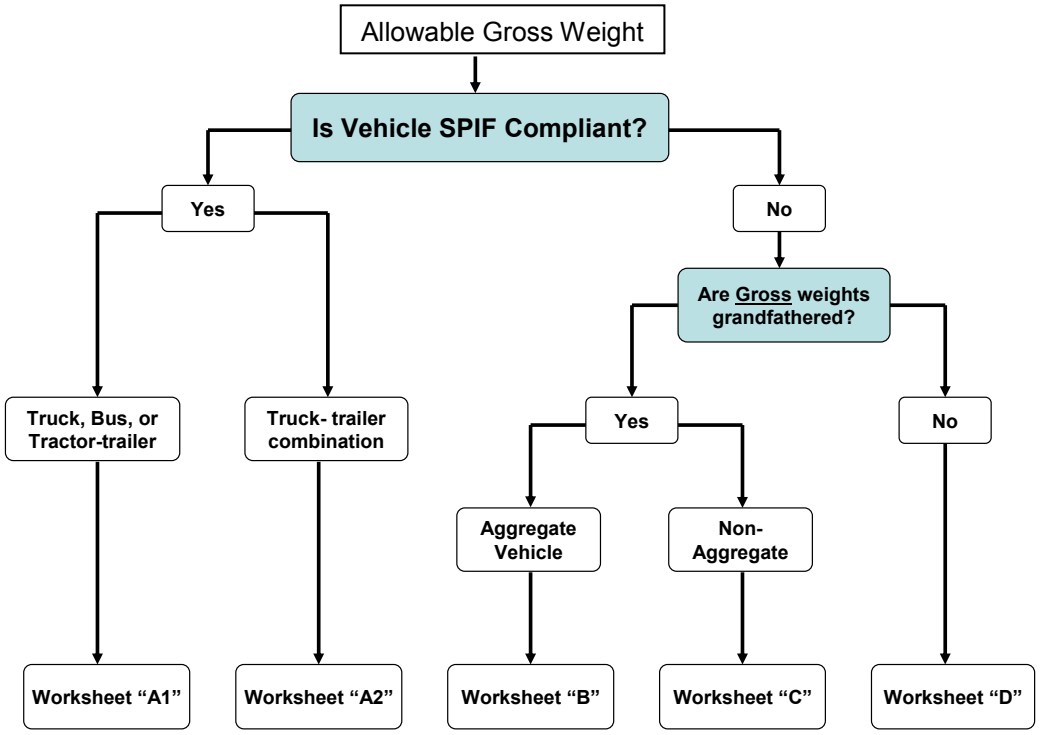
Vehicles included in the examples are not intended to cover all possible configurations. The examples are intended to provide a guide on how to calculate the Allowable Gross Vehicle Weight (AGVW) for some common configurations. Each configuration requires an individual calculation using the worksheets provided in Chapter 4.

Chapter 5 Contents

Examples 1 – 12	**Tractor Semi-Trailers**
Examples 13 – 15	**Tractor Double-Trailers**
Examples 16 – 21	**Straight Trucks**
Examples 22 – 24	**Straight Truck and Trailers**

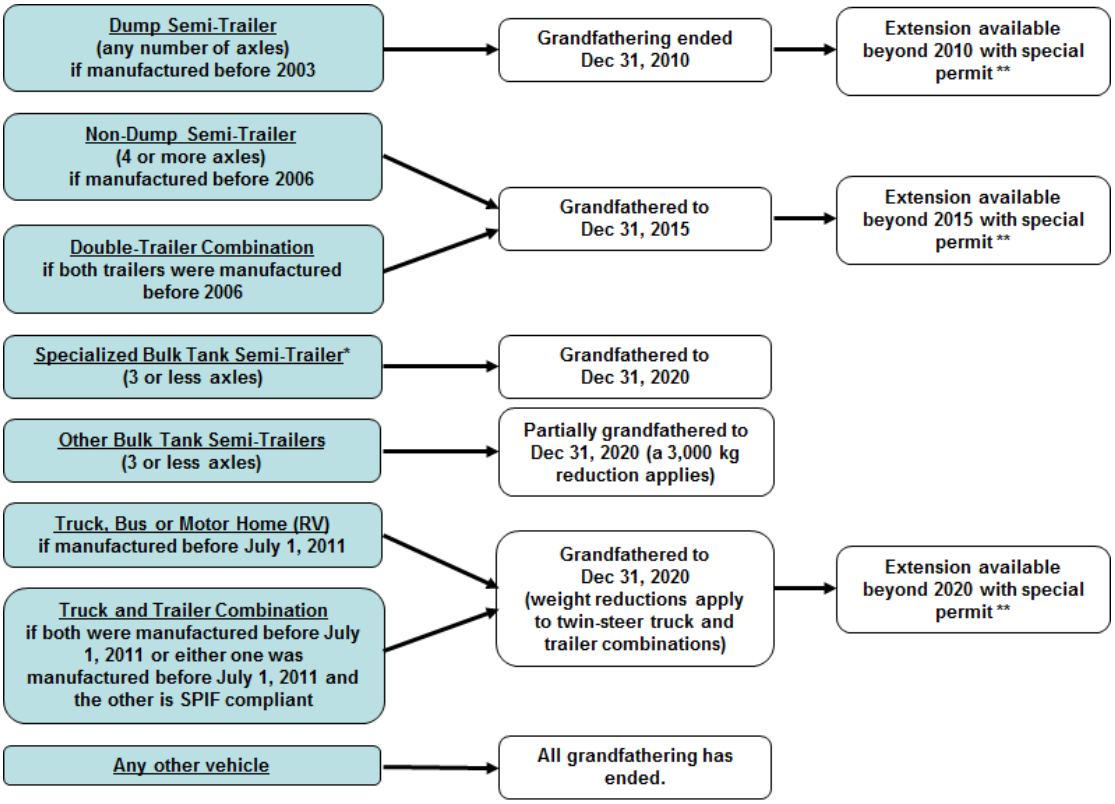
Example	Description	SPIF Schedule	Non-SPIF		Work Sheet
			Grand-fathered	Not Grand-fathered	
	Tractor Semi-Trailers				
1	Tandem Semi-trailer	1			A1
2	2-Axle Semi-Trailer			X	D
3	Reduced Load Highway	1			A1
4	Tridem Semi-Trailer	1			A1
5	Triaxle Semi-Trailer		X	X	C / D
6	Triaxle Semi-Trailer – Aggregate		X	X	B / D
7	4-Axle Semi-Trailer		X	X	C / D
8	4-Axle Semi-Trailer – Aggregate		X	X	B / D
9	Self-Steer Quad Semi-Trailer	3			A1
10	5-Axle Semi-Trailer	5			A1
11	6-Axle Semi-Trailer		X	X	C / D
12	6-Axle Semi-Trailer	7			A1
	Tractor Double Trailers				
13	A-Train	11			A1
14	B-Train		X	X	C / D
15	B-Train	12			A1
	Straight Trucks				
16	2-Axle Truck	19			A1
17	Tandem-Axle Truck	20			A1
18	Twin Steer Tandem-Drive Truck	22			A1
19	4-Axle Truck – Aggregate		X	X	B / D
20	Self-Steer Triaxle Truck	23			A1
21	5-Axle Truck		X	X	C / D
	Straight Trucks and Trailers				
22	Self-Steer Triaxle Truck and Pony Trailer	26			A2
23	4-Axle Truck and Pony Trailer - Aggregate		X	X	B / D
24	Tandem-Axle Truck and Full Trailer	28			A2

Use following worksheets (found in Chapter 4) to determine Allowable Gross Vehicle Weight (AGVW):



An 'aggregate vehicle' means a vehicle or vehicle combination that is designed for dumping or spreading of sand, gravel, crushed or uncut rock, asphalt, slag rubble, or any mixture thereof and that is transporting a load consisting mostly of any of these materials – Reg 413/05 s2 (Road salt is not considered to be an aggregate product.)

Use following flowchart to determine if vehicle is grandfathered:



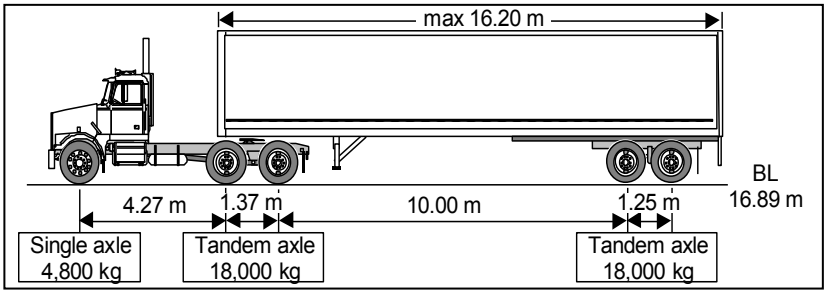
* Specialized tankers include a carbon dioxide tank semi-trailer, cryogenic tank semi-trailer or tag-axle tank semi-trailer.

** Grandfather extensions are available by special permit for vehicles less than 15 years of age (20 years for hopper dump semi-trailers, non-dump semi-trailer with 4 or more axles and double trailers, tank full or pony trailers, and concrete mixer trucks. 25 years for tank semi-trailers with 4 or more axles and tank double trailers), Reg 431/05 s. 34.

In the following examples, the front axle weight, axle ratings and all dimensions are for illustrative purposes only. Allowable weights may vary depending on the actual front axle weight, axle ratings, and the axle spacings of the vehicle under consideration.

Unless otherwise specified, all axles are assumed to be equipped with sufficiently wide tires. Any axle over 9,000 kg is assumed to be equipped with dual tires which are required for any axle weights greater than 9,000 kg.

Example 1: Tractor Tandem Semi-Trailer (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 4,800 kg

SPIF Schedule # 1

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+	18,000	kg
+		kg
+		kg
+		kg
+		kg

(A) Sum front axle and all others 40,800 kg

(B) Maximum as specified in Weight Limit Chart none * kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 40,800 kg

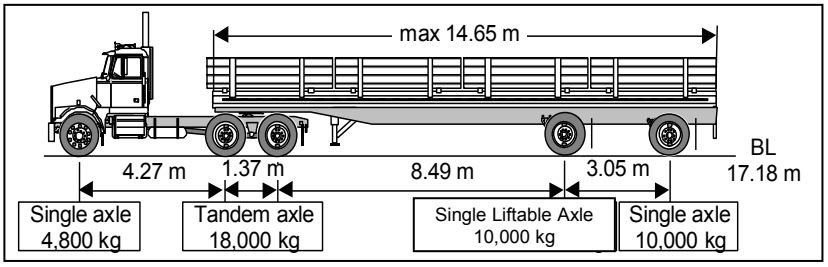
* Before January 1, 2020, if the semi-trailer wheelbase or the inter-vehicle-unit-distance is less that the minimum specified in the Dimensional Limit Chart of Schedule 1 enter the weight limit from the appropriate Weight Table 1 to 15.

Tractor wheelbase, in this example, is 4.955m (195”). Following would be consequence if tractor wheelbase exceeded 6.2m (244”) and:

1) If trailer length exceeds 14.65m (48’) – combination is not legal, HTA s109(10.2)

2) If trailer length is 14.65m or less and:
   (a) tractor built prior to 2006 – no consequence (grandfathered), Reg 413/05 Schedule 1;
   (b) tractor built in or after 2006 - combination is deemed non-SPIF. Table 32 applies and the AGVW is 36,500, Reg 413/05 s21.

Example 2: Tractor Semi-Trailer - Two Single Axles (non-SPIF)



AGVW WORKSHEET D

Determine:

Total Number of Axles 5

Base Length 17.18 **m**

Vehicle or Combination is non-SPIF other than a B-train

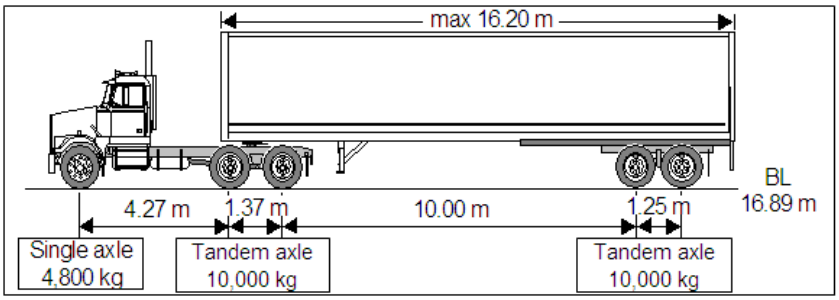
Maximum as specified in Vehicle Weight Table 32 36,500 **kg**

Combination is a Non-SPIF B-Train

Maximum as specified in Vehicle Weight Table 33 _____ **kg**

The non-dump semi-trailer in this example is equipped with a rigid air-lift axle which disqualifies the combination from being SPIF. Other than dumps or tankers, all grandfathering protection for non-SPIF semi-trailers with 3 or less axles has expired.

Example 3: Tractor Tandem Semi-Trailer (SPIF) on Designated Highway during Reduced Load Period



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 4,800 kg

SPIF Schedule # 1

Maximum allowable of each other Axle Unit/Group:

+	10,000	kg
+	10,000	kg
+		kg
+		kg
+		kg
+		kg

(A) Sum front axle and all others 24,800 kg

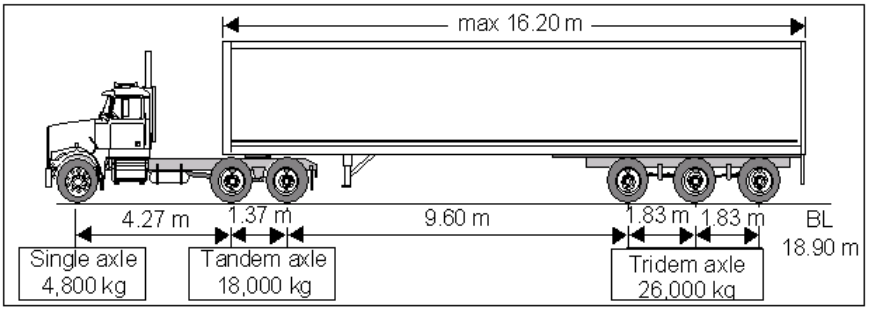
(B) Maximum as specified in Weight Limit Chart none kg

Allowable Gross Vehicle Weight:

Lower of (A) or (B) 24,800 kg

During a reduced load period, axles of commercial vehicles shall not be loaded beyond 5,000 kg on designated highways, HTA s122

Example 4: Tractor Tridem Semi-Trailer (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 4,800 kg

SPIF Schedule # 1

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+	26,000	kg
+		kg
+		kg
+		kg
+		kg

(A) Sum front axle and all others 48,800 kg

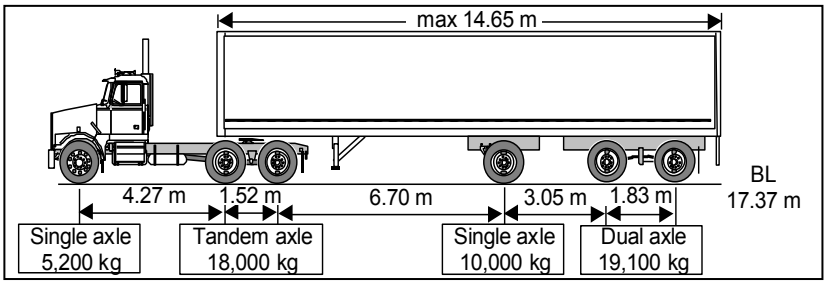
(B) Maximum as specified in Weight Limit Chart none * kg

Allowable Gross Vehicle Weight:

Lower of (A) or (B) 48,800 kg

* Before January 1, 2020, if the semi-trailer wheelbase or the inter-vehicle-unit-distance is less than the minimum specified in the Dimensional Limit Chart of Schedule 1 enter the weight limit from the appropriate Weight Table 1 to 15.

Example 5: Tractor Triaxle Semi-Trailer Tanker (non-SPIF)



AGVW WORKSHEET C

Front Axle - Lowest of: (see s.38(5))

1. Actual weight	5,200	kg	
2. Axle rating	5,443	kg	5,000 kg if no verification
3. Max. allowed	9,000	kg	9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	10,000	kg
+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	52,300	kg

Determine:

Total number of axles	6	
Inter-vehicle-unit distance	6.70	m
Base Length	17.37	m

Vehicle Weight Table #	15	1 to 29 (s.22)
(B) Weight from Table	52,500	kg

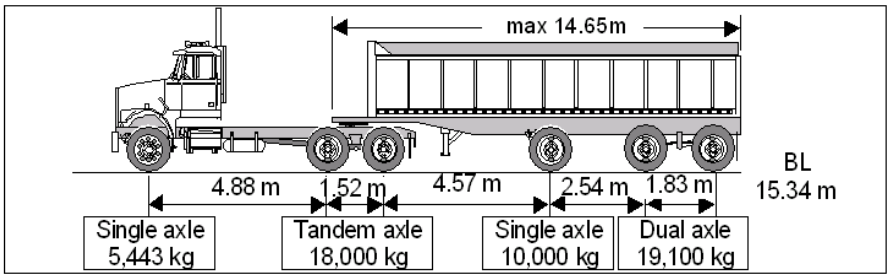
Allowable Gross Vehicle Weight:

Lowest of A or B	52,300	kg
Less 3,000 kg (if vehicle is a non-specialized tank semi-trailer with 3 or less axles)	- 3,000	kg
AGVW	49,300	kg

The triaxle semi-trailer in this example is a bulk tanker equipped with a rigid lift-axle and a non-load-equalizing suspension – either of which disqualifies the combination from being SPIF.

The semi-trailer in this combination is grandfathered until December 31, 2020 (with the weight reduction shown), Reg 413/05 s22(3). After that date, Table 32 applies and the maximum AGVW will be 46,000 kg, Reg 413/05 21(2)(a).

Example 6: Tractor Triaxle Semi-Trailer - Aggregate Vehicle (non-SPIF)



AGVW WORKSHEET B

Front Axle - Lowest of: (see s.25)

1. Axle rating	5,443	kg	5,000 kg if no verification
2. Max. allowed	6,500	kg	6,500 kg if tractor 9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	10,000	kg
+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	52,543	kg

Determine:

Total number of axles	6	
Inter-vehicle-unit distance	4.57	m
Base Length	15.34	m

Vehicle Weight Table #	15	1 to 29, s.22(1)(c)
(B) Weight from Table	52,500	kg

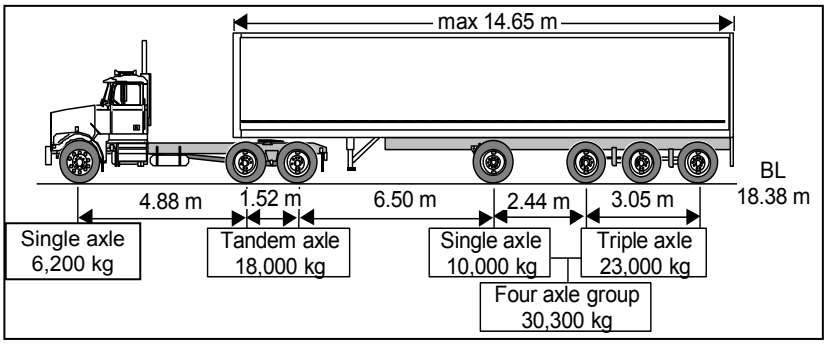
Allowable Gross Vehicle Weight:

Lowest of A or B	52,500	kg
Less: aggregate reduction (1,000 kg if 2-axle, 1,500 kg if >2-axle)	- 1,500	kg
AGVW	51,000	kg

The end-dump semi-trailer in this example is equipped with a rigid lift-axle and a non-load-equalizing suspension – either of which disqualifies the combination from being SPIF.

General grandfather protection for dump semi-trailers ended December 31, 2010. It is assumed the trailer in the example was built before 2003 therefore it is eligible for an extension until it reaches 15 years of age (20 years of age if an open top hopper). This extension requires a special permit, Reg 413/05 s25 and 34(1)1. Table 32 AGVW applies to any dump combination without a grandfather permit resulting in a maximum AGVW of 46,000 kg, Reg 413/05 s21(2)(a).

Example 7: Tractor 4-Axle Semi-Trailer (non-SPIF)



AGVW WORKSHEET C

Front Axle - Lowest of: (see s.38(5))

1. Actual weight	6,200	kg	
2. Axle rating	6,350	kg	5,000 kg if no verification
3. Max. allowed	9,000	kg	9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	30,300	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	54,500	kg

Determine:

Total number of axles	7	
Inter-vehicle-unit distance	6.50	m
Base Length	18.38	m

Vehicle Weight Table #	22	1 to 29 (s.22)
(B) Weight from Table	59,200	kg

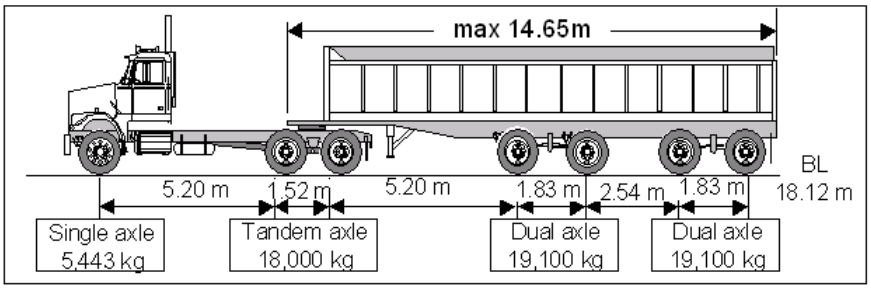
Allowable Gross Vehicle Weight:

Lowest of A or B	54,500	kg
Less 3,000 kg (if vehicle is a non-specialized tank semi-trailer with 3 or less axles)	n/a	kg
AGVW	54,500	kg

The non-dump semi-trailer in this example is equipped with a rigid lift-axle and a non-load-equalizing suspension – either of which disqualifies the combination from being SPIF.

It is assumed the 4-axle semi-trailer in this combination was built prior to 2006 and therefore qualifies for grandfathering until December 31, 2015. After that date and until it reaches 15 years of age (20 years for a tanker or forestry trailer), it is eligible for extended grandfather by special permit, Reg 413/05 s22(2)1 and 34(1)2. When grandfather protection ends, or if this semi-trailer was built in 2006 or after, Table 32 applies and the maximum AGVW would be 50,000 kg, Reg 413/05 s21(2)(a).

Example 8: Tractor 4-Axle Semi-Trailer - Aggregate Vehicle (non-SPIF)



AGVW WORKSHEET B

Front Axle - Lowest of: (see s.25)

1. Axle rating	5,443	kg	5,000 kg if no verification
2. Max. allowed	6,500	kg	6,500 kg if tractor 9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	19,100	kg
+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	61,643	kg

Determine:

Total number of axles	7	
Inter-vehicle-unit distance	5.20	m
Base Length	18.12	m

Vehicle Weight Table #	22	1 to 29, s.22(1)(c)
(B) Weight from Table	58,200	kg

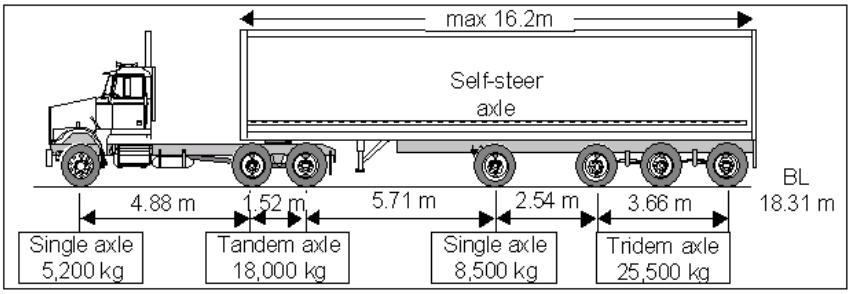
Allowable Gross Vehicle Weight:

Lowest of A or B	58,200	kg
Less: aggregate reduction (1,000 kg if 2-axle, 1,500 kg if >2-axle)	- 1,500	kg
AGVW	56,700	kg

The dump semi-trailer in this example is equipped with rigid lift-axles, which disqualify the combination from being SPIF.

General grandfather protection for dump semi-trailers ended December 31, 2010. It is assumed the trailer in this example was built prior to 2003 therefore it is eligible for an extension until it reaches 15 years of age (20 years if an open top hopper). The extension requires a special permit, Reg 413/05 s25 and 34(1)1. Table 32 applies to any dump combination without a grandfather permit resulting in a maximum AGVW of 50,000 kg, Reg 413/05 s21(2)(a).

Example 9: Tractor Self-Steer Quad Semi-Trailer (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 5,200 kg

SPIF Schedule # 3

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+	8,500	kg
+	25,500	kg
+		kg
+		kg
+		kg

(A) Sum front axle and all others 57,200 kg

(B) Maximum as specified in Weight Limit Chart 59,000 * kg

Allowable Gross Vehicle Weight:

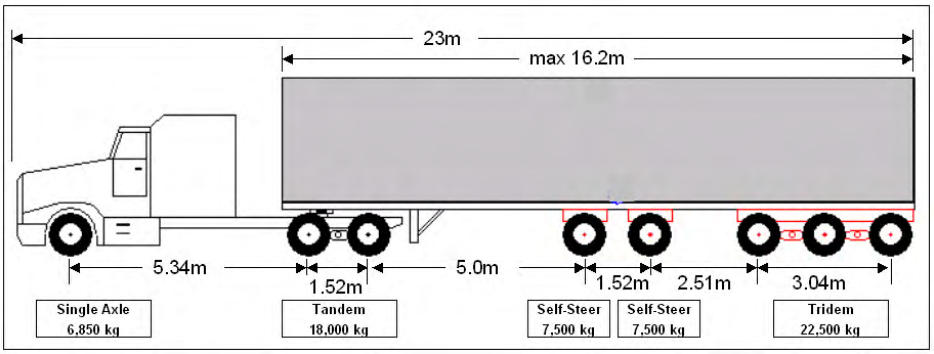
Lower of (A) or (B) 57,200 kg

* Before January 1, 2020, if the semi-trailer wheelbase or the inter-vehicle-unit-distance is less than the minimum specified in the Dimensional Limit Chart of Schedule 3 enter the weight limit from the appropriate Weight Table 16 to 22, if lower than 59,000 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

The self-steer axle may be equipped with single or dual tires as the maximum axle weight does not exceed 9,000 kg.

Example 10: Tractor 5-Axle Semi-Trailer (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 6,850 kg

SPIF Schedule # 5

Maximum allowable of each other Axle Unit/Group:

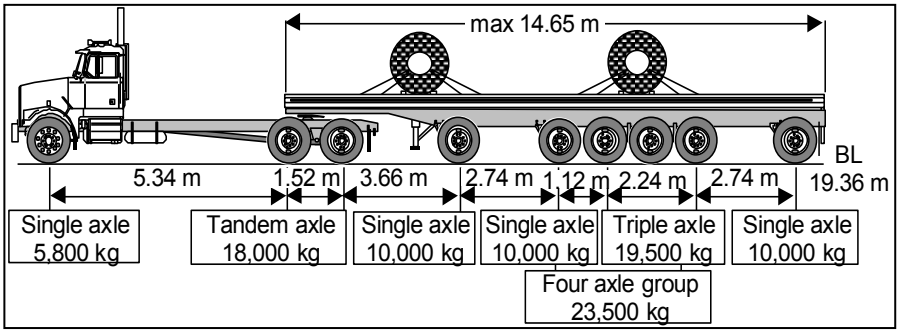
+	18,000	kg
+	7,500	kg
+	7,500	kg
+	22,500	kg
+		kg
+		kg
(A) Sum front axle and all others	62,350	kg

(B) Maximum as specified in Weight Limit Chart 61,000 kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 61,000 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

Example 11: Tractor 6-Axle Semi-Trailer (non-SPIF)



AGVW WORKSHEET C

Front Axle - Lowest of: (see s.38(5))

1. Actual weight	5,800	kg	
2. Axle rating	6,350	kg	5,000 kg if no verification
3. Max. allowed	9,000	kg	9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	10,000	kg
+	23,500	kg
+	10,000	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	67,300	kg

Determine:

Total number of axles	9	
Inter-vehicle-unit distance	3.66	m
Base Length	19.36	m

Vehicle Weight Table #	29	1 to 29 (s.22)
(B) Weight from Table	62,300	kg

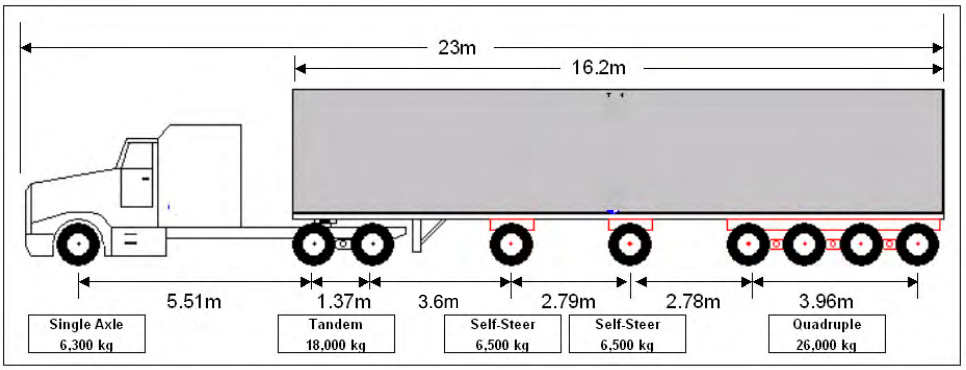
Allowable Gross Vehicle Weight:

Lowest of A or B	62,300	kg
Less 3,000 kg (if vehicle is a non-specialized tank semi-trailer with 3 or less axles)	n/a	kg
AGVW	62,300	kg

The semi-trailer in this example is equipped with rigid lift-axles on non-load-equalizing suspensions, either of which disqualifies the combination from being SPIF.

It is assumed the 6-axle semi-trailer in this combination was built prior to 2006 and therefore qualifies for grandfathering until December 31, 2015. After this date and until it reaches 15 years of age (20 years for a tanker or forestry trailer), it is eligible for extended grandfather by special permit, Reg 413/05 s22(2)1 and 34(1)2. When grandfather protection ends, or if the trailer was built in 2006 or after, Table 32 applies and the maximum AGVW would be 52,000 kg, Reg 413/05 21(2)(a).

Example 12: Tractor 6-Axle Semi-Trailer (SPIF)



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AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 6,300 kg

SPIF Schedule # 7

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+	6,500	kg
+	6,500	kg
+	26,000	kg
+		kg
+		kg

(A) Sum front axle and all others 63,300 kg

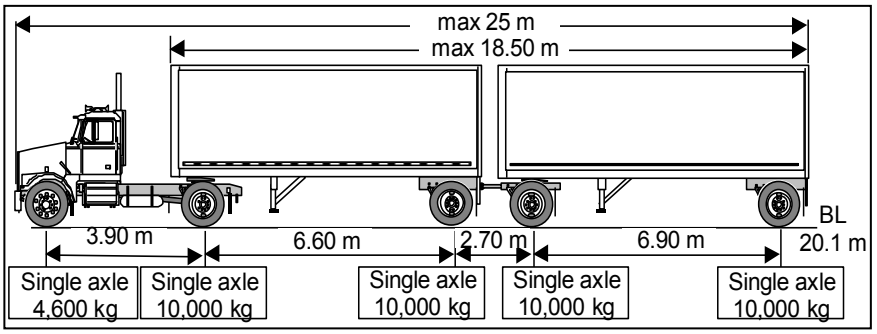
(B) Maximum as specified in Weight Limit Chart 63,500 kg

Allowable Gross Vehicle Weight:

Lower of (A) or (B) 63,300 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

Example 13: A-train Double - 5 Axles (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 4,600 kg

SPIF Schedule # 11

Maximum allowable of each other Axle Unit/Group:

+	10,000	kg
+	10,000	kg
+	10,000	kg
+	10,000	kg
+		kg
+		kg

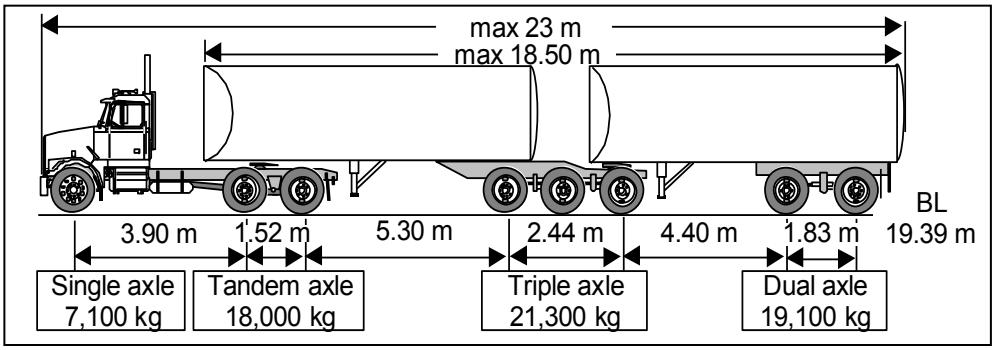
(A) Sum front axle and all others 44,600 kg

(B) Maximum as specified in Weight Limit Chart 41,900 kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 41,900 kg

Exception: Until December 31, 2020, if both semi-trailers were built before 2006 and it is not a long combination (overall length greater than 23m or box length greater than 18.5m), the cap from Vehicle Weight Table 8 (5-axle A-trains use this table despite the 2.70m inter-vehicle-unit distance, Reg 413/05 s38(2)1) applies and the AGVW is 43,000 kg, Reg 413/05 Schedule 11.

Example 14: B-train Double (non-SPIF)



AGVW WORKSHEET C

Front Axle - Lowest of: (see s.38(5))

1. Actual weight	7,100	kg	
2. Axle rating	7,257	kg	5,000 kg if no verification
3. Max. allowed	9,000	kg	9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	18,000	kg
+	21,300	kg
+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	65,500	kg

Determine:

Total number of axles	8	
Inter-vehicle-unit distance	4.40	m
Base Length	19.39	m

Vehicle Weight Table #	29	1 to 29 (s.22)
(B) Weight from Table	63,500	kg

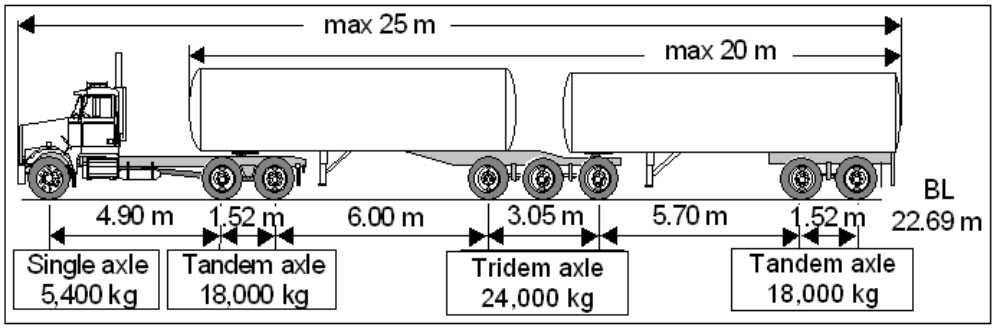
Allowable Gross Vehicle Weight:

Lowest of A or B	63,500	kg
Less 3,000 kg (if vehicle is a non-specialized tank semi-trailer with 3 or less axles)	n/a	kg
AGVW	63,500	kg

The B-train in this example has one of the tridem axles liftable and the inter-vehicle-unit-distances of 5.30m and 4.40m are both less than the minimum SPIF requirement – either of which disqualifies the combination from being SPIF.

It is assumed both semi-trailers of the combination were manufactured before 2006 and therefore qualify for grandfathering until December 31, 2015. After that date, each trailer is eligible for extended grandfather by special permit until it reaches 15 years of age (20 years if a tanker or forestry trailer), Reg 413/05 s22(2)2 and s34(1)3. When grandfather protection ends, or if one or both of the semi-trailers were built in 2006 or after, Table 33 applies and the maximum AGVW is 57,000 kg, Reg 413/05 s21(2)(a).

Example 15: B-train Double (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 5,400 kg

SPIF Schedule # 12

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+	24,000	kg
+	18,000	kg
+		kg
+		kg
+		kg

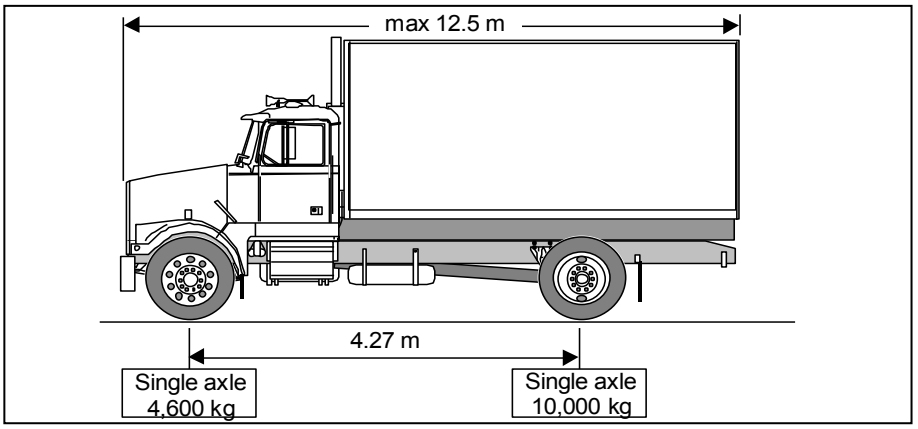
(A) Sum front axle and all others 65,400 kg

(B) Maximum as specified in Weight Limit Chart 63,500 kg

Allowable Gross Vehicle Weight:

Lower of (A) or (B) 63,500 kg

Example 16: 2-Axle Truck (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 4,600 kg

SPIF Schedule # 19

Maximum allowable of each other Axle Unit/Group:

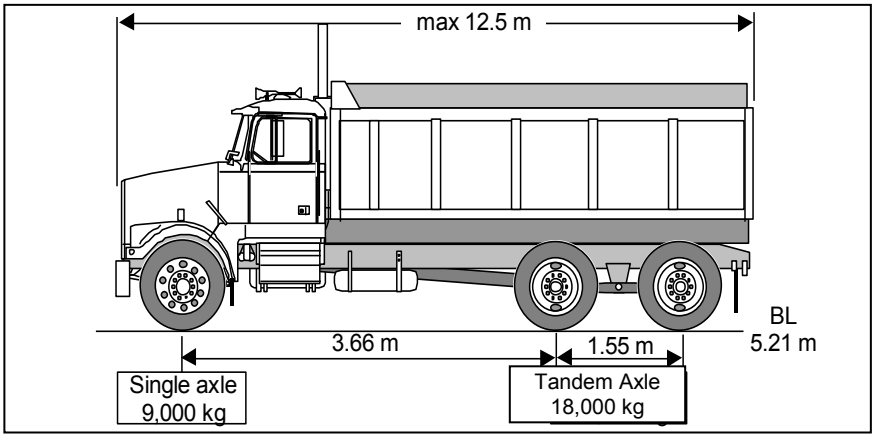
\+ 10,000 kg
\+ kg
\+ kg
\+ kg
\+ kg
\+ kg

(A) Sum front axle and all others 14,600 kg

(B) Maximum as specified in Weight Limit Chart none kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 14,600 kg

Example 17: Tandem–Axle Truck (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 9,000 kg

SPIF Schedule # 20

Maximum allowable of each other Axle Unit/Group:

+	18,000	kg
+		kg
+		kg
+		kg
+		kg
+		kg

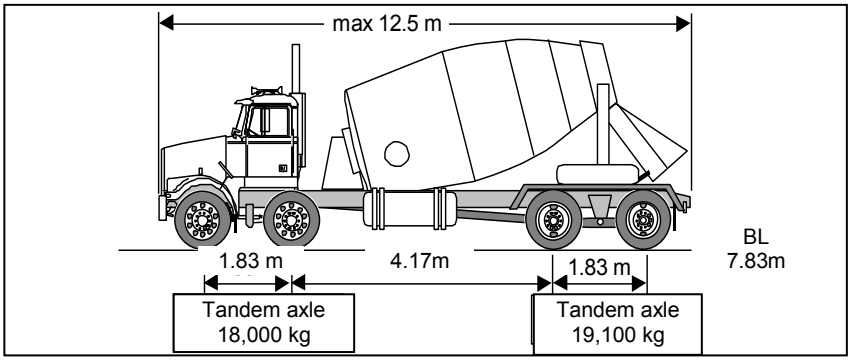
(A) Sum front axle and all others 27,000 kg

(B) Maximum as specified in Weight Limit Chart 28,100 kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 27,000 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

Example 18: 4-Axle Truck - Twin-Steer (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 18,000 kg

SPIF Schedule # 22

Maximum allowable of each other Axle Unit/Group:

+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg

(A) Sum front axle and all others 37,100 kg

(B) Maximum as specified in Weight Limit Chart 37,100 kg

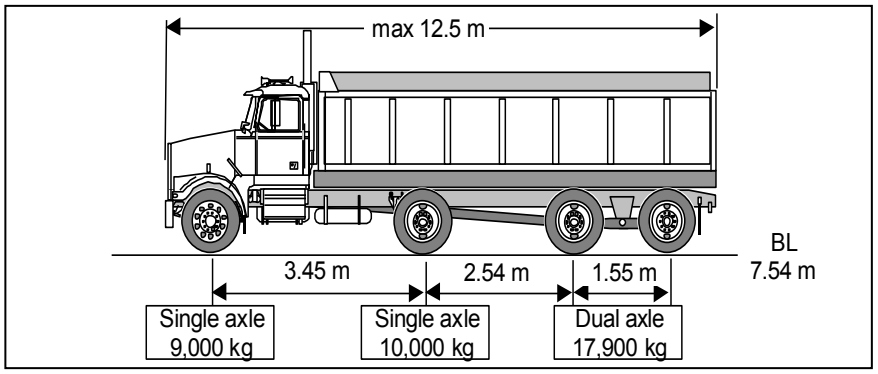
Allowable Gross Vehicle Weight:

Lower of (A) or (B) 37,100 kg

The wheelbase of this truck is 6.0m (measured from centre of tandem to centre of tandem), which allows the maximum AGVW. If the wheelbase is less than 6.0m, the AGVW is limited to 32,000 kg, Reg 413/05 schedule 22.

However, in all cases this truck is limited to 32,000 kg whenever pulling a trailer, Reg 413/05 Schedule 22.

Example 19: 4-Axle Truck - Aggregate Vehicle (non-SPIF)



AGVW WORKSHEET B

Front Axle - Lowest of: (see s.25)

1. Axle rating	9,072	kg	5,000 kg if no verification
2. Max. allowed	9,000	kg	6,500 kg if tractor 9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	10,000	kg
+	17,900	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg

(A) Sum Front Axle and all others 36,900 kg

Determine:

Total number of axles	4	
Inter-vehicle-unit distance	Not required	m
Base Length	7.54	m

Vehicle Weight Table # 2 (1 to 29, s.22(1)(c))

(B) Weight from Table 37,800 kg

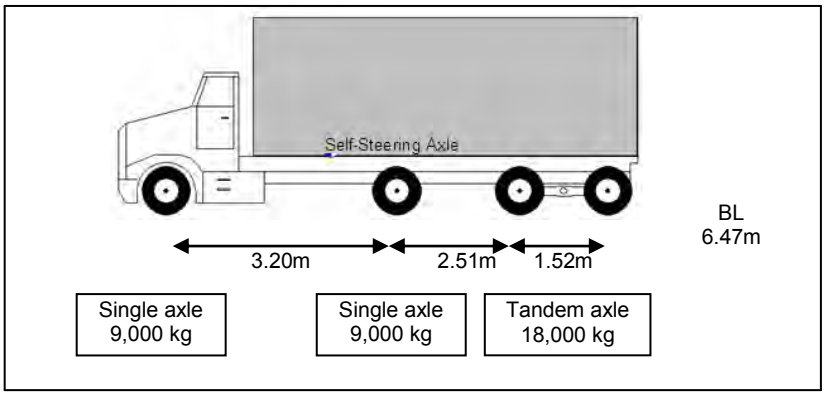
Allowable Gross Vehicle Weight:

Lowest of A or B	36,900	kg
Less: aggregate reduction (1,000 kg if 2-axle, 1,500 kg if >2-axle)	- 1,500	kg
AGVW	35,400	kg

The truck in this example is equipped with a rigid lift axle which disqualifies the truck from being SPIF. Aggregate vehicle means a vehicle that is designed for dumping or spreading aggregate product and is loaded with aggregate product. Aggregate product includes sand, gravel, crushed or uncut rock, asphalt, slag, rubble, or any mixture thereof – but does not include salt, Reg 413/05 s2.

It is assumed the truck in this example was built before July 2011 and therefore qualifies for grandfathering until December 31, 2020. After that date and until it reaches 15 years of age, it is eligible for extended grandfather by special permit, Reg 413/05, s22(2)4 and s34(1)4. When grandfather protection ends, or if the truck was built in July 2011 or after, Table 32 applies and the maximum AGVW is 27,000 kg, Reg 413/05, s21(2)(a).

Example 20: Self-Steer Triaxle Truck (SPIF)



AGVW WORKSHEET A(1)

Front Axle: Actual weight up to maximum allowed: 9,000 kg

SPIF Schedule # 23

Maximum allowable of each other Axle Unit/Group:

+	9,000	kg
+	18,000	kg
+		kg
+		kg
+		kg
+		kg

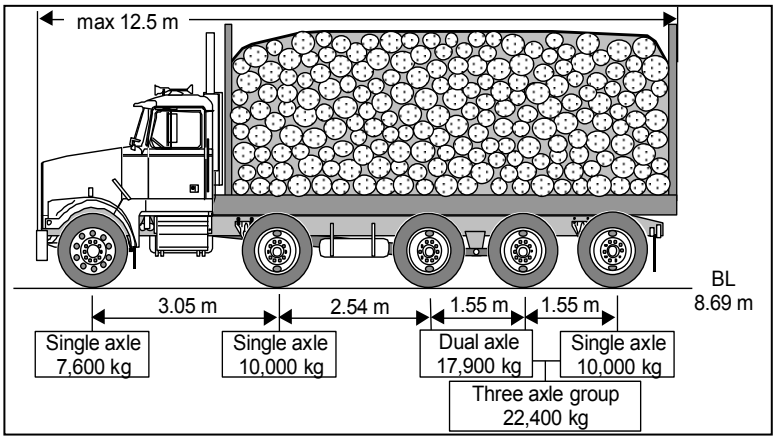
(A) Sum front axle and all others 36,000 kg

(B) Maximum as specified in Weight Limit Chart none kg

Allowable Gross Vehicle Weight:
Lower of (A) or (B) 36,000 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

Example 21: 5-Axle Truck (non-SPIF)



AGVW WORKSHEET C

Front Axle - Lowest of: (see s.38(5))

1. Actual weight	7,600	kg	
2. Axle rating	9,072	kg	5,000 kg if no verification
3. Max. allowed	9,000	kg	9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	10,000	kg
+	22,400	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	40,000	kg

Determine:

Total number of axles	5	
Inter-vehicle-unit distance	2.54	m
Base Length	8.69	m

Vehicle Weight Table #	4	1 to 29 (s.22)
(B) Weight from Table	37,200	kg

Allowable Gross Vehicle Weight:

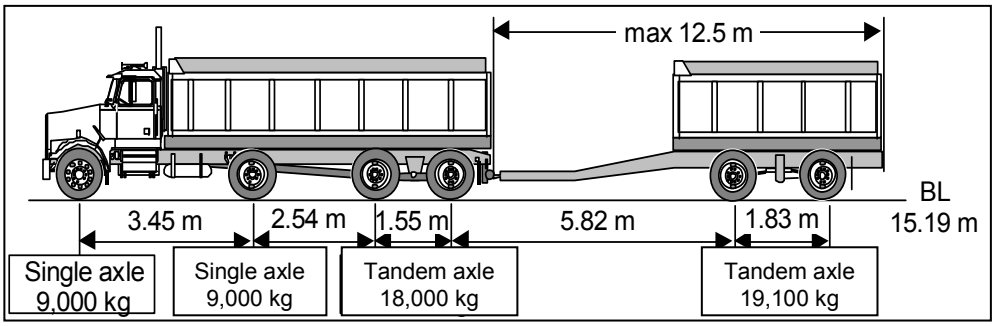
Lowest of A or B	37,200	kg
Less 3,000 kg (if vehicle is a non-specialized tank semi-trailer with 3 or less axles)	n/a	kg
AGVW	37,200	kg

The 5-axle truck in this example is equipped with a rigid lift-axle, which disqualifies it from being SPIF. If, as illustrated, this is a log truck, during Freeze-Up the AGVW would be: 37,200 kg + 10% = 40,920 kg, HTA s119.

"Intra-vehicle-unit distance" only applies to 5 or 6 axle motor vehicles and is the greater of the distance between the: - 2nd and 3rd axles, and
- 3rd and 4th axles, Reg 413/05 s38(5)

It is assumed the truck in this example was built prior to July 2011 and therefore qualifies for grandfathering until Dec. 31, 2020. After that date and until it reaches 15 years of age, it is eligible for extended grandfathering by special permit, Reg 413/05 s22(2)4 and s34(1)4. When grandfather protection ends, Table 32 applies and maximum AGVW would be 31,000 kg, Reg 413/05 s21(2)(a).

Example 22: Self-Steer Triaxle and Pony Trailer (SPIF)



AGVW WORKSHEET A(2)

Maximum Truck Allowable Gross Weight (from worksheet A1): 36,000 kg

SPIF Schedule # 26

Maximum allowable of each trailer Axle Unit/Group:

\+ 19,100 kg

\+ kg

(A) Sum truck and trailer axles 55,100 kg

(B) Maximum as specified in Weight Limit Chart 53,500 kg

Allowable Gross Vehicle Weight:

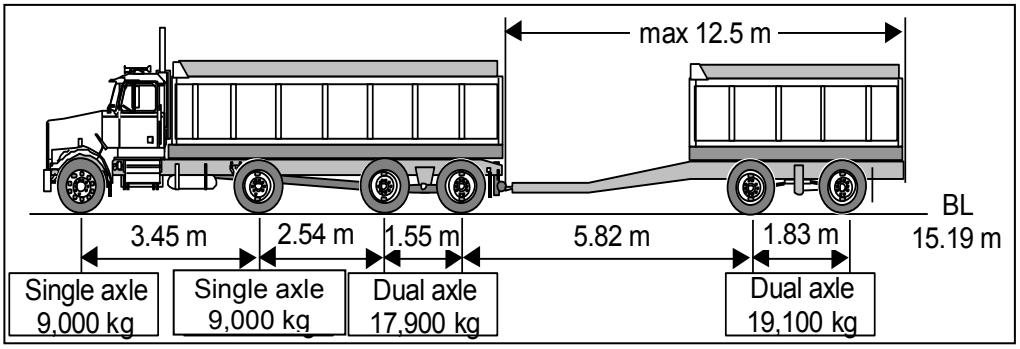
Lower of (A) or (B) 53,500 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

It is assumed the trailer in this truck-trailer combination was built prior to July 2011 and therefore until December 31, 2025 Table 30 applies. If the trailer is built in July 2011 or after and the trailer wheelbase is 8.75m or greater, Table 30 still applies, but if the trailer wheelbase is less than 8.75m, Table 31 applies and the maximum AGVW would be 47,000 kg, Reg 413/05 schedule 26.

The truck in this example has a hitch offset of 1.8m or less. If the hitch offset is longer than 1.8m and truck is built prior to July 2011, the combination is deemed SPIF until December 31, 2025. After that date or if the truck was built in July 2011 or after, the combination is non-SPIF, Table 32 applies and the AGVW would be 46,000 kg, Reg 413/05 schedule 26.

Example 23: 4-axle Truck and Pony Trailer - Aggregate Vehicle (non-SPIF)



AGVW WORKSHEET B

Front Axle - Lowest of: (see s.25)

1. Axle rating	9,072	kg	5,000 kg if no verification
2. Max. allowed	9,000	kg	6,500 kg if tractor 9,000 kg if truck (single front axle)

Maximum allowable of each other Axle Unit/Group:
(Refer to Worksheet E)

+	9,000	kg
+	17,900	kg
+	19,100	kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
+		kg
(A) Sum Front Axle and all others	55,000	kg

Determine:

Total number of axles	6	
Inter-vehicle-unit distance	5.82	m
Base Length	15.19	m

Vehicle Weight Table #	15	1 to 29, s.22(1)(c)
(B) Weight from Table	56,000	kg

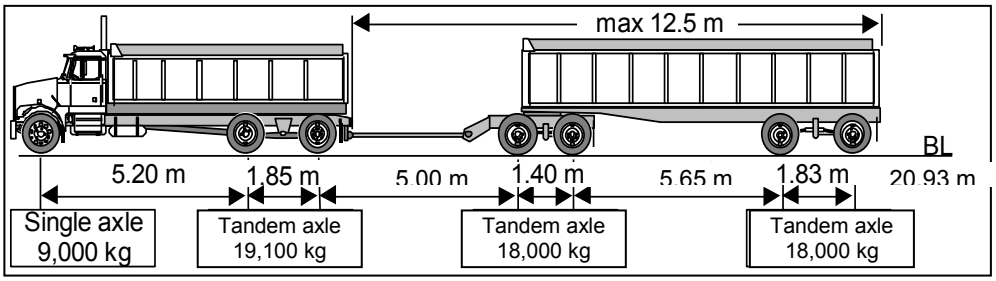
Allowable Gross Vehicle Weight:

Lowest of A or B	55,000	kg
Less: aggregate reduction (1,000 kg if 2-axle, 1,500 kg if >2-axle)	-1,500	kg
AGVW	53,500	kg

The truck in this configuration is equipped with a rigid lift axle which disqualifies the combination from being SPIF.

It assumed the truck and trailer in this combination were built prior to July 2011 (or one was built before July 2011 and the other is SPIF) and the combination therefore qualifies for grandfathering until Dec. 31, 2020. After that date, each vehicle is eligible for extended grandfathering by special permit until it reaches 15 years of age, Reg 413/05 s22(2)5 and s34(1)4. When grandfather protection ends, or if either vehicle is non-SPIF and built in July 2011 or after, Table 32 applies and the maximum AGVW is 46,000 kg, Reg 413/05 s21(2)(a).

Example 24: Tandem-Axle Truck and Full Trailer (SPIF)



AGVW WORKSHEET A(2)

Maximum Truck Allowable Gross Weight (from worksheet A1): 28,100 kg

SPIF Schedule # 28

Maximum allowable of each trailer Axle Unit/Group:

\+ 18,000 kg

\+ 18,000 kg

(A) Sum truck and trailer axles 64,100 kg

(B) Maximum as specified in Weight Limit Chart 63,000 kg

Allowable Gross Vehicle Weight:

Lower of (A) or (B) 63,000 kg

There is no distinction between Aggregate and non-Aggregate SPIF vehicles.

It is assumed the trailer in this truck-trailer combination was built prior to July 2011 therefore until December 31, 2025 Table 30 applies. If the trailer is built in or after July 2011 and the trailer wheelbase is 7.25m or greater, Table 30 still applies, but if the trailer wheelbase is less than 7.25m, Table 31 applies and the maximum AGVW is 53,500 kg, Reg 413/05 schedule 28.

The truck in this example has a hitch offset of 1.8m or less. If the hitch offset is longer than 1.8m and the truck was built prior to July 2011, the combination is deemed SPIF until December 31, 2025. After that date or if the truck was built in July 2011 or after, Table 32 applies and the AGVW would be 50,000 kg, Reg 413/05 schedule 28.

6. *HIGHWAY TRAFFIC ACT* – PARTS VII AND VIII

This Chapter contains the full text of Parts VII and VIII of the Highway Traffic Act at date of publication, with the exception of the Axle Weight Tables which appear in Chapter 4. The official version of the Act can be viewed at www.e-laws.gov.on.ca.

These Parts of the Act authorize issuance of certain regulations, including Regulation 413/05 which is reproduced in Chapter 8. Other regulations authorized by the Act, such security of loads, can be viewed at www.e-laws.gov.on.ca

PART VII

Section **LOAD AND DIMENSIONS**

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PART VII
LOAD AND DIMENSIONS

Definitions, Part VII

108. In this Part,

"box length", in a combination of vehicles having more than one trailer, means the external measurement from the front of the foremost trailer to the rear of the rearmost trailer, including load, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the foremost trailer and that is not designed or used for the transportation of goods; ("longueur de la caisse")

"full trailer" means a trailer designed so that its own weight and any load are carried on its own axles and includes a vehicle combination consisting of a semi-trailer and a trailer converter dolly; ("remorque autoporteuse")

"over-dimensional farm vehicle" means a farm tractor, self-propelled implement of husbandry, implement of husbandry, or any combination of them, having a weight, width, length or height in excess of the limits provided in this Part or Part VIII; ("véhicule agricole de dimensions excessives")

"semi-trailer" means a trailer designed so that its forward part rests on or is carried by another vehicle or trailer converter dolly to which it is coupled by means of a fifth wheel assembly. ("semi-remorque") R.S.O. 1990, c. H.8, s. 108; 1993, c. 34, s. 2.

Vehicle dimensions

Width of vehicle

109. (1) Subject to sections 110 and 110.1, no vehicle including load or contents shall have a greater width than 2.6 metres while on a highway except,

(a) traction engines, which may have a total width not exceeding 2.8 metres; or

(b) road service vehicles and, for the purpose of this Part, road service vehicle includes such a vehicle while travelling to and from a maintenance site or repair centre. R.S.O. 1990, c. H.8, s. 109 (1); 1994, c. 27, s. 138 (9); 2002, c. 18, Sched. P, s. 25 (1).

Width of load

(2) Subject to sections 110 and 110.1, no load on a vehicle shall have a greater width than 2.6 metres while on a highway except,

(a) loads of raw forest products which shall not exceed a total width of 2.7 metres at point of origin and which shall not exceed a total width of 2.8 metres at any time during transit; or

(b) loads of loose fodder. R.S.O. 1990, c. H.8, s. 109 (2); 2002, c. 18, Sched. P, s. 25 (2).

Mirrors not included in width

(3) Where a motor vehicle is equipped with one or more mirrors that extend not more than 30 centimetres beyond either side of the vehicle, the amount of the extension shall not be included in determining the width of the vehicle under subsection (1). 2010, c. 16, Sched. 12, s. 2 (3).

Auxiliary equipment, devices not included in width

(4) Where a motor vehicle or trailer is equipped with auxiliary equipment or an auxiliary device that is mounted to the vehicle and that extends beyond either side of the vehicle, the amount of the extension shall not be included in determining the width of the vehicle under subsection (1) if,

(a) the equipment or device is not designed or used to carry a load; and

(b) the equipment or device does not extend more than 10 centimetres from the side of the vehicle. 2010, c. 16, Sched. 12, s. 2 (3).

(5) REPEALED: 2010, c. 16, Sched. 12, s. 2 (3).

Length of vehicle

(6) Subject to sections 110 and 110.1, no vehicle, including load, shall exceed the length of 12.5 metres while on a highway. R.S.O. 1990, c. H.8, s. 109 (6); 2002, c. 18, Sched. P, s. 25 (3); 2009, c. 5, s. 38; 2010, c. 16, Sched. 12, s. 2 (4).

Exception

(6.1) Subsection (6) does not apply to a fire apparatus, a trailer, a bus, a recreational vehicle or a road service vehicle as described in clause (1) (b). 2010, c. 16, Sched. 12, s. 2 (5).

Same

(6.2) Subject to sections 110 and 110.1 and despite subsection (6.1), no full trailer, including load, shall exceed the length of 12.5 metres while on a highway unless it is in a combination of vehicles whose configuration, weight and dimensions are as prescribed by regulation. 2010, c. 16, Sched. 12, s. 2 (8, 9).

Length of combination

(7) No combination of vehicles, including load, coupled together shall exceed the total length of twenty-three metres while on a highway. R.S.O. 1990, c. H.8, s. 109 (7).

Exception

(7.1) Despite subsection (7), a combination of vehicles whose configuration, weight and dimensions are as prescribed by regulation may have a total length while on a highway, including load, that does not exceed 25 metres. 1993, c. 34, s. 3 (1).

Maximum box length

(8) No combination of vehicles composed of more than one trailer shall have a box length in excess of 18.5 metres while on a highway. 1993, c. 34, s. 3 (2).

Exception

(8.1) Despite subsection (8), a combination of vehicles whose configuration, weight and dimensions are as prescribed by regulation may have a box length that does not exceed 20 metres while on a highway. 1993, c. 34, s. 3 (2).

(8.2)-(9) REPEALED: 2009, c. 33, Sched. 26, s. 3 (11).

Maximum length of semi-trailer

(10) Subject to sections 110 and 110.1, no semi-trailer shall have a length with an external measurement, excluding any portion of auxiliary equipment or machinery that extends beyond the front or rear of the semi-trailer and that is not designed or used to carry a load, that exceeds 14.65 metres while on a highway. 1993, c. 34, s. 3 (2); 2002, c. 18, Sched. P, s. 25 (4); 2010, c. 16, Sched. 12, s. 2 (10).

Exception

(10.1) Subsection (10) does not apply to a semi-trailer designed to carry vehicles. 1993, c. 34, s. 3 (2).

Same

(10.2) Despite subsection (10), a semi-trailer used in a combination of vehicles whose configuration, weight and dimensions are as prescribed by regulation may have a length with an external measurement, excluding any portion of auxiliary equipment or machinery that extends beyond the front of the semi-trailer and that is not designed or used to carry a load, that does not exceed 16.2 metres while on a highway. 1993, c. 34, s. 3 (2); 2010, c. 16, Sched. 12, s. 2 (11).

Length of bus, recreational vehicle

(11) No bus or recreational vehicle shall exceed the length of 12.5 metres while on a highway, but an increase in the length of a bus or recreational vehicle caused by the addition of a liquid-filled or other energy-absorbing bumper shall not be included in determining the length of the bus or recreational vehicle. 2010, c. 16, Sched. 12, s. 2 (12).

Same

(11.1) Despite subsection (11),

(a) a recreational vehicle or a bus, other than an articulated bus, that meets the requirements prescribed by regulation may have a length that exceeds 12.5 metres but does not exceed 14 metres; and

(b) an articulated bus that meets the requirements prescribed by regulation may have a length that exceeds 12.5 metres but does not exceed 25 metres. 2010, c. 16, Sched. 12, s. 2 (12).

Restricting length of combination of vehicles

(12) The council of a municipality that was a city on December 31, 2002, may by by-law prohibit the operation of a combination of vehicles having a total length, including load, in excess of 15.25 metres

while on a highway or a portion thereof under its jurisdiction designated in the by-law. R.S.O. 1990, c. H.8, s. 109 (12); 2002, c. 17, Sched. F, Table.

Mirror not included in length

(13) Where a vehicle is equipped with one or more mirrors that extend beyond the front of the vehicle, the amount of the extension shall not be included in determining the length of the vehicle under subsection (6), (11), (11.1) or (12). 2010, c. 16, Sched. 12, s. 2 (13).

Aerodynamic device not included in length

(13.1) Where a commercial motor vehicle, other than a bus or recreational vehicle, or trailer is equipped with an aerodynamic device that extends beyond the rear of the vehicle, the amount of the extension shall not be included in determining the length under subsection (6), (6.2), (7), (7.1), (8), (8.1), (10), (10.2) or (12) if,

(a) any portion of the device that is 1.9 metres or less above the ground does not extend more than 0.305 metres beyond the rear of the vehicle or trailer;

(b) any portion of the device that is more than 1.9 metres above the ground does not extend more than 0.61 metres beyond the rear of the vehicle or trailer;

(c) the device is not designed or used to carry a load; and

(d) the device does not cause the vehicle or trailer to cease to meet any standard under the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada). 2010, c. 16, Sched. 12, s. 2 (13).

Height of vehicle

(14) Subject to sections 110 and 110.1, no vehicle including load shall have a greater height than 4.15 metres while on a highway. R.S.O. 1990, c. H.8, s. 109 (14); 2002, c. 18, Sched. P, s. 25 (6).

Exception

(14.1) Despite subsection (14), a vehicle used in a combination of vehicles whose configuration, weight and dimensions are as prescribed by regulation may have a height greater than 4.15 metres but not greater than 4.3 metres while on a highway. 2010, c. 16, Sched. 12, s. 2 (14).

Penalty

(15) Every person who contravenes this section is guilty of an offence and on conviction is liable to a fine of not less than $200 and not more than $1,000 and, in addition, the permit issued for the vehicle under section 7 may be suspended for not more than six months. R.S.O. 1990, c. H.8, s. 109 (15).

Same – commercial motor vehicle

(15.1) Despite subsection (15), every person who contravenes this section is guilty of an offence and, if the offence was committed by means of a commercial motor vehicle within the meaning of subsection 16 (1), on conviction is liable to a fine of not less than $200 and not more than $20,000 and, in addition, the permit issued for the vehicle under section 7 may be suspended for not more than six months. 1996, c. 20, s. 24.

Regulations

(16) The Lieutenant Governor in Council may make regulations,

(a) defining "recreational vehicle" for the purposes of this section;

(b) prescribing equipment and devices that are or are not auxiliary for the purposes of subsection (4);

(c) prescribing configurations, weight and dimensions of vehicles and combinations of vehicles;

(d) setting limits on dimensions of vehicles and combinations of vehicles, except those dimensions already set out in this Act;

(e) prescribing requirements for components and equipment for vehicles and combinations of vehicles;

(f) prescribing requirements for the purpose of subsection (11.1), including prescribing,

(i) maximum length,

(ii) bus and recreational vehicle type and use,

(iii) load distribution,

(iv) configurations, and

(v) requirements for components, equipment and safety features;

(g) exempting an aerodynamic device from clause (13.1) (a) or (b) and prescribing conditions and circumstances for any such exemption. 2010, c. 16, Sched. 12, s. 2 (15).

(17) REPEALED: 2010, c. 16, Sched. 12, s. 2 (15).

Same

(18) The Lieutenant Governor in Council may make regulations exempting any class of vehicles from the application of subsection (10) and prescribing conditions for such exemptions. 2002, c. 18, Sched. P, s. 25 (7).

Permits to exceed dimension and weight limits (use of highway)

110. (1) The municipal corporation or other authority having jurisdiction over the highway may, upon application in writing, grant a permit for use of the highway by a vehicle or combination of vehicles in excess of the dimensional limits set out in section 109 or the weight limits set out in Part VIII in order to allow the movement of,

(a) a load, object or structure that cannot reasonably be divided and moved within those limits;

(b) a vehicle that cannot reasonably be divided and moved within those limits and that is not itself carrying a load, object or structure or drawing or carrying a vehicle;

(c) a vehicle or combination of vehicles that is used exclusively to move a load, object or structure or to draw or carry a vehicle as described in clauses (a) and (b). 2000, c. 26, Sched. O, s. 6.

Permits, general or limited

(2) The permit referred to in subsection (1) may be general, or may limit the time and the particular highway that may be used, and may contain conditions relating to the protection of persons and property from injury or damage and the municipal corporation or other authority may require a bond or other security sufficient to cover the cost of repairing any possible damage to the highway. R.S.O. 1990, c. H.8, s. 110 (2).

Who may issue

(3) The council of any municipality may by by-law provide that a permit referred to in subsection (1) may be issued by an officer of the corporation named therein. R.S.O. 1990, c. H.8, s. 110 (3).

Issue of permit by Ministry

(4) In the case of a vehicle for which a permit is required under this section in order to pass over a highway or highways under the jurisdiction of two or more municipalities or other authorities, the permit so to do may be issued by the Ministry, which permit is instead of the several permits to be otherwise obtained from the municipal corporations or other authorities, and the permit may limit the time and the particular highway or highways that may be used, and may contain any special conditions or provisions that may be considered necessary to protect the highways from damage, and the Ministry may require a bond or other security sufficient to cover the cost of repairing possible damage to the highway. R.S.O. 1990, c. H.8, s. 110 (4).

Responsibility for damages caused to highway

(5) The owner, operator or mover of a heavy vehicle, load, object or structure in respect of which a permit is granted under this section is nevertheless responsible for all damages that may be caused to the highway by reason of the driving, operating or moving of any such heavy vehicle, load, object or structure. R.S.O. 1990, c. H.8, s. 110 (5).

Condition of permit

(6) It is a condition of every permit issued under this section that the original of the permit be carried in the vehicle for which the permit was issued and be produced when demanded by a police officer or an officer appointed for carrying out the provisions of this Act. R.S.O. 1990, c. H.8, s. 110 (6).

Penalty

(7) Every person who operates or permits the operation of a vehicle or combination of vehicles contrary to any of the conditions of the permit is guilty of an offence and on conviction is liable to a fine of not less than $200 and not more than $20,000 and, in addition, if the condition contravened is in respect of any weight allowed under the permit, a fine shall be imposed as if the person had not been issued a permit

under this section and had been convicted of an offence under section 116, 117 or 118 in respect of any gross vehicle weight, axle unit weight or axle group weight in excess of the maximum allowable weights permitted under this Act or the regulations. R.S.O. 1990, c. H.8, s. 110 (7); 1996, c. 20, s. 25.

Special permits to exceed dimension and weight limits

110.1 (1) For the purposes set out in subsection (2), the Registrar may, upon application in writing, issue a permit allowing the operation of a vehicle or combination of vehicles that does not comply with,

(a) one or more of the dimensional limits set out in section 109 or a regulation prescribing the configuration, weight and dimensions made for the purpose of subsection 109 (7.1), (8.1) or (10.2); or

(b) one or more of the weight limits set out in Part VIII or a regulation made under that Part. 2000, c. 26, Sched. O, s. 7.

Purposes for issuing special permits

(2) A permit may be issued under subsection (1),

(a) to harmonize the rules and limits with respect to configurations, weights and dimensions applicable to a class of vehicles or combination of vehicles with those of any other jurisdiction;

(b) to allow a trial of a vehicle or combination of vehicles;

(c) to allow a variance from a limit within a geographic area or along routes specified by the Registrar for the movement of a commodity or commodities;

(d) to allow the use of a vehicle or combination of vehicles for a purpose or in circumstances described in the regulations. 2000, c. 26, Sched. O, s. 7.

Classes of permit

(3) The Registrar may establish different classes of permits for different classes of vehicles or combinations of vehicles. 2000, c. 26, Sched. O, s. 7.

Eligibility for s. 110 permit

(4) The Registrar may refuse to issue a permit under subsection (1) if the vehicle or combination of vehicles is eligible to be considered for a permit under subsection 110 (1), whether or not the applicant has been refused a permit under that subsection. 2000, c. 26, Sched. O, s. 7.

Qualifications

(5) The Registrar may establish qualifications for applicants for a permit under subsection (1). 2000, c. 26, Sched. O, s. 7.

Limited number of permits

(6) The Registrar may limit the number of permits of any class, may adopt any reasonable scheme for allotting the permits within a class and may refuse to issue a permit because the maximum number of permits for the class has already been issued or in accordance with the terms of the allotment scheme. 2000, c. 26, Sched. O, s. 7.

Conditions

(7) The Registrar may attach conditions to a permit that he or she issues as he or she considers appropriate. 2000, c. 26, Sched. O, s. 7.

Onus

(8) The onus is on the applicant to establish that a permit should be granted and the Registrar may refuse any application unless he or she is satisfied that the permit should be granted. 2000, c. 26, Sched. O, s. 7.

Submissions and decision

(9) The Registrar shall consider an applicant's submissions relating to the issuance of a permit and the conditions that attach to the permit, but shall not hold a hearing into the matter, and the Registrar's decision is final. 2000, c. 26, Sched. O, s. 7.

Fees

(10) The Registrar may set fees for the issuance, renewal and replacement of permits issued under this section. 2000, c. 26, Sched. O, s. 7.

Same

(11) The Registrar may set different fees and different validity periods for different classes of vehicles, combinations of vehicles or persons and may exempt classes of vehicles, combinations of vehicles or persons from fees. 2000, c. 26, Sched. O, s. 7.

Carrying and production of special permit

110.2 (1) A driver of the vehicle or combination of vehicles in respect of which a permit is issued under section 110.1 shall carry the permit or a copy of it, as specified in the permit, in the vehicle or combination of vehicles and shall produce it on the demand of a police officer or other officer appointed for carrying out the provisions of this Act. 2000, c. 26, Sched. O, s. 7.

Effect of failure to produce permit

(2) If the permit or copy is not produced in response to a demand under subsection (1), the permit does not apply to the vehicle or combination of vehicles, and the vehicle or combination of vehicles is subject to the dimensional and weight limits that apply as if no permit had been issued. 2000, c. 26, Sched. O, s. 7.

Offences

(3) Every person who operates or permits the operation of a vehicle or combination of vehicles contrary to any of the conditions of the permit is guilty of an offence and on conviction,

(a) where no condition with respect to weight is breached, is liable to a fine of not less than $200 and not more than $20,000;

(b) where the only condition breached is one with respect to weight, is liable to any fine assessed in accordance with section 125; and

(c) where more than one condition is breached and one of the conditions breached is a condition with respect to weight, is liable to a fine of not less than $200 and not more than $20,000, in addition to any fine assessed in accordance with section 125. 2000, c. 26, Sched. O, s. 7.

Suspension, etc., of special permit

110.3 (1) The Registrar may suspend, refuse to renew, modify or cancel a permit issued under section 110.1 on the grounds of,

(a) breach of the conditions of the permit or of any other permit held by the holder under that section;

(b) false or incomplete information in the application for the permit or its renewal or for any other permit held by the holder under that section; or

(c) an outstanding fee in respect of the permit or any other permit held by the holder under that section, or an outstanding penalty or interest in respect of the fee. 2000, c. 26, Sched. O, s. 7.

Notice of proposed action

(2) Before taking an action under subsection (1), the Registrar shall notify the permit holder of the proposed action and give the holder an opportunity to make written submissions about the proposed action, and the holder has 15 days from actual or deemed receipt of the notice to make submissions. 2000, c. 26, Sched. O, s. 7.

Method of giving notice

(3) Notice under subsection (2) is sufficiently given if,

(a) it is delivered by mail addressed to the permit holder at the latest address for the person appearing on the records of the Ministry;

(b) it is sent by fax to the person at the latest fax number provided by the person to the Ministry; or

(c) it is sent by other means prescribed by the regulations. 2000, c. 26, Sched. O, s. 7.

Same

(4) Unless the person establishes that the person did not, acting in good faith, through absence, accident, illness or other cause beyond the person's control, receive the notice,

(a) notice given by mail shall be deemed to have been received on the fifth day after it was mailed;

(b) notice given by fax shall be deemed to have been received on the first business day after it was sent; or

(c) notice given by a means prescribed by the regulations shall be deemed to have been received on the day prescribed by the regulations. 2000, c. 26, Sched. O, s. 7.

Submissions and decision

(5) The Registrar shall consider submissions, but shall not hold a hearing into the matter, and the Registrar's decision is final. 2000, c. 26, Sched. O, s. 7.

Additional power of Registrar to suspend, etc., special permits

110.4 (1) In addition to taking action under subsection 110.3 (1) for a ground listed in that subsection, the Registrar may take action under that subsection with respect to all of the permits of a given class, where in his or her opinion,

(a) the action eliminates or reduces any threat to highway safety;

(b) the action eliminates or reduces any unreasonable wear or damage to the highways and the supporting infrastructure; or

(c) the original reason for granting permits of that class under subsection 110.1 (1) no longer exists or is not the same due to a change of circumstances. 2000, c. 26, Sched. O, s. 7.

Notice of proposed action

(2) Before taking an action under subsection (1), the Registrar shall notify each permit holder of the proposed action and shall give the holders an opportunity to make written submissions about the proposed action, and the holder has 15 days from actual or deemed receipt of the notice to make submissions. 2000, c. 26, Sched. O, s. 7.

Method of giving notice

(3) Notice under subsection (2) is sufficiently given if,

(a) it is delivered by mail addressed to the permit holder at the latest address for the person appearing on the records of the Ministry;

(b) it is sent by fax to the person at the latest fax number for the person provided by the person to the Ministry; or

(c) it is sent by other means prescribed by the regulations. 2000, c. 26, Sched. O, s. 7.

Same

(4) Unless the person establishes that the person did not, acting in good faith, through absence, accident, illness or other cause beyond the person's control, receive the notice,

(a) notice given by mail shall be deemed to have been received on the fifth day after it was mailed;

(b) notice given by fax shall be deemed to have been received on the first business day after it was sent;

(c) notice given by a means prescribed by the regulations shall be deemed to have been received on the day prescribed by the regulations. 2000, c. 26, Sched. O, s. 7.

Submissions and decision

(5) The Registrar shall consider submissions, but shall not hold a hearing into the matter, and the Registrar's decision is final. 2000, c. 26, Sched. O, s. 7.

Loading vehicles

Overhanging load

111. (1) Every vehicle carrying a load which overhangs the rear of the vehicle to the extent of 1.5 metres or more while on a highway shall display upon the overhanging load at the extreme rear end thereof at any time from one-half hour before sunset to one-half hour after sunrise, or at any other time when there is insufficient light or unfavourable atmospheric conditions, a red light, and at all other times a red flag or a red marker sufficient to indicate the projection of the load. R.S.O. 1990, c. H.8, s. 111 (1).

Proper loading

(2) No person shall operate or permit to be operated upon a highway a motor vehicle that carries a load or draws a vehicle that carries a load unless the load is loaded, bound, secured, contained or covered so that no portion of the load may become dislodged or fall, leak, spill or blow from the vehicle. 2002, c. 18, Sched. P, s. 26.

Same, commercial motor vehicle

(2.1) No person shall operate or permit to be operated upon a highway a commercial motor vehicle that carries a load or draws a vehicle that carries a load unless the load is loaded, bound, secured, contained or covered in accordance with the regulations. 2002, c. 18, Sched. P, s. 26.

Inspections

(2.2) No person shall drive upon a highway a commercial motor vehicle that carries a load or a commercial motor vehicle that draws a vehicle carrying a load unless the prescribed inspections have been carried out. 2002, c. 18, Sched. P, s. 26.

Regulations

(3) The Lieutenant Governor in Council may make regulations,

(a) governing the manner of loading, binding, securing, containing or covering loads on commercial motor vehicles operated on highways;

(b) prescribing standards and specifications of equipment and material used to load, bind, secure, contain or cover loads on commercial motor vehicles;

(c) governing the inspection of,

(i) loads on commercial motor vehicles or on vehicles drawn by a commercial motor vehicle, and

(ii) equipment and material used to load, bind, secure, contain or cover loads on commercial motor vehicles or on vehicles drawn by a commercial motor vehicle;

(d) requiring operators and drivers of commercial motor vehicles to keep the documents and records that may be specified in the regulations and requiring the submission of those documents and records, upon request, to a police officer or officer appointed for carrying out the provisions of this Act;

(e) prescribing things, including the material used to load, bind, secure, contain or cover a load, that are part of a load for the purposes of this section;

(f) exempting any class of vehicle or person from this section or from any provision in a regulation made under this section. 2002, c. 18, Sched. P, s. 26.

Classes

(3.1) A regulation made under subsection (3) may designate classes of vehicles, highways or persons and may provide that the regulation applies or does not apply to a particular class or applies differently to different classes. 2002, c. 18, Sched. P, s. 26.

Exemptions

(3.2) The Registrar may exempt any person, vehicle or highway from any provision in the regulations, subject to any conditions that the Registrar considers appropriate. 2002, c. 18, Sched. P, s. 26.

Incorporation by reference

(3.3) A regulation under clause (3) (a), (b) or (c) that incorporates another document by reference may provide that the reference to the document includes amendments made to the document from time to time after the regulation is made. 2002, c. 18, Sched. P, s. 26.

Penalty

(4) Every person who contravenes this section or a regulation made under subsection (3) is guilty of an offence and on conviction is liable to a fine of not less than $100 and not more than $200 and, in addition, his or her driver's licence issued under section 32 and the person's permit issued under section 7 may be suspended for a period of not more than sixty days. R.S.O. 1990, c. H.8, s. 111 (4).

Same – commercial motor vehicle

(5) Despite subsection (4), every person who contravenes this section or a regulation made under subsection (3) is guilty of an offence and, if the offence was committed by means of a commercial motor vehicle within the meaning of subsection 16 (1), on conviction is liable to a fine of not less than $200 and not more than $20,000 and, in addition, his or her driver's licence issued under section 32 and permit issued under section 7 may be suspended for a period of not more than 60 days. 1996, c. 20, s. 26.

Regulations, carriage of explosives, etc.

112. (1) The Lieutenant Governor in Council may make regulations,

(a) classifying and defining explosives and dangerous materials;

(b) regulating or prohibiting the transportation of explosives and dangerous materials or any class thereof by a vehicle on a highway;

(c) regulating the preparation and packaging of explosives and dangerous materials or any class thereof to be transported by a vehicle on a highway;

(d) requiring the labelling of packages and containers of explosives and dangerous materials or any class thereof and prescribing the labels to be attached to such packages and containers. R.S.O. 1990, c. H.8, s. 112 (1).

Code, etc., may be adopted by reference

(2) Any regulation made under subsection (1) may adopt by reference, in whole or in part, with the changes that the Lieutenant Governor in Council considers necessary, any code or standard, or any regulation made by the Government of Canada, and may require compliance with any code, standard or regulation that is so adopted. R.S.O. 1990, c. H.8, s. 112 (2).

Penalty

(3) Every person who contravenes a regulation made under this section is guilty of an offence and on conviction is liable to a fine of not less than $100 and not more than $500 or to imprisonment for a term of not more than three months, or to both. R.S.O. 1990, c. H.8, s. 112 (3).

Farm vehicles

Over-dimensional farm vehicles exempt

113. (1) This Part, other than regulations made under this section, does not apply to over-dimensional farm vehicles. R.S.O. 1990, c. H.8, s. 113 (1).

Regulations

(2) The Lieutenant Governor in Council may make regulations,

(a) regulating or prohibiting the movement of over-dimensional farm vehicles or classes thereof on a highway or on classes of highways;

(b) requiring that escort vehicles or classes of escort vehicles accompany over-dimensional farm vehicles or classes thereof on a highway or classes of highways;

(c) prescribing the types, specifications and locations of markings, signs and lights that shall be carried by over-dimensional farm vehicles and escort vehicles or classes of either or both of them on a highway or classes of highways;

(d) prescribing conditions for the movement of over-dimensional farm vehicles on a highway or classes of highways relating to the protection of persons and property from injury or damage. R.S.O. 1990, c. H.8, s. 113 (2).

PART VIII
WEIGHT

Interpretation, Part VIII

114. (1) In this Part,

"axle" means an assembly of two or more wheels whose centres are in one transverse vertical plane and which are transmitting weight to the highway; ("essieu")

"axle group weight" means that part of the gross vehicle weight in kilograms transmitted to the highway by a two axle group, three axle group or four axle group; ("poids d'un ensemble d'essieux")

"axle unit" means any single axle, dual axle or triple axle; ("unité d'essieu")

"axle unit weight" means that part of the gross vehicle weight in kilograms transmitted to the highway by an axle unit; ("poids d'unité d'essieu")

"Class A Highway" means a highway designated as such by the Minister; ("route de catégorie A")

"Class B Highway" means a highway not designated by the Minister as a Class A Highway; ("route de catégorie B")

"dual axle" means any two consecutive axles whose centres are more than one metre apart and that,

(a) are articulated from a common attachment to the vehicle, or

(b) are designed to automatically equalize the load between the two axles; ("essieu double")

"four axle group" means four consecutive axles, not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer, and

(b) in which the spacings between the consecutive axles do not exceed 2.5 metres; ("ensemble de quatre essieux")

"front axle" means the front axle unit of a motor vehicle; ("essieu avant")

"gross vehicle weight" means the total weight in kilograms transmitted to the highway by a vehicle, or combination of vehicles, and load; ("poids brut du véhicule")

"liftable axle" means an assembly of two or more wheels whose centres are in one transverse vertical plane that is equipped with a device for altering (other than by longitudinal movement of the assembly only) the weight transmitted to the highway surface and that may be able to lift its tires from contact with that surface; ("essieu relevable")

"over-dimensional farm vehicles" means the same as it does in Part VII; ("véhicule agricole de dimensions excessives")

"semi-trailer" means the same as it does in Part VII; ("semi-remorque")

"single axle" means one or more axles whose centres are included between two parallel transverse vertical planes one metre apart; ("essieu simple")

"tank-truck" means a commercial motor vehicle to which there is attached or upon which there has been placed either permanently or otherwise a closed tank having a capacity of 2.3 kilolitres or more; ("camion-citerne")

"three axle group" means three consecutive axles, not including the front axle of a motor vehicle,

(a) that do not form a triple axle within the meaning of the definition of "triple axle",

(b) that are entirely within either a motor vehicle or trailer or semi-trailer,

(c) in which the spacings between the consecutive axles do not exceed 2.5 metres, and

(d) which are not included in a four axle group within the meaning of the definition of "four axle group"; ("ensemble de trois essieux")

"triple axle" means any three consecutive axles that,

(a) have their consecutive centres equally spaced, and

(b) have their consecutive centres more than one metre apart,

and that,

(c) are articulated from an attachment to the vehicle common to the consecutive axles, or

(d) are designed to automatically equalize the load between the three axles under all conditions of loading; ("essieu triple")

"two axle group" means two consecutive single axles, not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer,

(b) in which the spacing between the consecutive axles is less than two metres, and

(c) which are not included in a three axle group within the meaning of the definition of "three axle group" or a four axle group within the meaning of the definition of "four axle group". ("ensemble de deux essieux") R.S.O. 1990, c. H.8, s. 114 (1); 2000, c. 26, Sched. O, s. 8.

Designation by Minister

(2) The Minister may designate a highway as a Class A Highway. R.S.O. 1990, c. H.8, s. 114 (2).

Application of Part

(3) This Part does not apply to over-dimensional farm vehicles or to motor vehicles or to road-building machines operated by or on behalf of a municipality or other authority having jurisdiction over highways when the vehicle or machine is equipped with a snow clearing device. R.S.O. 1990, c. H.8, s. 114 (3).

Consecutive axles

(4) Where three consecutive axles that are articulated from an attachment to the vehicle common to the consecutive axles are not a triple axle within the meaning of the definition of "triple axle" because their consecutive centres are not equally spaced, that one of the three consecutive axles that is most remote from the centre axle of the consecutive axles shall be deemed to be a single axle and the other two axles shall be deemed to be a dual axle. R.S.O. 1990, c. H.8, s. 114 (4).

Idem

(5) Where three consecutive axles that are not articulated from an attachment to the vehicle common to the consecutive axles are not a triple axle within the meaning of the definition of "triple axle" because their consecutive centres are not equally spaced, any two of the axles that are articulated from an attachment to the vehicle common to the two axles shall be deemed to be a dual axle and the third of the three axles shall be deemed to be a single axle. R.S.O. 1990, c. H.8, s. 114 (5).

Spacing between axles

(6) The spacing between axles is the shortest distance between the centre of rotation of one axle and the centre of rotation of the other. R.S.O. 1990, c. H.8, s. 114 (6).

Axle spacing distance

(7) For the purposes of Tables 1 and 2, the axle spacing is the distance measured between the outer axles forming an axle unit. R.S.O. 1990, c. H.8, s. 114 (7).

Idem

(8) For the purposes of Tables 3, 4 and 5, the axle group spacing is the distance measured between the outer axles forming a two axle group, three axle group or four axle group. R.S.O. 1990, c. H.8, s. 114 (8).

Restrictions as to weight on tires

115. (1) Subject to section 110, no vehicle,

(a) equipped with tires of less than 150 millimetres in width where the weight upon any millimetre in the width of the tire exceeds nine kilograms; or

(b) equipped with tires of 150 millimetres or more in width where the weight upon any millimetre in the width of the tire exceeds eleven kilograms,

shall be operated on a highway. R.S.O. 1990, c. H.8, s. 115 (1).

How tire width ascertained

(2) For the purpose of this section, where a tire width has been marked thereon by the manufacturer, the width of the tire shall be deemed to be as so marked. R.S.O. 1990, c. H.8, s. 115 (2).

Maximum allowable axle unit weights

116. (1) Subject to section 110, no vehicle or combination of vehicles shall be operated on a Class A Highway where the axle unit weight on an axle unit, whether or not part of any axle group, exceeds,

(a) for a single axle with single tires, 9,000 kilograms;

(b) for a single axle with dual tires, 10,000 kilograms;

(c) for a dual axle, that weight shown in Column 2 opposite the corresponding axle spacing shown in Column 1 of Table 1; or

(d) for a triple axle, that weight shown in Column 2 opposite the corresponding axle spacing shown in Column 1 of Table 2. R.S.O. 1990, c. H.8, s. 116 (1); 2000, c. 26, Sched. O, s. 9 (1).

Other weights set by regulation

(1.1) The Lieutenant Governor in Council may make regulations prescribing axle unit weight limits other than those specified or referred to in subsection (1) for any prescribed axle unit on any prescribed class or classes of vehicle or combination of vehicles and, for that purpose, prescribing axle units and classes of vehicles and combinations of vehicles. 2000, c. 26, Sched. O, s. 9 (2).

Where weights set by regulation apply

(1.2) An axle unit weight limit prescribed under subsection (1.1) applies instead of the weights specified or referred to in subsection (1) for a prescribed axle unit on a vehicle or combination of vehicles in a class prescribed under subsection (1.1). 2000, c. 26, Sched. O, s. 9 (2).

Restriction of weights allowed under subs. (1)

(2) Despite subsection (1), the maximum allowable axle unit weight for a dual axle shall not exceed 18,000 kilograms unless the axle is equipped with dual tires. R.S.O. 1990, c. H.8, s. 116 (2).

Idem

(3) Despite subsection (1), the maximum allowable axle unit weight for a triple axle shall not exceed 27,000 kilograms unless the axle is equipped with dual tires. R.S.O. 1990, c. H.8, s. 116 (3).

Idem

(4) Despite subsection (1), the maximum allowable axle unit weight for a single front axle shall not exceed 5,000 kilograms unless the driver of a vehicle or combination of vehicles has with him or her a verification in writing as to the manufacturer's gross axle weight rating for such single front axle. R.S.O. 1990, c. H.8, s. 116 (4).

Production of verification

(5) The driver of a vehicle or combination of vehicles being operated on a Class A Highway who has the verification referred to in subsection (4) shall produce it when so demanded by a police officer or an officer appointed for carrying out the provisions of this Act, and, where it is so demanded and not produced, the driver shall be deemed to not have the verification. R.S.O. 1990, c. H.8, s. 116 (5).

Maximum allowable axle unit weight

(6) Where subsection (4) does not apply because the driver has the verification referred to in subsection (4), then subject to subsection (1), the maximum allowable axle unit weight on the single front axle shall not exceed the manufacturer's gross axle weight rating. R.S.O. 1990, c. H.8, s. 116 (6).

Maximum allowable axle group weights

117. (1) Subject to section 110, no vehicle or combination of vehicles shall be operated on a Class A Highway where any axle group weight exceeds,

(a) for a two axle group, that weight shown in Column 2 opposite the corresponding axle group spacing shown in Column 1 of Table 3;

(b) for a three axle group, that weight shown in Column 2 opposite the corresponding axle group spacing shown in Column 1 of Table 4; or

(c) for a four axle group, that weight shown in Column 2 opposite the corresponding axle group spacing shown in Column 1 of Table 5. R.S.O. 1990, c. H.8, s. 117; 2000, c. 26, Sched. O, s. 10 (1).

Other weights set by regulation

(2) The Lieutenant Governor in Council may make regulations prescribing axle group weight limits other than those specified or referred to in subsection (1) for any prescribed axle group on any prescribed class or classes of vehicle or combination of vehicles and, for that purpose, prescribing axle groups and classes of vehicles and combinations of vehicles. 2000, c. 26, Sched. O, s. 10 (2).

Where weights set by regulation apply

(3) An axle group weight limit prescribed under subsection (2) applies instead of the weights specified or referred to in subsection (1) for a prescribed axle group on a vehicle or combination of vehicles in a class prescribed under subsection (2). 2000, c. 26, Sched. O, s. 10 (2).

Maximum allowable gross vehicle weights

118. (1) Subject to section 110, no vehicle or combination of vehicles shall be operated on a Class A Highway where the gross vehicle weight exceeds,

(a) the axle unit weight on the front axle, not exceeding the maximum weight permitted on the axle under section 116, plus the sum of the maximum allowable weights for all other axle units of the vehicle or combination of vehicles as set out in section 116;

(b) the axle unit weight on the front axle, not exceeding the maximum weight permitted on the axle under section 116, plus the sum of the maximum allowable weights for any two axle groups, three axle groups or four axle groups, or any combination thereof, as set out in section 117, plus the

maximum allowable weight for any axle unit or units excluding the front axle and excluding any axle unit or units which are part of an axle group, as set out in section 116; or

(c) that weight prescribed in the regulations. R.S.O. 1990, c. H.8, s. 118; 2000, c. 26, Sched. O, s. 11 (1).

Interpretation

(2) Where subsection (1) refers to a weight under or set out in section 116 or 117, the reference includes a weight specified by regulation under subsection 116 (1.1) or 117 (2). 2000, c. 26, Sched. O, s. 11 (2).

Raw forest products allowance during freeze-up

119. (1) Despite sections 116, 117, 118 and subsection 121 (1), during freeze-up the maximum allowable gross vehicle weight for a vehicle or combination of vehicles, while used exclusively for the transportation of raw forest products, shall be 110 per cent of that weight for which a permit has been issued for the vehicle or combination of vehicles in accordance with section 7, provided no axle unit weight, axle group weight or gross vehicle weight exceeds by more than 10 per cent that weight prescribed in this Act or the regulations for such vehicle or combination of vehicles. R.S.O. 1990, c. H.8, s. 119 (1).

Designation of freeze-up

(2) For the purposes of this section, an official of the Ministry authorized by the Minister in writing may designate the date on which a freeze-up shall commence and the date on which a freeze-up shall terminate and the part of the Province to which the designation shall apply. R.S.O. 1990, c. H.8, s. 119 (2).

***Legislation Act, 2006*, Part III**

(3) A designation under subsection (2) is not a regulation within the meaning of Part III (Regulations) of the *Legislation Act, 2006*. R.S.O. 1990, c. H.8, s. 119 (3); 2006, c. 21, Sched. F, s. 136 (1).

Prohibition

(4) No vehicle or combination of vehicles having a weight in excess of that authorized in subsection (1) shall be operated on a highway. R.S.O. 1990, c. H.8, s. 119 (4).

Prohibition re operation on Class B Highway

120. Subject to section 110, no vehicle or combination of vehicles shall be operated on a Class B Highway where the weight upon one axle exceeds 8,200 kilograms, or, if the axles are spaced less than 2.4 metres apart, where the weight upon one axle exceeds 5,500 kilograms. R.S.O. 1990, c. H.8, s. 120.

Operating within permitted weight

121. (1) No vehicle or combination of vehicles having a permit issued in accordance with section 7 of this Act, the fee for which is based upon gross vehicle weight, shall be operated on any highway where the gross vehicle weight exceeds that for which the permit was issued. R.S.O. 1990, c. H.8, s. 121 (1); 1996, c. 9, s. 26.

Exception to subs. (1)

(2) Despite subsection (1) and subject to sections 116, 117 and 118, where a conversion unit is used to convert a two axle tractor into a three axle tractor and the fee prescribed in the regulations in respect of the conversion unit is paid, the vehicle or combination of vehicles to which the conversion unit is attached may operate on a highway at a maximum gross vehicle weight of 7,000 kilograms in excess of the gross vehicle weight for which a permit was issued for the vehicle or combination of vehicles in accordance with section 7 and the Ministry shall issue a receipt for the fee so prescribed and paid. R.S.O. 1990, c. H.8, s. 121 (2).

Receipt re excess weight payment to be carried

(3) The receipt issued by the Ministry in accordance with subsection (2) shall, whenever a vehicle is on a highway with the conversion unit referred to in subsection (2) attached, be carried by the driver of the vehicle or placed in some readily accessible position in the vehicle and shall be surrendered when demanded by a police officer or an officer appointed for carrying out the provisions of this Act. R.S.O. 1990, c. H.8, s. 121 (3); 2002, c. 18, Sched. P, s. 27.

Penalty

(4) Every person who contravenes subsection (1) is guilty of an offence and on conviction is liable to a fine as if the person had been convicted under section 125 and the Registrar may suspend the permit issued under section 7 for the vehicle or vehicles involved, and the suspension shall continue until a new permit at

the maximum gross vehicle weight allowable has been issued for the vehicle or vehicles and the fee therefor has been paid. R.S.O. 1990, c. H.8, s. 121 (4).

Reduced load periods

122. (1) Subject to section 110, during a reduced load period no commercial motor vehicle or trailer, other than a public vehicle or a vehicle referred to in subsection (2), shall be operated or drawn upon any designated highway where the weight upon an axle exceeds 5,000 kilograms. R.S.O. 1990, c. H.8, s. 122 (1).

Idem

(2) Subject to section 110, during a reduced load period,

(a) no two axle tank-truck, while used exclusively for the transportation of liquid or gaseous heating fuel;

(b) no two axle truck, while used exclusively for the transportation of livestock feed; and

(c) no vehicle transporting live poultry,

shall be operated upon any designated highway where the weight upon an axle exceeds 7,500 kilograms. R.S.O. 1990, c. H.8, s. 122 (2).

Idem

(3) Subject to section 110, during a reduced load period no vehicle having a carrying capacity in excess of 1,000 kilograms, other than a motor vehicle or trailer, shall be operated upon any designated highway where the weight upon any millimetre in the width of a tire exceeds five kilograms. R.S.O. 1990, c. H.8, s. 122 (3).

Exceptions

(4) Subsections (1) and (3) do not apply to,

(a) vehicles operated by or on behalf of a municipality or other authority having jurisdiction and control of a highway, where the vehicles are engaged in highway maintenance, including the carriage and application of abrasives or chemicals to the highway, the stockpiling of abrasives or chemicals for use on a highway, or the removal of snow from a highway;

(b) vehicles used exclusively for the transportation of milk;

(c) fire apparatus;

(d) vehicles operated by or on behalf of a municipality transporting waste; or

(e) public utility emergency vehicles. R.S.O. 1990, c. H.8, s. 122 (4); 2009, c. 5, s. 39.

Designation

(5) An official of the Ministry authorized by the Minister in writing may designate the date on which a reduced load period shall start or end and the King's Highway or highway in territory without municipal organization, or portion thereof, to which the designation applies. R.S.O. 1990, c. H.8, s. 122 (5).

***Legislation Act, 2006*, Part III**

(6) A designation under subsection (5) is not a regulation within the meaning of Part III (Regulations) of the *Legislation Act, 2006*. R.S.O. 1990, c. H.8, s. 122 (6); 2006, c. 21, Sched. F, s. 136 (1).

Designation by municipality

(7) The municipality or other authority having jurisdiction over a highway may by by-law designate the date on which a reduced load period shall start or end and the highway or portion thereof under its jurisdiction to which the designation applies. R.S.O. 1990, c. H.8, s. 122 (7); 2002, c. 17, Sched. F, Table.

Weight on bridges

Regulations limiting weight on bridges

123. (1) The Minister may make regulations limiting the gross vehicle weight of any vehicle or any class thereof passing over a bridge forming part of the King's Highway or a highway in territory without municipal organization and notice of the limit of the weights fixed by the regulation, legibly printed, shall be posted up in a conspicuous place at each end of the bridge. R.S.O. 1990, c. H.8, s. 123 (1).

By-laws limiting weight on bridges

(2) The municipality or other authority having jurisdiction over a bridge may by by-law limit the gross vehicle weight of any vehicle or any class thereof passing over the bridge, and the requirements of subsection (1) with respect to the posting up of notice apply thereto. R.S.O. 1990, c. H.8, s. 123 (2); 1996, c. 33, s. 13 (1); 2002, c. 17, Sched. F, Table.

Same, on connecting links

(3) Despite subsection (2), where the bridge forms part of a highway designated as a connecting link under subsection 21 (1) of the *Public Transportation and Highway Improvement Act*, the by-law shall not become operative until it is approved by the Ministry. 1996, c. 33, s. 13 (2).

Regulations

(4) The Minister may make regulations establishing standards to determine allowable gross vehicle weight for any vehicle or class of vehicle for the purpose of subsection (2). 1996, c. 33, s. 13 (2).

Power of officer to have vehicle weighed, examined

124. (1) A police officer or officer appointed for carrying out the provisions of this Act may stop any vehicle or combination of vehicles, direct the driver to such location as is reasonable in the circumstances, direct the driver to drive the vehicle or combination of vehicles on or off of a scale in order to weigh the vehicle or combination of vehicles using portable or stationary scales, and measure and examine the vehicle or combination of vehicles to determine its nature and dimensions. 2002, c. 18, Sched. P, s. 28.

Load removed or redistributed

(2) Where it is found that the gross vehicle weight, axle unit weight or axle group weight of any vehicle or combination of vehicles is in excess of the limits permitted under this Act or the regulations, or under the permit issued for the vehicle or combination of vehicles, the police officer or officer appointed for carrying out the provisions of this Act may require the driver to redistribute or remove as much of the load as is necessary to ensure compliance with this Act, the regulations and the permit. 2002, c. 18, Sched. P, s. 28.

Penalty

(3) Every driver who, when required under subsection (1) to stop, drive to another location or drive the vehicle on or off of a scale, refuses or fails to do so is guilty of an offence and on conviction is liable to a fine of not less than $200 and not more than $1,000 and to the suspension of his or her driver's licence for a period of not more than 30 days. 2002, c. 18, Sched. P, s. 28.

Same

(4) Every driver is guilty of an offence and on conviction is liable to a fine of not less than $100 and not more than $200 who,

(a) when required under subsection (2) to redistribute or remove part of a load, refuses or fails to do so or to cause it to be done; or

(b) obstructs any weighing, measuring or examination authorized by this section. 2002, c. 18, Sched. P, s. 28.

Penalty, commercial motor vehicle

(5) Despite subsection (3), every driver of a commercial motor vehicle within the meaning of subsection 16 (1) who, when required under subsection (1) to stop, drive to another location, or drive the vehicle on or off of a scale, refuses or fails to do so is guilty of an offence and on conviction is liable to a fine of not less than $200 and not more than $20,000 and to the suspension of his or her driver's licence for a period of not more than 30 days. 2002, c. 18, Sched. P, s. 28.

Same

(6) Despite subsection (4), every driver of a commercial motor vehicle within the meaning of subsection 16 (1) is guilty of an offence and on conviction is liable to a fine of not less than $200 and not more than $20,000 who,

(a) when required under subsection (2) to redistribute or remove part of a load, refuses or fails to do so or to cause it to be done; or

(b) obstructs any weighing, measuring or examination authorized by this section. 2002, c. 18, Sched. P, s. 28.

Offence and penalty, Part VIII

125. (1) Every person who contravenes subsection 115 (1), section 116, 117 or 118, subsection 119 (4), section 120 or subsection 122 (1), (2) or (3) or a regulation made under subsection 123 (1) or a by-law made under subsection 123 (2) is guilty of an offence and on conviction is liable to a fine of,

(a) $5 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is less than 2,500 kilograms, but in no case shall the fine be less than $100;

(b) $10 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is 2,500 kilograms or more but is less than 5,000 kilograms;

(c) $12 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is 5,000 kilograms or more but is less than 7,500 kilograms;

(d) $15 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is 7,500 kilograms or more but is less than 10,000 kilograms;

(e) $20 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is 10,000 kilograms or more but is less than 15,000 kilograms; and

(f) $25 per 100 kilograms, or part thereof, for any weight in excess of that permitted under this Act or the regulations, where the overweight is 15,000 kilograms or more. 1996, c. 20, s. 28.

Circumstances where additional fines apply

(2) A person is liable to a fine, in addition to any fine to which the person is liable under subsection (1) or clause 110.2 (3) (b) or (c), of not less than $200 and not more than $1,000, under the circumstances set out in subsection (3) or (4) unless the vehicle involved belongs to a class of vehicles or combination of vehicles prescribed by the regulations. 2000, c. 26, Sched. O, s. 12.

Same

(3) A person is liable in accordance with subsection (2) if,

(a) a liftable axle on a vehicle or combination of vehicles is lifted; and

(b) the person is convicted of an offence under subsection (1) or clause 110.2 (3) (b) or (c),

unless,

(c) the offence occurred while the vehicle or combination of vehicles was reversing;

(d) there were no wheels on the axle;

(e) the axle was lifted in compliance with a regulation; or

(f) the axle was reasonably required to be lifted in order to prepare for and carry out completely a safe turn at an intersection or onto or off a highway ramp. 2000, c. 26, Sched. O, s. 12.

Same

(4) A person is liable in accordance with subsection (2) if,

(a) the person is convicted of an offence referred to in subsection (1) or clause 110.2 (3) (b) or (c); and

(b) a liftable axle on the vehicle or combination of vehicles was deployed in such an improper manner that it caused or aggravated the offence. 2000, c. 26, Sched. O, s. 12.

Overloading by consignor

126. Every consignor of goods, or the consignor's agent or employee, who causes a vehicle or combination of vehicles not owned by the consignor to be loaded so that when operated on a highway,

(a) the weight on any millimetre in the width of the tire exceeds a limit set out in subsection 115 (1) or in the regulations;

(b) the axle unit weight on an axle unit exceeds a limit set out in section 116 or 119 or in the regulations;

(c) an axle group weight exceeds a limit set out in section 117 or 119 or in the regulations;

(d) the gross vehicle weight exceeds a limit set out in section 118 or 119 or in the regulations; or

(e) the gross vehicle weight exceeds the gross vehicle weight specified in a permit referred to in section 121,

is guilty of an offence and on conviction is liable to a fine as if the consignor had been convicted under section 125. 1994, c. 29, s. 1.

Regulations, weight standards

127. The Lieutenant Governor in Council may make regulations,

(a) describing purposes and circumstances for the purposes of clause 110.1 (2) (d);

(b) prescribing other means of giving notice for the purposes of subsections 110.3 (3) and 110.4 (3), prescribing rules in relation to giving notice by such means and prescribing the day on which notice shall be deemed to have been received when such means are used;

(c) prescribing maximum allowable gross vehicle weights for the purposes of section 118;

(d) exempting classes of vehicles or combinations of vehicles from any provision of this Part and prescribing the weights that are applicable to the exempted vehicles;

(e) exempting classes of vehicles or combinations of vehicles for the purposes of subsection 125 (2);

(f) specifying vehicles or combinations of vehicles to which section 118 does not apply and prescribing an alternative means of calculating maximum allowable gross weight;

(g) prescribing maximum allowable weight on a part of a vehicle or combination of vehicles, including weight on a vehicle that forms part of a combination of vehicles;

(h) prescribing maximum allowable loads on vehicles or components of vehicles consistent with the vehicle manufacturer's ratings for the vehicle or components;

(i) providing for the identification and marking of vehicles or any class or classes of vehicle and specifying what class of persons may make such an identification or marking. 2000, c. 26, Sched. O, s. 13.

REGULATION 413/05

VEHICLE WEIGHTS AND DIMENSIONS – FOR SAFE, PRODUCTIVE AND INFRASTRUCTURE-FRIENDLY VEHICLES

This Chapter contains the full text of *Highway Traffic Act* Regulation 413/05 at date of publishing, with the exception of the 33 Vehicle Weight Tables which appear in Chapter 8, and the 31 SPIF Schedules which are incorporated into Chapter 3. The official version of the Regulation can be viewed at www.e-laws.gov.on.ca.

This regulation is authorized under Parts VII and VIII of the *Highway Traffic Act*.

In this regulation **Safe, Productive, Infrastructure-Friendly** (SPIF) vehicles and combinations are referred to as 'Designated Vehicles and Combinations' and vehicles and combinations that do not meet SPIF standards (non-SPIF) are referred to as "Non-Designated Vehicles and Combinations".

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Note:

Regulation 457/10 amended Regulation 413/05 to include Phase 4 of the Vehicle Weight and Dimensions Regulations program. The amendments were effective July 1, 2011. Regulation 167/12 introduced some adjustments to increase flexibility and improve safety and performance; the modifications are effective on July 1, 2012. In addition, Regulation 16/14 modified some grandfathering provisions and dimensional limits, effective January 31, 2014.

Highway Traffic Act
ONTARIO REGULATION 413/05

VEHICLE WEIGHTS AND DIMENSIONS — FOR SAFE, PRODUCTIVE AND INFRASTRUCTURE-FRIENDLY VEHICLES

This Regulation is made in English only.

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APPLICATION AND INTERPRETATION

Application

1. (1) Subject to any by-law made under subsection 109 (12) of the Act, this Regulation sets out dimensional limits for the purposes of section 109 of the Act.

(2) This Regulation sets out weight limits for the purposes of sections 115 to 118 of the Act.

Definitions

2. (1) The definitions in sections 108 and 114 of the Act apply to this Regulation. O. Reg. 413/05, s. 2 (1).

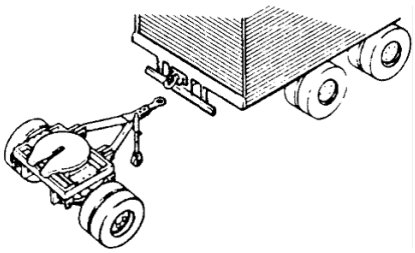
(2) In this Regulation,

"A-train double" means a vehicle combination composed of a tractor, a semi-trailer and,

(a) a trailer converter dolly that is towed from a single hitch, as shown in Figure 1, on the centre line of the semi-trailer and another semi-trailer, or

(b) a full trailer attached to the semi-trailer as if a trailer converter dolly were used and towed from a single hitch, as shown in Figure 1, on the centre line of the semi-trailer;

Figure 1: A-train double

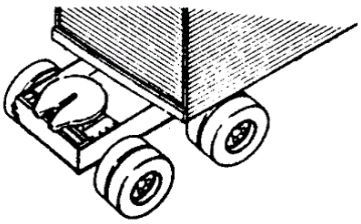


"aggregate vehicle" means a vehicle or vehicle combination that is designed for dumping or spreading sand, gravel, crushed or uncut rock, asphalt, slag or rubble or any mixture of such materials and that is transporting a load consisting mostly of any of these materials;

"axle spread" means the longitudinal distance between the centres of the foremost and rearmost axles of an axle unit;

"B-train double" means a vehicle combination composed of a tractor and two semi-trailers, the rearmost of which is attached by a fifth wheel assembly whose lower half is mounted on the rear of the foremost semi-trailer, as shown in Figure 2;

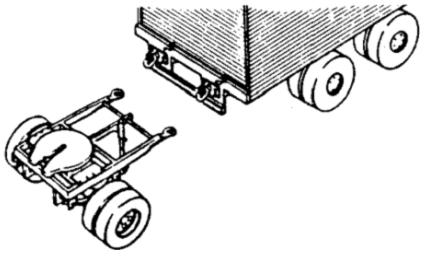
Figure 2: B-train double



"base length" means the distance measured between the centres of the first axle of the front axle of a vehicle or vehicle combination and the last axle of a vehicle or vehicle combination;

"C-train double" means a vehicle combination consisting of a tractor and two semi-trailers, the second of which is attached to the first by a trailer converter dolly that has a frame rigid in the horizontal plane and that is towed from two hitches located in a horizontal transverse line on the foremost semi-trailer that preclude any rotation in the horizontal plane about the hitch point, as shown in Figure 3;

Figure 3: C-train double



"carbon dioxide tank semi-trailer" means a tank semi-trailer that is used regularly to transport carbon dioxide, was manufactured to Transport Canada specification TC331 or United States Department of Transportation specification MC331 and bears the appropriate specification number on the compliance label or manufacturer's identification plate affixed to the vehicle;

"combination" and "vehicle combination" mean a combination of vehicles;

"cryogenic tank semi-trailer" means a tank semi-trailer that was manufactured to Canadian Gas Association specification CGA341 or Transport Canada specification TC341 and bears the appropriate specification number on the compliance label or manufacturer's identification plate affixed to the vehicle;

"designated bus or recreational vehicle", when followed by a number, means the designated bus or recreational vehicle identified by the same number in the Table to section 3.1;

"designated tractor-trailer combination", when followed by a number, means the designated tractor-trailer combination identified by the same number in the Table to section 3;

"designated truck", when followed by a number, means the designated truck identified by the same number in the Table to section 3.2;

"designated truck-trailer combination", when followed by a number, means the designated truck -trailer combination identified by the same number in the Table to section 3.3;

"drawbar" means a towing structure that is connected to a trailer or a trailer converter dolly and that includes an eye or equivalent device for coupling to a trailer hitch;

"drive axle" means an axle unit that is connected to the power source of a motor vehicle and that transmits tractive power to the wheels;

"end dump semi-trailer" means a semi-trailer to which is permanently attached a body or box that is hinged and that can be raised to dump from the rear of the semi-trailer;

"fifth wheel assembly" means a plate-type coupling device comprised of a kingpin, locking jaws and plates, the lower half of which is mounted on the rear portion of a vehicle frame or the frame of a trailer converter dolly and the upper half of which is fastened to the underside of the forward portion of a semi-trailer for the purpose of supporting and towing the semi-trailer;

"forced-steer auxiliary pusher axle" means an axle that articulates in response to forces generated through mechanisms and linkages operated by the driver, but does not include the front axle of a vehicle or vehicle combination;

"full trailer" means a trailer designed so that its own weight and any load are carried on its own axles and includes a vehicle combination consisting of a semi-trailer and a trailer converter dolly;

"inter-axle spacing" means the longitudinal distance separating two consecutive axle units within a vehicle or vehicle combination, measured from the centre of the rearmost axle of the foremost axle unit to the centre of the foremost axle of the other axle unit;

"inter-vehicle-unit distance", for a vehicle combination, means,

(a) the distance between the centres of the last axle of the motor vehicle or road building machine and the first axle of the towed vehicle, and

(b) the distance between the centres of the last axle of the first towed vehicle and the first axle of the second towed vehicle,

but in subsection 38 (2), Schedules 11, 12 and 13 and Vehicle Weight Tables 3 to 29, it means the lesser of clauses (a) and (b);

"long combination" means a tractor-trailer combination to which one or more of the following applies:

1. The total length, including load, exceeds the 23 metre limit specified in subsection 109 (7) of the Act.

2. The box length of a combination including more than one trailer exceeds the 18.5 metre limit specified in subsection 109 (8) of the Act.

3. The semi-trailer length, excluding any portion of auxiliary equipment or machinery that extends beyond the front or rear of the semi-trailer and that is not designed or used for the transportation of goods, exceeds the 14.65 metre limit specified in subsection 109 (10) of the Act;

"non-designated", with reference to a truck, bus, recreational vehicle or vehicle combination means a truck, bus, recreational vehicle or vehicle combination that is not, respectively, a designated truck, a designated bus or recreational vehicle, a designated tractor-trailer combination, a designated truck-trailer combination or a designated saddlemount combination;

"open-top hopper dump semi-trailer" means a semi-trailer to which is permanently attached an open-top body or box with bottom hoppers that can be opened to dump from the bottom of the semi-trailer;

"pony trailer" means a trailer that is designed and used so that the preponderance of the trailer's weight and load is carried on its own axles and that is equipped with a drawbar rigidly attached to the trailer;

"quadruple axle" means a four axle group in which the axles,

(a) have their consecutive centres equally spaced,

(b) have their consecutive centres more than one metre apart,

(c) do not include a liftable axle or a self-steering axle,

(d) have the same number of tires at each wheel position, and

(e) are articulated from an attachment to the vehicle common to the consecutive axles or are designed to automatically equalize the load between the four axles under all conditions of loading;

"self-steering axle" means an assembly of two or more wheels whose centres are in one transverse vertical plane and whose wheels can articulate in response to forces generated between the tires and the road or through mechanisms and linkages that operate independently of the driver;

"single semi-trailer" means a semi-trailer that is the only trailer in a tractor-trailer combination;

"tag-axle tank semi-trailer" means a tank semi-trailer,

(a) that is not more than 14.65 metres in length,

(b) that is equipped with a rear single axle and a front tandem axle, whose inter-axle spacing is more than 2.5 metres,

(c) whose single axle,

(i) is a self-steering axle capable of turning 20 degrees in either direction, and

(ii) is not a liftable axle, and

(d) whose axles automatically equalize its load such that the weight on the self-steering axle is not more than 500 kilograms greater or less than the average weight per axle of the tandem axle;

"tandem axle" means a dual axle as defined in section 114 of the Act that does not include a liftable axle or a self-steering axle and that has the same number of tires at each wheel position;

"tank full trailer" means a full trailer that is permanently attached to a closed tank having a capacity of 2.3 kilolitres or more;

"tank pony trailer" means a pony trailer that is permanently attached to a closed tank having a capacity of 2.3 kilolitres or more;

"tank semi-trailer" means a semi-trailer that is permanently attached to a closed tank having a capacity of 2.3 kilolitres or more;

"tractor" means a commercial motor vehicle designed to draw one or more semi-trailers, or a semi-trailer and a full trailer, to which it is coupled by means of a fifth wheel assembly;

"tridem axle" means a triple axle as defined in section 114 of the Act that does not include a liftable axle or a self-steering axle and that has the same number of tires at each wheel position;

"tri-drive axle" means a drive axle composed of a tridem axle in which each axle of the tridem axle transmits tractive power to its wheels;

"truck" does not include a tractor or a bus;

"turn centre" means the geometric centre,

(a) on a semi-trailer consisting only of one axle unit, of the axle unit,

(b) on a semi-trailer consisting of more than one axle unit, of the axle unit containing more axles,

(c) on a semi-trailer containing a quadruple axle, of the quadruple axle,

(d) on a tractor, full trailer or pony trailer, of the rear axle unit,

(e) on a truck, bus or recreational vehicle, of the drive axle unit;

"wheelbase" means the longitudinal distance,

(a) from the centre of the kingpin to the turn centre, in the case of a semi-trailer or in the case of a full trailer without a turntable in designated truck-trailer combination 3,

(b) from the centre of articulation of the turntable to the turn centre, in the case of a full trailer with a turntable in designated truck-trailer combination 3,

(c) from the centre of the kingpin to the geometric centre of the tridem axle, in the case of the front portion of a hinged semi-trailer, and from the articulation point of the forward hinge to the geometric centre of the tandem axle, in the case of the rear portion of a hinged semi-trailer,

(d) from the centre of the front axle to the turn centre, in the case of a tractor, truck, bus or recreational vehicle,

(e) from the centre of the hitching device to the turn centre, in the case of a pony trailer or of a full trailer, other than a full trailer in designated truck-trailer combination 3.

(3) For the purposes of this Regulation, where a tire width has been marked on the tire by the manufacturer, the width of the tire shall be deemed to be as marked. O. Reg. 413/05, s. 2 (3).

(4) For the purposes of this Regulation, the month and year when a vehicle was manufactured or built is the earliest month and year on any incomplete vehicle manufacturer's information label or manufacturer's compliance label on the vehicle.

DESIGNATED VEHICLES AND COMBINATIONS

Designated tractor-trailer combinations

3. The Table to this section sets out 15 tractor-trailer combinations that are designated tractor-trailer combinations if the vehicle combination meets the configuration description in the correspondingly numbered Schedule and complies with the dimensional limits of the Schedule and with all the relevant preconditions for the designated combination in the Schedule and in sections 5 to 14.

TABLE OF DESIGNATED TRACTOR-TRAILER COMBINATIONS

Schedule	Designated Tractor-Trailer Combination	Type of Tractor-Trailer Combination
1	1	Tractor Fixed Axle Semi-trailer
2	2	Tractor Self-steer Triaxle Semi-trailer
3	3	Tractor Self-steer Quad Semi-trailer
4	4	Tractor Self-steer 5-Axle Semi-trailer (1-3-1)
5	5	Tractor Self-steer 5-Axle Semi-trailer (1-1-3)
6	6	Tractor Self-steer 6-Axle Semi-trailer (1-4-1)
7	7	Tractor Self-steer 6-Axle Semi-trailer (1-1-4)
8	8	Tri-drive Tractor Fixed Axle Semi-trailer
9	9	Tri-drive Tractor Self-steer Triaxle Semi-trailer
10	10	Tri-drive Tractor Self-steer Quad Semi-trailer
11	11	Tractor A-train Double Trailers
12	12	Tractor B-train Double Trailers
13	13	Tractor C-train Double Trailers
14	14	Stinger-Steer Tractor Semi-trailer Auto Carrier
15	15	Tractor Hinged Semi-trailer

Designated buses and recreational vehicles

3.1 The Table to this section sets out three buses and two recreational vehicles that are designated buses or recreational vehicles if the vehicle meets the configuration description in the correspondingly numbered Schedule and complies with the dimensional limits of the Schedule and with all the relevant preconditions for the designated vehicle in the Schedule and in section 8.

TABLE OF DESIGNATED BUSES OR RECREATIONAL VEHICLES

Schedule	Designated Bus or Recreational Vehicle	Type of Bus or Recreational Vehicle
16	1	Standard Bus or Comparable Recreational Vehicle
17	2	Inter-city Bus or Comparable Recreational Vehicle
18	3	Articulated Bus

Designated trucks

3.2 The Table to this section sets out seven trucks that are designated trucks if the vehicle meets the configuration description in the correspondingly numbered Schedule and complies with the dimensional limits of the Schedule and with all the relevant preconditions for the designated vehicle in the Schedule and in sections 5 to 14.

TABLE OF DESIGNATED TRUCKS

Schedule	Designated Truck	Type of Truck
19	1	2-Axle Truck
20	2	Tandem-axle Truck
21	3	3-Axle Truck with Auxiliary Axle
22	4	Twin-steer Tandem-drive Truck
23	5	Self-steer Triaxle Truck
24	6	Tri-drive 4-Axle Truck
25	7	Twin-steer Tri-drive 5-Axle Truck

Designated truck-trailer combinations

3.3 The Table to this section sets out five truck-trailer combinations that are designated truck-trailer combinations if the vehicle combination meets the configuration description in the correspondingly numbered Schedule and complies with the dimensional limits of the Schedule and with all the relevant preconditions for the designated vehicle in the Schedule and in sections 5 to 14.

TABLE OF DESIGNATED TRUCK-TRAILER COMBINATIONS

Schedule	Designated Truck-Trailer Combination	Type of Truck-Trailer Combination
26	1	Truck and Fixed Axle Pony Trailer
27	2	Truck and Self-steer Triaxle Pony Trailer
28	3	Truck and Full Trailer
29	4	Truck and Self-steer Triaxle Full Trailer
30	5	Truck and Tridem-axle Full Trailer

Designated saddlemount combination

3.4 A saddlemount combination is a designated saddlemount combination if it meets the configuration description in Schedule 31 and complies with the dimensional limits of the Schedule and with all of the relevant preconditions for the designated saddlemount combination in the Schedule.

Weight limit chart not determinative of designated vehicle or combination

4. A vehicle or vehicle combination described in sections 3 to 3.4 is a designated vehicle or a designated combination even if it does not meet the limits in the weight limit chart of the corresponding Schedule.

PRECONDITIONS FOR DESIGNATED VEHICLES OR DESIGNATED COMBINATIONS

Liftable axles and controls

5. (1) A designated vehicle or designated vehicle combination may have axles in addition to those specified in the corresponding Schedule, but the additional axles must remain in the raised position.

(2) A designated truck or a tractor in a designated combination may not be equipped with or have controls, whether remote or manual, that would allow the driver from the cab of the truck or tractor to lift, deploy or alter the weight on a self-steering axle of the truck or of any drawn trailer unless,

(a) the truck, truck-trailer combination or tractor-trailer combination is designed to carry raw forest products; or

(b) the controls,

(i) do not activate unless the emergency 4-way flashers are activated,

(ii) contain a device that prevents lifting the axle or altering the axle weight when the truck or vehicle combination is travelling at a speed over 60 kilometres per hour, and

(iii) in the case of a tractor-trailer combination, operate only on the most forward self-steering axle of the semi-trailer.

(3) The tractor in a designated tractor-trailer combination 12 may not be equipped with or have controls, whether remote or manual, that would allow the driver to lift, deploy or alter the weight on the tandem or tridem axles in the combination, unless the controls,

(a) operate only on the forward axle of the lead trailer's tridem axle;

(b) do not activate unless the emergency 4-way flashers are activated; and

(c) contain a device that prevents lifting the axle or altering the axle weight when the combination is travelling at a speed over 60 kilometres per hour.

(3.1) A designated truck may be equipped with,

(a) manual controls mounted outside the cab of the truck to lift or deploy its self-steering axle or forced-steer auxiliary pusher axle;

(b) manual controls mounted outside the cab of the truck to alter the weight on its self-steering axle or forced-steer auxiliary pusher axle, but only for use outside of Ontario;

(c) automatic controls that lift its self-steering axle when reversing and deploy it again when moving forward; and

(d) automatic controls that lift or deploy its self-steering axle or forced-steer auxiliary pusher axle, depending on whether the truck is heavily or lightly loaded.

(3.2) A trailer in a designated combination may be equipped with,

(a) manual controls to lift or deploy its self-steering axles;

(b) manual controls to alter the weight on its self-steering axles, but only for use outside Ontario;

(c) automatic controls that lift its self-steering axles when reversing and deploy them again when moving forward; and

(d) automatic controls that lift or deploy its self-steering axles, depending on whether the trailer is heavily or lightly loaded.

(4) In subsection (3) and in Schedule 12,

"tridem axle" means a triple axle as defined in section 114 of the Act that does not include a self-steering axle and that has the same number of tires at each wheel position, and includes an axle unit that is equipped with a device for altering the weight transmitted to the highway surface. O. Reg. 413/05, s. 5 (4).

Rear impact guards

6. (1) The rearmost trailer of any designated tractor-trailer combination that is a long combination must be equipped with a rear impact guard meeting the requirements of subsection (2) if,

(a) the trailer was manufactured after July 14, 1993 and before January 27, 1998;

(b) the trailer has an axle unit that can slide or is fixed so that the rear of the rearmost tire is more than 0.3 metres in front of the rear of the trailer; and

(c) the trailer's rear structure is more than 0.56 metres above the ground when the trailer is unladen on a level surface. O. Reg. 413/05, s. 6 (1).

(2) A rear impact guard must consist of a single horizontal beam that is rigidly attached to the trailer and that,

(a) extends within 0.1 metres of each side of the trailer;

(b) is not more than 0.3 metres in front of the rear of the trailer and is as close to the rear as possible; and

(c) is not more than 0.56 metres above the ground when the trailer is unladen on a level surface. O. Reg. 413/05, s. 6 (2).

(3) The rearmost trailer in a combination described in subsection (5) must be equipped with a rear impact guard that meets one of the following standards, as that standard read on the date of the trailer's manufacture:

1. United States Federal Motor Vehicle Safety Standard 224.

2. Standard 223 under the *Motor Vehicle Safety Act* (Canada).

(4) Subsection (3) does not apply if one of the standards described in that subsection exempts the rearmost trailer in a combination described in subsection (5) from having a rear impact guard.

(5) Subsection (3) applies to,

(a) any designated tractor-trailer combination that is a long combination whose rearmost trailer was manufactured after January 26, 1998;

(b) designated tractor-trailer combination 2, 3, 4, 5, 6, 7, 9 or 10;

(c) any designated tractor-trailer combination that includes a trailer that was manufactured after 2005; or

(d) any designated truck-trailer combination that includes a trailer that was manufactured after August 31, 2007.

Brakes

7. (1) Revoked

(2) Revoked

(3) The following brake requirements apply to designated tractor-trailer combinations 4, 5, 6, 7 and 15:

1. The semi-trailer service brake system must be constructed so that a single leakage failure in any component of the system, except the tubing or fittings in the control line, does not render the brakes on more than three axles inoperative.

2. The semi-trailer must be equipped with a low air pressure warning system constructed so that, in the event the air pressure in any one of the service brake reservoirs falls below 483 kPa or 70 psi, a red LED warning lamp will illuminate. The lamp must be side-facing, located on the outside of the semi-trailer near the front side marker lamp, within the field of view of the tractor's rear view mirror, and must include a bulb check feature.

3. The semi-trailer supply and control gladhands must be equipped with screens that will prevent any particle larger than 0.33 millimetres or 0.013 inches from entering the gladhand beyond a point where it remains visible from the opening. A label indicating that the vehicle is equipped with gladhand screens and stating that the gladhand screens must be inspected regularly and kept clean to prevent brake system malfunction must be placed adjacent to the gladhands.

4. The semi-trailer must be equipped with an antilock brake system that directly or indirectly controls each wheel of the semi-trailer.

5. The semi-trailer must display a clearly visible label with the name and telephone number of the semi-trailer manufacturer and the appropriate brake system circuit diagram number. O. Reg. 413/05, s. 7 (3).

Tires

8. The tires of a designated vehicle or vehicle combination must be at least 150 millimetres wide. O. Reg. 413/05, s. 8.

Wheel cut

9. (1) Every designated vehicle with a self-steering axle and every designated vehicle combination with a self-steering axle, other than a self-steering tag axle in designated bus or recreational vehicle 1 or 2, must comply with the wheel cut requirements of the Table to this section.

(2) In this section,

"wheel cut" means the number of degrees the wheels of a self-steering axle are capable of turning in either direction from the straight ahead position. O. Reg. 413/05, s. 9 (2).

TABLE
MINIMUM REQUIRED SELF-STEERING AXLE WHEEL CUT

Distance from Turn Centre to Self-steering Axle	Minimum Degrees of Wheel Cut
4.65 metres or less	20°
More than 4.65 metres and less than or equal to 5.85 metres	25°
More than 5.85 metres and less than or equal to 7.10 metres	28°
More than 7.10 metres	30°

Self-steering axle locking device

10. (1) In designated tractor-trailer combinations 2 and 9, if the axle spread of the tandem axle of the semi-trailer exceeds 1.85 metres, the designated combination must be equipped with an automatic device that locks the self-steering axle in the straight ahead position when the combination is travelling at a speed over 60 kilometres per hour. O. Reg. 413/05, s. 10 (1).

(2) Designated tractor-trailer combinations 4 and 6 must be equipped with an automatic device that locks the rearmost self-steering axle in the straight ahead position when the combination is travelling at a speed over 60 kilometres per hour. O. Reg. 413/05, s. 10 (2).

Tri-drive locking device

11. Any differential locks on a tri-drive axle of any designated vehicle or vehicle combination must remain unlocked while the vehicle or combination is operated on a highway.

C-train equipment

12. (1) The foremost semi-trailer of a designated tractor-trailer combination 13 must be equipped with a hitch that meets the requirements of section 904 of the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada). O. Reg. 413/05, s. 12 (1).

(2) Revoked

(3) The trailer converter dolly of a designated tractor-trailer combination 13 must meet the requirements of section 903 of the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada). O. Reg. 413/05, s. 12 (3).

Labelling

13. (1) The semi-trailer in designated tractor-trailer combinations 2, 3, 4, 5, 6, 7, 9, 10 and 15, the trailer in designated truck-trailer combinations 2 and 4 and designated trucks 3 and 5 must bear their original compliance labels and comply with subsections (2) and (3).

(2) The original compliance label or the manufacturer's identification plate on the truck or trailer must,

(a) contain the notation "SPIF", signifying that the truck or trailer is safe, productive and infrastructure-friendly and was manufactured to meet the specifications of this Regulation;

(b) identify the company authorized under the *Motor Vehicle Safety Act* (Canada) to apply a national safety mark, the foreign manufacturer registered under that Act or the authorized dealer of either of them, that manufactured the truck or trailer; and

(c) indicate the gross vehicle and axle weight ratings.

(3) If a truck or trailer was not manufactured to meet the specifications of this Regulation, but was converted to meet such specifications, it must bear a label adjacent to the original compliance label,

(a) containing the notation "SPIF", signifying that the truck or trailer is safe, productive and infrastructure-friendly and was converted to meet the specifications of this Regulation;

(b) identifying the company authorized under the *Motor Vehicle Safety Act* (Canada) to apply a national safety mark, the foreign manufacturer registered under that Act or the authorized dealer of either of them, that converted the truck or trailer; and

(c) indicating the revised gross vehicle and axle weight ratings.

(4) If a semi-trailer was manufactured or converted before 2006, the label required by subsection (2) or (3) may bear the notation "Reg 597 (Ont) – 3" or "Reg 597 (Ont) – 4" instead of the notation "SPIF".

Weight requirements

14. (1) The following designated vehicles and vehicles within designated combinations must be designed to load equalize within the meaning of subsection (2):

1. Designated trucks 3 and 5.

2. The semi-trailer in designated tractor-trailer combinations 2 to 7, 9, 10 and 15.

3. The pony trailer in designated truck-trailer combination 2.

(2) A vehicle load equalizes if,

(a) in the case of designated truck 3, the weight of the auxiliary self-steering axle or forced-steer auxiliary pusher axle is not more than 500 kilograms greater or less than 33 per cent of the weight on the tandem axle;

(b) in the case of designated truck 5, the weight of the self-steering axle is not more than 500 kilograms greater or less than the average weight per axle of the tandem axle;

(c) in the case of the semi-trailer in designated tractor-trailer combinations 2 to 7, 9 and 10, the weight of each self-steering axle is not more than 500 kilograms greater or less than the average weight per axle of the tandem, tridem or quadruple axle;

(d) in the case of the semi-trailer in designated tractor-trailer combination 15, the weight of the tandem axle is not more than 500 kilograms greater or less than 67 per cent of the weight of the tridem axle; and

(e) in the case of the pony trailer in designated truck-trailer combination 2, the weight of the self-steering axle is not more than 500 kilograms greater or less than the average weight per axle of the tandem axle.

(3) Revoked

(4) Revoked

(5) A semi-trailer forming part of designated tractor-trailer combinations 3, 4, 5, 6, 7, 10 and 15 must be equipped with,

(a) a device that accurately displays the total weight on the trailer axles in kilograms; or

(b) a device and a table or chart, from the combined use of which the total weight on the trailer axles in kilograms may be readily and accurately obtained. O. Reg. 413/05, s. 14 (5).

(6) Revoked

(7) Revoked

(8) Revoked

RULES APPLICABLE TO DESIGNATED VEHICLES AND DESIGNATED COMBINATIONS

Dimensional limits for long combinations

15. (1) A designated tractor-trailer combination that is a long combination shall comply with the dimensional limits in the corresponding Schedule and not with the dimensional limits specified in section 109 of the Act, if the dimensional limits in the Schedule are greater than those in section 109 of the Act.

(2) A long combination that is a designated tractor-trailer combination 4, 6 or 7 in every respect except that both self-steering axles are raised shall comply with the dimensional limits in the corresponding Schedule and not with the dimensional limits specified in section 109 of the Act, if the dimensional limits in the Schedule are greater than those in section 109 of the Act and if the gross vehicle weight of the long combination does not exceed the amount permitted in Vehicle Weight Table 32.

(3) A designated truck-trailer combination 3, a designated bus or recreational vehicle 2 or 3 and a designated saddlemount combinaton shall comply with the dimensional limits in the corresponding Schedule and not with the dimensional limits specified in section 109 of the Act, if the dimensional limits in the Schedule are greater than those in section 109 of the Act.

16. Revoked

Axle unit weight limits

17. The axle unit weight for a designated vehicle or combination is that specified in the corresponding Schedule instead of the axle unit weight specified or referred to in subsection 116 (1) of the Act. O. Reg. 413/05, s. 17.

18. Revoked

Axle group weight limits

19. The axle group weight for a quadruple axle in a designated tractor-trailer combination 6 or 7 is that specified in the corresponding Schedule instead of the axle group weight for a four axle group referred to in clause 117 (1) (c) of the Act. O. Reg. 413/05, s. 19.

Maximum allowable gross vehicle weight — designated vehicles and combinations

20. (1) Clauses 118 (1) (a) and (b) of the Act do not apply to designated vehicles and combinations.

(2) For the purpose of clause 118 (1) (c) of the Act,

(a) the maximum allowable gross vehicle weight of a designated vehicle or vehicle combination is the amount prescribed by the weight limit chart of the appropriate Schedule; and

(b) where the weight limit chart of the appropriate Schedule refers to a Vehicle Weight Table, the appropriate Vehicle Weight Table, determined in accordance with section 38, applies.

RULES APPLICABLE TO NON-DESIGNATED VEHICLES AND COMBINATIONS

Maximum allowable gross vehicle weight — non-designated vehicles and combinations

21. (1) Clauses 118 (1) (a) and (b) of the Act do not apply to non-designated vehicles and combinations, except as provided in section 22 of this Regulation.

(2) For the purpose of clause 118 (1) (c) of the Act,

(a) the maximum allowable gross vehicle weight for non-designated vehicles and combinations, other than B-train combinations, is the amount prescribed in Vehicle Weight Table 32;

(b) the maximum allowable gross vehicle weight for non-designated B-train combinations is the amount prescribed in Vehicle Weight Table 33.

Maximum allowable gross vehicle weight —transition for non-designated vehicles and combinations

22. (1) For the purpose of section 118 of the Act, the maximum allowable gross vehicle weight for a non-designated vehicle or vehicle combination described in subsection (2) and before the date specified in that subsection is the lowest of,

(a) the amount calculated under clause 118 (1) (a) of the Act;

(b) the amount calculated under clause 118 (1) (b) of the Act; and

(c) the maximum allowable gross vehicle weight under the appropriate Vehicle Weight Table from Vehicle Weight Tables 1 to 29, as determined in accordance with section 38.

(2) Subsection (1) applies to the following non-designated vehicles and vehicle combinations before the specified date:

1. Before January 1, 2016, a tractor-trailer combination that includes a single semi-trailer, if the semi-trailer has four or more deployed axles, was manufactured before 2006 and is not an end dump semi-trailer or an open-top hopper dump semi-trailer.

2. Before January 1, 2016, a tractor-trailer combination with two trailers, if both trailers were manufactured before 2006.

3. Before January 1, 2021, a tractor-trailer combination that includes a single carbon dioxide tank semi-trailer, cryogenic tank semi-trailer or tag-axle tank semi-trailer, if the semi-trailer has three or fewer deployed axles.

4. Before January 1, 2021, a truck, bus or recreational vehicle, if the truck, bus or recreational vehicle was manufactured before July 1, 2011.

5. Before January 1, 2021, a truck-trailer combination if both the truck and trailer were manufactured before July 1, 2011.

6. Subject to subsection (4), before January 1, 2021, a truck-trailer combination if,

i. either the truck or the trailer, but not both, was manufactured before July 1, 2011, and

ii. the other vehicle is a designated truck or is a trailer that meets all of the requirements in order to be part of a designated truck-trailer combination.

(3) Before January 1, 2021, subsection (1) applies to a non-designated tractor-trailer combination that includes a single tank semi-trailer with three or fewer axles deployed, other than a carbon dioxide tank semi-trailer, cryogenic tank semi-trailer or tag-axle tank semi-trailer, except that the maximum allowable gross vehicle weight is determined by subtracting 3,000 kilograms from the weight determined under that subsection.

(4) Before January 1, 2021, subsection (1) applies to a non-designated truck-trailer combination that is composed of a twin-steer tandem axle truck and trailer and that meets the requirements in subparagraphs 6 i and ii of subsection (2), except that the maximum allowable gross vehicle weight is determined by subtracting the following amount from the weight determined under subsection (1):

1. If the trailer is a triaxle pony trailer or a triaxle full trailer, 2,500 kilograms.

2. If the trailer is a pony trailer with a wheelbase of 8.75 metres or more or a full trailer with a wheelbase of 7.25 metres or more and the trailer is not a triaxle trailer,

i. 5,500 kilograms, if its base length is less than 18.25 metres,

ii. 4,500 kilograms, if its base length is 18.25 metres or more but less than 18.75 metres,

iii. 3,500 kilograms, if its base length is 18.75 metres or more but less than 19.25 metres, or

iv. 2,500 kilograms, if its base length is 19.25 metres or more.

3. If the trailer is a pony trailer with a wheelbase of less than 8.75 metres or a full trailer with a wheelbase of less than 7.25 metres and the trailer is not a triaxle trailer,

i. 5,500 kilograms, if it has one axle,

ii. 8,500 kilograms, if it has two axles, or

iii. 9,500 kilograms, if it has three or more axles.

(5) In subsection (4),

"triaxle" with reference to a trailer, means a trailer with a single self-steer axle in the front and a tandem axle in the rear;

"twin-steer tandem axle truck" means a 4-axle truck with a front tandem axle and a rear tandem drive axle.

23. Revoked

24. Revoked

Aggregate vehicles

25. (1) This section applies to aggregate vehicles, but does not apply to designated vehicles and combinations or to non-designated vehicles and combinations to which section 21 applies.

(2) Clauses 118 (1) (a) and (b) of the Act do not apply to aggregate vehicles.

(3) The maximum allowable gross vehicle weight of an aggregate vehicle shall be determined by subtracting, in the case of a two-axle aggregate vehicle, 1,000 kilograms or, in the case of an aggregate vehicle of three or more axles, 1,500 kilograms from,

(a) the maximum weight permitted on the front axle under section 116 of the Act plus the sum of the maximum allowable weights for all other axle units of the vehicle or vehicle combination as set out in section 116 of the Act;

(b) the maximum weight permitted on the front axle under section 116 of the Act plus the sum of the maximum allowable weights for any two axle groups, three axle groups or four axle groups, or any combination of them, as set out in section 117 of the Act, plus the maximum allowable weight for any axle unit or units excluding any axle unit or units that are part of an axle group, as set out in section 116 of the Act; or

(c) the maximum allowable gross vehicle weight prescribed by clause 22 (1) (c) of this Regulation.

(4) Where the calculation of front axle weight for an aggregate vehicle powered by a tractor results in a weight over 6,500 kilograms, the front axle weight shall be deemed to be 6,500 kilograms. O. Reg. 413/05, s. 25 (4).

(5) In this section and in Vehicle Weight Tables 1 to 29,

"front axle weight", in respect of an aggregate vehicle, means,

(a) for a single front axle, the maximum weight permitted under section 116 of the Act for a single axle, and

(b) for a dual front axle, one-half the maximum weight permitted under section 116 of the Act for a dual axle. O. Reg. 413/05, s. 25 (5).

26. Revoked
27. Revoked
28. Revoked
29. Revoked
30. Revoked
31. Revoked
32. Revoked
33. Revoked

Permits

34. (1) Despite section 21, the Registrar may issue permits under clause 110.1 (1) (b) of the Act allowing the operation of the following non-designated vehicles and of the following vehicles that form part of a non-designated vehicle combination in compliance with the maximum allowable gross vehicle weights specified in subsection 22 (1) or section 25:

1. After December 31, 2010, an end-dump semi-trailer or open-top hopper dump semi-trailer that was manufactured before 2003 and is part of a tractor-trailer combination.
2. After December 31, 2015, a single semi-trailer, other than a dump semi-trailer, with four or more deployed axles that was manufactured before 2006 and is part of a tractor-trailer combination.
3. After December 31, 2015, a trailer that forms part of a tractor-trailer combination with two trailers, if both trailers were manufactured before 2006.
4. After December 31, 2020, a truck, bus or recreational vehicle that was manufactured before July 1, 2011.
5. After December 31, 2020, a trailer in a truck-trailer combination, if the trailer was manufactured before July 1, 2011.

(2) A permit described in subsection (1) may be issued for the purpose of allowing the continued use of a vehicle by itself or in a combination referred to in subsection (1), but the permit shall be limited to the normal operating life of the vehicle and shall not be valid,

(a) in the case of an open-top hopper dump semi-trailer, for longer than 20 years after the year of its manufacture;

(b) in the case of a tank full trailer or a tank pony trailer, for longer than 20 years after the year of its manufacture;

(b.1) in the case of a tank semi-trailer, for longer than 25 years after the year of its manufacture;

(c) in the case of a semi-trailer, other than a tank semi-trailer, with four or more axles, for longer than 20 years after the year of its manufacture;

(d) in the case of a semi-trailer, other than a tank semi-trailer, that forms part of a tractor-trailer combination with two trailers, for longer than 20 years after the year of its manufacture;

(e) in the case of a truck that is a concrete mixer fitted with a revolving drum, for longer than 20 years after the year of its manufacture;

(f) in the case of a vehicle not referred to in clause (a), (b), (c), (d) or (e), for longer than 15 years after the year of its manufacture.

Axle weight limits

34.1 (1) For the purposes of section 116 of the Act, if a non-designated vehicle or a vehicle that is part of a non-designated combination is manufactured after June 30, 2011, the weight on an axle unit shall not exceed the manufacturer's gross axle weight rating if the manufacturer's gross axle weight is less than the amount otherwise permitted by the Act and this Regulation.

(2) If the driver of the vehicle or vehicle combination does not have with him or her verification in writing of the manufacturer's gross axle weight ratings of the axles of the vehicle or combination, or if the driver does not provide that verification when demanded by a police officer or officer appointed for carrying out the provisions of this Act, the axle unit weight on an axle unit shall not exceed,

(a) for the front axle, the lower of 5,000 kilograms and the sum of the maximum tire load ratings specified on the tire side walls; and

(b) for other axles, the sum of the maximum tire load ratings specified on the tire side walls.

Tractor tandem axle weight increases

35. (1) Tandem axles with an axle spread of at least 1.2 metres and less than 1.6 metres are prescribed axle units for the purposes of section 116 of the Act when they form part of a three-axle tractor that is not part of a designated combination, that has both a front single axle equipped with single tires and a rear tandem axle and that has no other axles deployed.

(2) Instead of the maximum allowable axle unit weights specified in Table 1 of Part VIII of the Act, the prescribed weight for the axle units prescribed in subsection (1) is 18,000 kilograms. O. Reg. 413/05, s. 35 (2).

36. Revoked

36.1 Revoked

Exemption from all maximum weights — fire apparatus

36.2 A fire apparatus is exempt from sections 116, 117 and 118 of the Act if the fire apparatus does not exceed the axle unit, axle group or gross vehicle weight ratings specified by the manufacturer. O. Reg. 435/08, s. 2.

SCHEDULES OF DESIGNATED VEHICLES AND COMBINATIONS

Interpretation for Schedules

37. (1) The following interpretive rules apply to Schedules 1 to 31:

1. The column heading "Ref" refers to a reference number associated with a dimension of the designated vehicle or combination. Some of the dimensions are set out in the diagram at the top of the Schedule identified by their reference number.

2. A reference to an axle unit in a Configuration Description is to a deployed axle unit. If an axle unit is not referred to in a Configuration Description, the designated combination does not have that axle unit unless it is an additional axle described in subsection 5 (1).

3. Where a tire weight limit is expressed as weight per millimetre, the reference is to a millimetre of tire width.

4. The sum of the maximum tire load ratings shall be determined by adding the highest tire load ratings of the tires as specified on the tire side walls.

5. A vehicle that is required to comply with subsection 109 (2) of the Act and that does comply with that subsection shall be deemed to be in compliance with the width limits in Schedules 1 to 31.

6. Maximum width shall be determined in accordance with subsections 109 (1), (3) and (4) of the Act.

7. Maximum length shall be determined in accordance with section 109 of the Act, excluding subsection 109 (10.1) of the Act.

8. "Not controlled" means that no measurement is prescribed.

9. "Overall" refers to the total combination.

10. In calculating allowable gross vehicle weight, where a Schedule refers to the actual weight on the front axle, if that weight exceeds maximum allowable weight for the axle, the maximum allowable weight must be used in the calculation.

(2) In Schedules 1 to 31,

"AGVW" means allowable gross vehicle weight;

"allowable gross vehicle weight" means the maximum permissible weight of a vehicle or vehicle combination for the purpose of section 118 of the Act;

"bed length" means the external measurement of a trailer from the front of its cargo carrying space to the rear of its cargo carrying space, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the trailer and that is not designed for the transportation of goods;

"box length", in a truck-trailer combination, means the external measurement from the front of the load-carrying portion of the truck to the rear of the trailer, including load, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the load-carrying portion of truck and that is not designed or used for the transportation of goods;

"converter dolly drawbar length" means the longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of its eye or equivalent device;

"effective rear overhang", except where otherwise specified, means the longitudinal distance from the turn centre of the vehicle to its rearmost point, including any load;

"effective wheelbase" means the longitudinal distance between the geometric centres of front and rear axle units of a truck;

"GAWR" means manufacturer's gross axle weight rating;

"hitch offset",

(a) in the case of an A-train or C-train, means the longitudinal distance from the turn centre of the foremost semi-trailer to the articulation point of the hitch used to tow the rearmost trailer, and

(b) in the case of truck or tractor, means the longitudinal distance from the turn centre of the truck or tractor to the articulation point of the hitch or coupling device used to tow a trailer;

"inter-city bus" means a bus commonly known as a motor coach that has,

(a) motive power mounted to the rear of the front axle,

(b) air-ride or torsion-bar suspension,

(c) a baggage area that is separate from the passenger cabin, and

(d) a passenger cabin with 15 or more reclining seats for passengers;

"kg" means kilograms;

"load equalized" means that a vehicle that is required by subsection 14 (1) to be designed to load equalize actually does load equalize within the meaning of subsection 14 (2);

"m" means metres;

"Max." means maximum;

"Min." means minimum;

"mm" means millimeters;

"na" means not applicable;

"not load equalized" means that a vehicle that is required by subsection 14 (1) to be designed to load equalize does not actually load equalize within the meaning of subsection 14 (2);

"quadruple spread" means the longitudinal distance between the centres of the foremost and rearmost axles of the quadruple axle;

"RV" means recreational vehicle;

"self-steer", with respect to an axle, means self-steering axle;

"swing radius" means the greatest horizontal distance from the vertical axis through the centre of the kingpin to any point on the semi-trailer ahead of the kingpin, including load and any extension to the length caused by auxiliary equipment or machinery;

"tag axle" means the rearmost axle of a bus or recreational vehicle that forms part of a two axle group with a drive axle;

"tandem" means tandem axle;

"track width" means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim;

"tridem" means tridem axle;

"tri-drive" means tri-drive axle;

"verified" means that the driver of the vehicle or vehicle combination has with him or her verification in writing of the manufacturer's gross axle weight ratings of the axles of the vehicle or combination and provides that verification when demanded by a police officer or officer appointed for carrying out the provisions of the Act;

Application of Vehicle Weight Tables

38. (1) The following rules apply to the application of the Vehicle Weight Tables:

1. The appropriate Vehicle Weight Table from Vehicle Weight Tables 1 to 29 applies to a non-designated vehicle or combination to which section 22 applies.

2. If a Schedule specifies one of Vehicle Weight Tables 1 to 29, the specified Vehicle Weight Table applies to a designated vehicle or combination.

3. If a Schedule specifies Vehicle Weight Table 30 or 31, the specified Vehicle Weight Table applies to a designated truck-trailer combination.

4. Vehicle Weight Tables 32 and 33 apply to non-designated vehicles and combinations to which section 22 does not apply.

(2) Where one of Vehicle Weight Tables 1 to 29 applies, the appropriate table is determined based on the number of axles and the inter-vehicle-unit distance or intra-vehicle-unit distance, with the following exceptions:

1. The maximum allowable gross vehicle weight for a 5-axle A-train double or C-train double is as prescribed in Vehicle Weight Table 8.

2. The maximum allowable gross vehicle weight for a 7-axle vehicle without a drawn vehicle is as prescribed in Vehicle Weight Table 16.

3. The maximum allowable gross vehicle weight for an eight or more axle vehicle without a drawn vehicle is as prescribed in Vehicle Weight Table 23.

(3) In the case of non-designated combinations, if the gross weight transmitted to the highway by the rearmost vehicle of the combination is not at least five per cent of the gross weight of the combination, the axles of the rearmost vehicle are not included in calculating the base length and the number of axles when determining the combination's maximum allowable gross vehicle weight under a Vehicle Weight Table; instead, the maximum allowable gross vehicle weight of the combination is determined by adding the weight derived from the appropriate Vehicle Weight Table and the actual weight of the rearmost vehicle.

(4) If the determination of the maximum allowable gross vehicle weight under subsection (3) produces a result greater than 63,500 kilograms, the maximum allowable gross vehicle weight for the non-designated combination is 63,500 kilograms.

(5) In this section and in the Vehicle Weight Tables,

"front axle weight", in respect of a vehicle or vehicle combination that is not an aggregate vehicle, means,

(a) for a single front axle, the axle unit weight on the front axle or, if that weight is more than the maximum weight permitted for a single axle under section 116 of the Act, the maximum weight permitted for a single axle under section 116 of the Act,

(b) for a dual front axle, one-half of the axle unit weight on the dual front axle or, if that weight is more than one-half of the maximum weight permitted for a dual axle under section 116 of the Act, one-half of the maximum weight permitted for a dual axle under section 116 of the Act, and

(c) for a triple front axle, one-third of the axle unit weight for the triple front axle or, if that weight is more than one-third of the maximum weight permitted for a triple axle under section 116 of the Act, one-third of the maximum weight permitted for a triple axle under section 116 of the Act.

"intra-vehicle-unit distance", for a five or six-axle vehicle without a drawn vehicle, means the greater of,

(a) the distance between the centres of the second and third axles from the front of the vehicle, and

(b) the distance between the centres of the third and fourth axles from the front of the vehicle;

"number of axles" means the total number of axles on a vehicle or vehicle combination that are deployed.

(6) In Vehicle Weight Tables 1 to 29, subsections 25 (4) and (5) apply and subsection (5) of this section does not apply in determining front axle weight on an aggregate vehicle.

8. VEHICLE WEIGHT TABLES

Extract from Regulation 413/05

The 33 vehicle weight tables included in this chapter represent the maximum gross weights allowed in Ontario for SPIF and non-SPIF vehicles.

In some cases, the allowable gross weight of a vehicle or combination is determined by adding the allowable weights of its axles, then comparing that weight against these tables (see worksheets in Chapter 4).

Tables 1 - 29 – Grandfathered vehicles

Tables 30-31 – SPIF truck and trailer combinations

Tables 32-33 – All other non-SPIF vehicles

Vehicle Weight Table 1: Allowable Gross Weight on a Vehicle with Three Axles (kilograms)

Base length (metres)			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
	less than	4.00	22,600	22,900	23,100	23,400	23,600	23,800	24,000	24,200	24,400	24,700	25,000
4.00	to less than	4.10	22,900	23,200	23,400	23,700	23,900	24,100	24,300	24,500	24,700	25,000	25,300
4.10	to less than	4.20	23,300	23,600	23,800	24,100	24,300	24,500	24,700	24,900	25,100	25,400	25,700
4.20	to less than	4.30	23,600	23,900	24,100	24,400	24,600	24,800	25,000	25,200	25,400	25,700	26,000
4.30	to less than	4.40	23,800	24,200	24,400	24,700	24,900	25,100	25,300	25,500	25,700	26,000	26,300
4.40	to less than	4.50	23,800	24,300	24,800	25,100	25,300	25,500	25,700	25,900	26,100	26,400	26,700
4.50	to less than	4.60	23,800	24,300	24,800	25,300	25,600	25,800	26,000	26,200	26,400	26,700	27,000
4.60	to less than	4.70	23,800	24,300	24,800	25,300	25,800	26,100	26,300	26,500	26,700	27,000	27,300
4.70	to less than	4.80	23,800	24,300	24,800	25,300	25,800	26,300	26,700	26,900	27,100	27,400	27,700
4.80	to less than	4.90	23,800	24,300	24,800	25,300	25,800	26,300	26,800	27,200	27,400	27,700	28,000
4.90	to less than	5.00	23,800	24,300	24,800	25,300	25,800	26,300	26,800	27,300	27,700	28,000	28,400
5.00	and over		23,800	24,300	24,800	25,300	25,800	26,300	26,800	27,300	27,800	28,300	28,800

Vehicle Weight Table 2: Allowable Gross Weight on a Vehicle with Four Axles (kilograms)

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 5.00	28,600	28,900	29,100	29,400	29,600	29,800	30,100	30,300	30,500	30,800	31,000
5.00 to less than 5.25	29,100	29,400	29,600	29,900	30,200	30,400	30,700	30,900	31,100	31,400	31,600
5.25 to less than 5.50	29,600	29,900	30,100	30,400	30,700	30,900	31,300	31,500	31,700	32,100	32,300
5.50 to less than 5.75	30,000	30,400	30,600	31,000	31,300	31,500	31,900	32,100	32,400	32,700	33,000
5.75 to less than 6.00	30,500	30,900	31,200	31,500	31,800	32,100	32,400	32,700	33,000	33,300	33,600
6.00 to less than 6.25	31,000	31,400	31,700	32,000	32,400	32,700	33,000	33,300	33,600	34,000	34,300
6.25 to less than 6.50	31,500	31,900	32,200	32,600	32,900	33,200	33,600	33,900	34,300	34,600	34,900
6.50 to less than 6.75	32,000	32,400	32,700	33,100	33,500	33,800	34,200	34,500	34,900	35,200	35,500
6.75 to less than 7.00	32,500	32,900	33,200	33,600	34,000	34,400	34,800	35,100	35,500	35,900	36,200
7.00 to less than 7.25	33,000	33,400	33,700	34,100	34,600	35,000	35,400	35,700	36,100	36,500	36,900
7.25 to less than 7.50	33,300	33,800	34,200	34,600	35,100	35,500	35,900	36,300	36,700	37,200	37,600
7.50 and over	33,300	33,800	34,300	34,800	35,300	35,800	36,300	36,800	37,300	37,800	38,300

Vehicle Weight Table 3: Allowable Gross Weight on a Vehicle with Five Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance Less than 2.4 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 7.00	30,200	30,600	31,000	31,300	31,700	32,100	32,500	32,900	33,300	33,700	34,100
7.00 to less than 7.25	30,700	31,100	31,500	31,900	32,300	32,700	33,000	33,400	33,800	34,200	34,600
7.25 to less than 7.50	31,200	31,600	32,000	32,400	32,800	33,200	33,600	34,000	34,400	34,800	35,200
7.50 to less than 7.75	31,700	32,100	32,500	32,900	33,300	33,700	34,100	34,500	34,900	35,300	35,700
7.75 to less than 8.00	32,200	32,600	33,000	33,400	33,800	34,200	34,600	35,000	35,400	35,800	36,200
8.00 to less than 8.25	32,700	33,100	33,500	33,900	34,300	34,700	35,200	35,600	36,000	36,400	36,800
8.25 to less than 8.50	33,200	33,600	34,000	34,400	34,900	35,300	35,700	36,100	36,500	36,900	37,300
8.50 to less than 8.75	33,700	34,100	34,500	35,000	35,400	35,800	36,200	36,600	37,000	37,400	37,800
8.75 to less than 9.00	34,200	34,600	35,100	35,500	35,900	36,300	36,700	37,100	37,600	38,000	38,400
9.00 to less than 9.25	34,700	35,100	35,600	36,000	36,400	36,800	37,300	37,700	38,100	38,500	38,900
9.25 to less than 9.50	35,200	35,700	36,100	36,500	36,900	37,400	37,800	38,200	38,600	39,100	39,500
9.50 to less than 9.75	35,700	36,200	36,600	37,000	37,400	37,900	38,300	38,700	39,200	39,600	40,000
9.75 to less than 10.00	36,200	36,700	37,100	37,500	38,000	38,400	38,800	39,300	39,700	40,100	40,500
10.00 to less than 10.25	36,700	37,200	37,600	38,100	38,500	38,900	39,400	39,800	40,200	40,700	41,200
10.25 and over	36,700	37,200	37,700	38,200	38,700	39,200	39,700	40,200	40,700	41,200	41,700

Vehicle Weight Table 4: Allowable Gross Weight on a Vehicle with Five Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 2.4 to less than 2.7 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 7.25	31,700	32,100	32,500	32,900	33,200	33,600	34,000	34,400	34,700	35,100	35,500
7.25 to less than 7.50	32,200	32,600	33,000	33,400	33,800	34,100	34,500	34,900	35,300	35,600	36,000
7.50 to less than 7.75	32,700	33,100	33,500	33,900	34,300	34,700	35,100	35,400	35,800	36,200	36,600
7.75 to less than 8.00	33,200	33,600	34,000	34,400	34,800	35,200	35,600	36,000	36,400	36,700	37,100
8.00 to less than 8.25	33,700	34,100	34,500	34,900	35,300	35,700	36,100	36,500	36,900	37,300	37,700
8.25 to less than 8.50	34,200	34,600	35,000	35,400	35,800	36,200	36,600	37,000	37,400	37,800	38,200
8.50 to less than 8.75	34,800	35,200	35,600	36,000	36,400	36,800	37,200	37,600	38,000	38,400	38,800
8.75 to less than 9.00	35,300	35,700	36,100	36,500	36,900	37,300	37,700	38,100	38,500	38,900	39,300
9.00 to less than 9.25	35,800	36,200	36,600	37,000	37,400	37,800	38,200	38,700	39,100	39,500	39,900
9.25 to less than 9.50	36,300	36,700	37,100	37,500	37,900	38,400	38,800	39,200	39,600	40,000	40,400
9.50 to less than 9.75	36,800	37,200	37,600	38,000	38,500	38,900	39,300	39,700	40,200	40,600	41,000
9.75 to less than 10.00	37,300	37,700	38,100	38,600	39,000	39,400	39,800	40,200	40,600	41,000	41,400
10.00 to less than 10.25	37,800	38,200	38,700	39,100	39,500	39,900	40,300	40,700	41,100	41,400	41,800
10.25 to less than 10.50	37,800	38,300	38,800	39,300	39,800	40,300	40,700	41,100	41,500	41,900	42,300
10.50 and over	37,800	38,300	38,800	39,300	39,800	40,300	40,800	41,300	41,800	42,300	42,800

Vehicle Weight Table 5: Allowable Gross Weight on a Vehicle with Five Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 2.7 to less than 3.0 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 7.50	33,600	33,900	34,300	34,600	35,000	35,300	35,700	36,000	36,400	36,700	37,100
7.50 to less than 7.75	34,100	34,400	34,800	35,100	35,500	35,800	36,200	36,500	36,900	37,200	37,600
7.75 to less than 8.00	34,500	34,900	35,300	35,600	36,000	36,300	36,700	37,100	37,400	37,800	38,200
8.00 to less than 8.25	35,000	35,400	35,800	36,100	36,500	36,900	37,200	37,600	37,900	38,300	38,700
8.25 to less than 8.50	35,500	35,900	36,300	36,600	37,000	37,400	37,700	38,100	38,500	38,800	39,200
8.50 to less than 8.75	36,000	36,400	36,700	37,100	37,500	37,900	38,200	38,600	39,000	39,400	39,700
8.75 to less than 9.00	36,400	36,800	37,200	37,600	38,000	38,400	38,800	39,100	39,500	39,900	40,300
9.00 to less than 9.25	36,900	37,300	37,700	38,100	38,500	38,900	39,300	39,700	40,000	40,400	40,800
9.25 to less than 9.50	37,400	37,800	38,200	38,600	39,000	39,400	39,800	40,200	40,600	41,000	41,400
9.50 to less than 9.75	37,900	38,300	38,700	39,100	39,500	39,900	40,300	40,700	41,100	41,500	41,900
9.75 to less than 10.00	38,400	38,800	39,200	39,600	40,000	40,400	40,800	41,200	41,600	42,000	42,400
10.00 to less than 10.25	38,900	39,300	39,700	40,100	40,500	40,900	41,300	41,700	42,100	42,500	42,900
10.25 to less than 10.50	39,100	39,600	40,100	40,600	41,000	41,400	41,800	42,300	42,700	43,100	43,600
10.50 and more	39,100	39,600	40,100	40,600	41,100	41,600	42,100	42,600	43,100	43,600	44,100

Vehicle Weight Table 6: Allowable Gross Weight on a Vehicle with Five Axles (kilograms)
Inter (or Intra)-Vehicle-Unit Distance 3.0 to less than 3.3 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 8.00	35,200	35,500	35,800	36,100	36,400	36,700	37,100	37,400	37,700	38,000	38,300
8.00 to less than 8.25	35,700	36,000	36,300	36,600	37,000	37,300	37,600	37,900	38,200	38,600	38,900
8.25 to less than 8.50	36,200	36,500	36,800	37,200	37,500	37,800	38,200	38,500	38,800	39,100	39,500
8.50 to less than 8.75	36,700	37,000	37,300	37,700	38,000	38,400	38,700	39,000	39,400	39,700	40,000
8.75 to less than 9.00	37,200	37,500	37,900	38,200	38,600	38,900	39,200	39,600	39,900	40,300	40,700
9.00 to less than 9.25	37,700	38,000	38,400	38,700	39,100	39,400	39,800	40,100	40,500	40,900	41,200
9.25 to less than 9.50	38,100	38,500	38,900	39,200	39,600	40,000	40,300	40,700	41,100	41,400	41,800
9.50 to less than 9.75	38,600	39,000	39,400	39,800	40,100	40,500	40,900	41,300	41,600	42,000	42,400
9.75 to less than 10.00	39,100	39,500	39,900	40,300	40,700	41,000	41,400	41,800	42,200	42,600	43,000
10.00 to less than 10.25	39,600	40,000	40,400	40,800	41,200	41,600	42,000	42,300	42,700	43,100	43,500
10.25 to less than 10.50	40,000	40,500	40,900	41,300	41,700	42,100	42,500	42,900	43,300	43,700	44,100
10.50 to less than 10.75	40,300	40,800	41,300	41,800	42,200	42,600	43,000	43,400	43,800	44,200	44,600
10.75 and over	40,300	40,800	41,300	41,800	42,300	42,800	43,300	43,800	44,300	44,800	45,300

Vehicle Weight Table 7: Allowable Gross Weight on a Vehicle with Five Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 3.3 to less than 3.6 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 8.50	37,300	37,600	37,900	38,200	38,500	38,800	39,000	39,300	39,600	39,900	40,200
8.50 to less than 8.75	37,700	38,000	38,300	38,600	38,900	39,200	39,500	39,800	40,100	40,400	40,700
8.75 to less than 9.00	38,100	38,400	38,700	39,000	39,400	39,700	40,000	40,300	40,600	40,900	41,200
9.00 to less than 9.25	38,500	38,800	39,200	39,500	39,800	40,100	40,400	40,800	41,100	41,400	41,700
9.25 to less than 9.50	38,900	39,300	39,600	39,900	40,200	40,600	40,900	41,200	41,600	41,900	42,300
9.50 to less than 9.75	39,300	39,700	40,000	40,300	40,700	41,000	41,400	41,700	42,100	42,400	42,800
9.75 to less than 10.00	39,700	40,100	40,400	40,800	41,100	41,500	41,900	42,200	42,600	42,900	43,300
10.00 to less than 10.25	40,100	40,500	40,800	41,200	41,600	42,000	42,300	42,700	43,100	43,500	43,800
10.25 to less than 10.50	40,400	40,800	41,300	41,700	42,000	42,400	42,800	43,200	43,600	44,000	44,400
10.50 to less than 10.75	40,800	41,200	41,700	42,100	42,500	42,900	43,300	43,700	44,100	44,600	45,000
10.75 and over	40,900	41,400	41,900	42,400	42,900	43,400	43,800	44,200	44,700	45,100	45,500

Vehicle Weight Table 8: Allowable Gross Weight on a Vehicle with Five Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 3.6 metres or more

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 8.50	38,200	38,400	38,700	38,900	39,200	39,400	39,700	39,900	40,200	40,400	40,700
8.50 to less than 8.75	38,500	38,800	39,000	39,300	39,600	39,800	40,100	40,400	40,700	40,900	41,200
8.75 to less than 9.00	38,800	39,100	39,400	39,700	40,000	40,300	40,600	40,900	41,200	41,400	41,700
9.00 to less than 9.25	39,100	39,400	39,700	40,000	40,400	40,700	41,000	41,300	41,600	41,900	42,200
9.25 to less than 9.50	39,400	39,800	40,100	40,400	40,800	41,100	41,500	41,800	42,100	42,400	42,700
9.50 to less than 9.75	39,700	40,100	40,400	40,800	41,200	41,600	41,900	42,200	42,600	42,900	43,200
9.75 to less than 10.00	40,000	40,400	40,800	41,200	41,600	42,000	42,400	42,700	43,100	43,400	43,800
10.00 to less than 10.25	40,400	40,800	41,200	41,600	42,000	42,400	42,800	43,200	43,600	43,900	44,300
10.25 to less than 10.50	40,700	41,100	41,500	42,000	42,400	42,800	43,200	43,600	44,000	44,400	44,800
10.50 to less than 10.75	41,000	41,400	41,800	42,400	42,800	43,200	43,700	44,100	44,500	44,900	45,300
10.75 to less than 11.00	41,400	41,800	42,200	42,700	43,200	43,700	44,100	44,600	45,000	45,500	45,900
11.00 to less than 11.25	41,700	42,200	42,600	43,100	43,600	44,100	44,500	45,000	45,500	46,000	46,500
11.25 to less than 11.50	42,000	42,500	43,000	43,500	44,000	44,500	45,000	45,500	46,000	46,500	47,000
11.50 to less than 11.75	42,500	43,000	43,500	44,000	44,500	45,000	45,500	46,000	46,500	47,000	47,500
11.75 and over	43,000	43,500	44,000	44,500	45,000	45,500	46,000	46,500	47,000	47,500	48,000

Vehicle Weight Table 9: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance less than 2.1 metres

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
	Less than	9.50	35,800	36,100	36,400	36,800	37,100	37,400	37,700	38,100	38,400	38,700	39,000
9.50	to less than	9.75	36,400	36,700	37,000	37,300	37,600	38,000	38,300	38,600	38,900	39,300	39,600
9.75	to less than	10.00	36,900	37,200	37,600	37,900	38,200	38,500	38,900	39,200	39,500	39,800	40,200
10.00	to less than	10.25	37,500	37,800	38,100	38,400	38,800	39,100	39,400	39,700	40,100	40,400	40,800
10.25	to less than	10.50	38,000	38,400	38,700	39,000	39,300	39,700	40,000	40,300	40,600	41,000	41,300
10.50	to less than	10.75	38,600	38,900	39,200	39,600	39,900	40,200	40,500	40,900	41,200	41,500	41,800
10.75	to less than	11.00	39,100	39,500	39,800	40,100	40,500	40,800	41,100	41,400	41,800	42,100	42,400
11.00	to less than	11.25	39,700	40,000	40,400	40,700	41,000	41,300	41,700	42,000	42,300	42,700	43,000
11.25	to less than	11.50	40,300	40,600	40,900	41,300	41,600	41,900	42,200	42,600	42,900	43,200	43,500
11.50	to less than	11.75	40,800	41,200	41,500	41,800	42,100	42,500	42,800	43,100	43,500	43,800	44,100
11.75	to less than	12.00	41,400	41,700	42,000	42,400	42,700	43,000	43,400	43,700	44,000	44,400	44,700
12.00	to less than	12.25	41,900	42,300	42,600	42,900	43,300	43,600	43,900	44,300	44,600	44,900	45,300
12.25	to less than	12.50	42,500	42,800	43,200	43,500	43,800	44,200	44,500	44,800	45,200	45,500	45,800
12.50	to less than	12.75	43,100	43,400	43,700	44,100	44,400	44,700	45,100	45,400	45,700	46,000	46,400
12.75	to less than	13.00	43,600	44,000	44,300	44,600	45,000	45,300	45,600	45,900	46,300	46,600	46,900
13.00	to less than	13.25	44,200	44,500	44,800	45,200	45,500	45,800	46,200	46,500	46,800	47,200	47,500
13.25	to less than	13.50	44,700	45,100	45,400	45,700	46,100	46,400	46,700	47,100	47,400	47,700	48,000
13.50	to less than	13.75	45,300	45,600	46,000	46,300	46,600	47,000	47,300	47,600	48,000	48,300	48,600
13.75	to less than	14.00	45,900	46,200	46,500	46,900	47,200	47,500	47,900	48,200	48,500	48,900	49,200
14.00	to less than	14.25	46,400	46,800	47,100	47,400	47,800	48,100	48,400	48,800	49,100	49,400	49,700
14.25	to less than	14.50	47,000	47,300	47,600	48,000	48,300	48,700	49,000	49,300	49,700	50,000	50,300
14.50	to less than	14.75	47,500	47,900	48,200	48,500	48,900	49,200	49,600	49,900	50,200	50,600	50,900
14.75	to less than	15.00	48,200	48,500	48,800	49,200	49,500	49,800	50,200	50,500	50,900	51,200	51,500
15.00	and over		48,500	49,000	49,300	49,700	50,000	50,300	50,700	51,000	51,400	51,700	52,000

Vehicle Weight Table 10: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 2.1 to less than 2.4 metres

			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
Base length **(metres)**				**5,500**	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	9.50	37,000	37,300	37,600	37,900	38,200	38,500	38,900	39,200	39,500	39,800	40,100
9.50	to less than	9.75	37,500	37,800	38,100	38,500	38,800	39,100	39,400	39,700	40,000	40,400	40,700
9.75	to less than	10.00	38,100	38,400	38,700	39,000	39,300	39,600	40,000	40,300	40,600	40,900	41,200
10.00	to less than	10.25	38,600	38,900	39,200	39,600	39,900	40,200	40,500	40,800	41,200	41,500	41,800
10.25	to less than	10.50	39,200	39,500	39,800	40,100	40,400	40,800	41,100	41,400	41,700	42,000	42,300
10.50	to less than	10.75	39,700	40,000	40,400	40,700	41,000	41,300	41,600	41,900	42,300	42,600	42,900
10.75	to less than	11.00	40,300	40,600	40,900	41,200	41,500	41,900	42,200	42,500	42,800	43,100	43,400
11.00	to less than	11.25	40,800	41,100	41,500	41,800	42,100	42,400	42,700	43,100	43,400	43,700	44,100
11.25	to less than	11.50	41,400	41,700	42,000	42,300	42,600	43,000	43,300	43,600	43,900	44,300	44,600
11.50	to less than	11.75	41,900	42,200	42,600	42,900	43,200	43,500	43,800	44,200	44,500	44,800	45,100
11.75	to less than	12.00	42,500	42,800	43,100	43,400	43,800	44,100	44,400	44,700	45,000	45,400	45,700
12.00	to less than	12.25	43,000	43,300	43,700	44,000	44,300	44,600	45,000	45,300	45,600	45,900	46,200
12.25	to less than	12.50	43,600	43,900	44,200	44,500	44,900	45,200	45,500	45,800	46,200	46,500	46,800
12.50	to less than	12.75	44,100	44,400	44,800	45,100	45,400	45,700	46,100	46,400	46,700	47,000	47,300
12.75	to less than	13.00	44,700	45,000	45,300	45,600	46,000	46,300	46,600	46,900	47,300	47,600	47,900
13.00	to less than	13.25	45,200	45,500	45,900	46,200	46,500	46,800	47,200	47,500	47,800	48,100	48,400
13.25	to less than	13.50	45,800	46,100	46,400	46,700	47,100	47,400	47,700	48,100	48,400	48,700	49,000
13.50	to less than	13.75	46,300	46,600	47,000	47,300	47,600	48,000	48,300	48,600	48,900	49,300	49,600
13.75	to less than	14.00	46,900	47,200	47,500	47,900	48,200	48,500	48,800	49,200	49,500	49,800	50,200
14.00	to less than	14.25	47,400	47,700	48,100	48,400	48,700	49,100	49,400	49,700	50,000	50,400	50,700
14.25	to less than	14.50	48,000	48,300	48,600	49,000	49,300	49,600	49,900	50,300	50,600	50,900	51,300
14.50	to less than	14.75	48,500	48,900	49,200	49,500	49,800	50,200	50,500	50,800	51,200	51,500	51,800
14.75	to less than	15.00	49,100	49,400	49,700	50,100	50,400	50,700	51,100	51,400	51,700	52,000	52,400
15.00	and over		49,400	49,900	50,300	50,700	51,000	51,300	51,600	52,000	52,300	52,600	53,000

Vehicle Weight Table 11: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 2.4 to less than 2.7 metres

			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
Base length **(metres)**				**5,500**	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	9.50	37,900	38,200	38,500	38,700	39,000	39,300	39,600	39,900	40,200	40,500	40,700
9.50	to less than	9.75	38,400	38,700	39,000	39,300	39,600	39,900	40,200	40,500	40,800	41,100	41,400
9.75	to less than	10.00	39,000	39,300	39,600	39,900	40,100	40,400	40,700	41,000	41,300	41,600	41,900
10.00	to less than	10.25	39,500	39,800	40,100	40,400	40,700	41,000	41,300	41,600	41,900	42,200	42,500
10.25	to less than	10.50	40,100	40,400	40,700	41,000	41,300	41,600	41,900	42,200	42,500	42,800	43,100
10.50	to less than	10.75	40,600	40,900	41,200	41,500	41,800	42,100	42,400	42,700	43,000	43,300	43,600
10.75	to less than	11.00	41,200	41,500	41,800	42,100	42,400	42,700	43,000	43,300	43,600	43,900	44,200
11.00	to less than	11.25	41,700	42,000	42,300	42,600	42,900	43,200	43,500	43,800	44,200	44,500	44,800
11.25	to less than	11.50	42,200	42,600	42,900	43,200	43,500	43,800	44,100	44,400	44,700	45,000	45,300
11.50	to less than	11.75	42,800	43,100	43,400	43,700	44,000	44,300	44,700	45,000	45,300	45,600	45,900
11.75	to less than	12.00	43,300	43,700	44,000	44,300	44,600	44,900	45,200	45,500	45,800	46,200	46,500
12.00	to less than	12.25	43,900	44,200	44,500	44,800	45,100	45,500	45,800	46,100	46,400	46,700	47,100
12.25	to less than	12.50	44,400	44,800	45,100	45,400	45,700	46,000	46,300	46,600	47,000	47,300	47,600
12.50	to less than	12.75	45,000	45,300	45,600	45,900	46,300	46,600	46,900	47,200	47,500	47,800	48,100
12.75	to less than	13.00	45,500	45,800	46,200	46,500	46,800	47,100	47,500	47,800	48,100	48,400	48,700
13.00	to less than	13.25	46,100	46,400	46,700	47,000	47,400	47,700	48,000	48,300	48,700	49,000	49,400
13.25	to less than	13.50	46,600	46,900	47,300	47,600	47,900	48,200	48,600	48,900	49,200	49,500	49,800
13.50	to less than	13.75	47,200	47,500	47,800	48,200	48,500	48,800	49,100	49,500	49,800	50,100	50,500
13.75	to less than	14.00	47,700	48,000	48,400	48,700	49,000	49,400	49,700	50,000	50,300	50,700	51,000
14.00	to less than	14.25	48,300	48,600	48,900	49,300	49,600	49,900	50,200	50,600	50,900	51,200	51,600
14.25	to less than	14.50	48,800	49,100	49,500	49,800	50,100	50,500	50,800	51,100	51,500	51,800	52,100
14.50	to less than	14.75	49,400	49,700	50,000	50,400	50,700	51,000	51,400	51,700	52,000	52,400	52,700
14.75	to less than	15.00	49,900	50,200	50,600	50,900	51,300	51,600	51,900	52,300	52,600	52,900	53,300
15.00	and over		50,300	50,800	51,200	51,500	51,800	52,200	52,500	52,800	53,200	53,500	53,800

Vehicle Weight Table 12: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 2.7 to less than 3.0 metres

			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
Base length **(metres)**				**5,500**	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	9.50	38,500	38,800	39,100	39,400	39,700	40,000	40,200	40,500	40,800	41,100	41,400
9.50	to less than	9.75	39,100	39,400	39,700	39,900	40,200	40,500	40,800	41,100	41,400	41,700	41,900
9.75	to less than	10.00	39,600	39,900	40,200	40,500	40,800	41,100	41,400	41,700	42,000	42,200	42,500
10.00	to less than	10.25	40,200	40,500	40,800	41,100	41,400	41,600	41,900	42,200	42,500	42,800	43,100
10.25	to less than	10.50	40,700	41,000	41,300	41,600	41,900	42,200	42,500	42,800	43,100	43,400	43,700
10.50	to less than	10.75	41,300	41,600	41,900	42,200	42,500	42,800	43,100	43,400	43,700	43,900	44,200
10.75	to less than	11.00	41,800	42,100	42,400	42,700	43,000	43,300	43,600	43,900	44,200	44,500	44,800
11.00	to less than	11.25	42,400	42,700	43,000	43,300	43,600	43,900	44,200	44,500	44,800	45,100	45,400
11.25	to less than	11.50	43,000	43,300	43,600	43,900	44,200	44,500	44,800	45,100	45,400	45,700	46,000
11.50	to less than	11.75	43,500	43,800	44,100	44,400	44,700	45,000	45,300	45,600	45,900	46,200	46,500
11.75	to less than	12.00	44,100	44,400	44,700	45,000	45,300	45,600	45,900	46,200	46,500	46,800	47,100
12.00	to less than	12.25	44,600	44,900	45,200	45,500	45,800	46,100	46,400	46,800	47,100	47,400	47,800
12.25	to less than	12.50	45,200	45,500	45,800	46,100	46,400	46,700	47,000	47,300	47,600	47,900	48,200
12.50	to less than	12.75	45,700	46,000	46,300	46,600	47,000	47,300	47,600	47,900	48,200	48,500	48,800
12.75	to less than	13.00	46,300	46,600	46,900	47,200	47,500	47,800	48,100	48,400	48,800	49,100	49,400
13.00	to less than	13.25	46,800	47,100	47,400	47,800	48,100	48,400	48,700	49,000	49,300	49,600	49,900
13.25	to less than	13.50	47,400	47,700	48,000	48,300	48,600	48,900	49,300	49,600	49,900	50,200	50,500
13.50	to less than	13.75	47,900	48,200	48,600	48,900	49,200	49,500	49,800	50,100	50,500	50,800	51,100
13.75	to less than	14.00	48,500	48,800	49,100	49,400	49,700	50,100	50,400	50,700	51,000	51,400	51,700
14.00	to less than	14.25	49,000	49,300	49,700	50,000	50,300	50,600	51,000	51,300	51,600	51,900	52,300
14.25	to less than	14.50	49,600	49,900	50,200	50,500	50,900	51,200	51,500	51,800	52,200	52,500	52,800
14.50	to less than	14.75	50,100	50,400	50,800	51,100	51,400	51,800	52,100	52,400	52,700	53,100	53,400
14.75	to less than	15.00	50,700	51,000	51,300	51,700	52,000	52,300	52,600	53,000	53,300	53,600	54,000
15.00	and over		51,200	51,500	51,800	52,200	52,500	52,800	53,200	53,500	53,900	54,200	54,500

Vehicle Weight Table 13: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 3.0 to less than 3.3 metres

			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
Base length **(metres)**				**5,500**	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	9.50	39,200	39,500	39,700	40,000	40,300	40,600	40,900	41,200	41,500	41,800	42,100
9.50	to less than	9.75	39,700	40,000	40,300	40,600	40,900	41,200	41,500	41,800	42,100	42,400	42,700
9.75	to less than	10.00	40,300	40,600	40,800	41,100	41,400	41,700	42,000	42,300	42,600	42,900	43,200
10.00	to less than	10.25	40,800	41,100	41,400	41,700	42,000	42,300	42,600	42,900	43,200	43,500	43,800
10.25	to less than	10.50	41,400	41,700	41,900	42,200	42,500	42,800	43,200	43,500	43,800	44,100	44,400
10.50	to less than	10.75	41,900	42,200	42,500	42,800	43,100	43,400	43,700	44,000	44,300	44,600	44,900
10.75	to less than	11.00	42,400	42,800	43,000	43,300	43,700	44,000	44,300	44,600	44,900	45,200	45,500
11.00	to less than	11.25	43,000	43,300	43,600	43,900	44,200	44,500	44,900	45,200	45,500	45,800	46,100
11.25	to less than	11.50	43,500	43,900	44,200	44,500	44,800	45,100	45,400	45,700	46,000	46,300	46,600
11.50	to less than	11.75	44,100	44,400	44,700	45,000	45,300	45,600	46,000	46,300	46,600	46,900	47,200
11.75	to less than	12.00	44,600	45,000	45,300	45,600	45,900	46,200	46,600	46,900	47,200	47,500	47,800
12.00	to less than	12.25	45,200	45,500	45,800	46,100	46,500	46,800	47,100	47,400	47,800	48,100	48,400
12.25	to less than	12.50	45,700	46,100	46,400	46,700	47,000	47,300	47,700	48,000	48,300	48,600	48,900
12.50	to less than	12.75	46,300	46,600	46,900	47,200	47,600	47,900	48,300	48,600	48,900	49,200	49,500
12.75	to less than	13.00	46,800	47,200	47,500	47,800	48,100	48,400	48,800	49,100	49,500	49,800	50,100
13.00	to less than	13.25	47,400	47,700	48,100	48,400	48,700	49,000	49,400	49,700	50,000	50,300	50,600
13.25	to less than	13.50	47,900	48,300	48,600	48,900	49,300	49,600	50,000	50,300	50,600	50,900	51,200
13.50	to less than	13.75	48,500	48,800	49,200	49,500	49,800	50,100	50,500	50,800	51,100	51,400	51,700
13.75	to less than	14.00	49,000	49,400	49,700	50,000	50,400	50,700	51,100	51,400	51,700	52,000	52,300
14.00	to less than	14.25	49,600	49,900	50,300	50,600	50,900	51,200	51,700	52,000	52,300	52,600	52,900
14.25	to less than	14.50	50,100	50,500	50,800	51,100	51,500	51,800	52,200	52,500	52,900	53,200	53,500
14.50	to less than	14.75	50,700	51,000	51,400	51,700	52,100	52,400	52,800	53,100	53,500	53,800	54,100
14.75	to less than	15.00	51,200	51,600	52,000	52,300	52,600	52,900	53,400	53,700	54,100	54,400	54,700
15.00	and over		51,700	52,100	52,500	52,800	53,200	53,500	53,900	54,200	54,600	54,900	55,200

Vehicle Weight Table 14: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 3.3 to less than 3.6 metres

			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
Base length **(metres)**				**5,500**	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	9.50	39,800	40,100	40,400	40,600	40,900	41,200	41,500	41,700	42,000	42,300	42,600
9.50	to less than	9.75	40,400	40,600	40,900	41,200	41,500	41,800	42,000	42,300	42,600	42,900	43,200
9.75	to less than	10.00	40,900	41,200	41,500	41,800	42,000	42,300	42,600	42,900	43,200	43,400	43,700
10.00	to less than	10.25	41,500	41,800	42,000	42,300	42,600	42,900	43,200	43,500	43,700	44,000	44,300
10.25	to less than	10.50	42,000	42,300	42,600	42,900	43,200	43,500	43,700	44,000	44,300	44,600	44,900
10.50	to less than	10.75	42,600	42,900	43,100	43,400	43,700	44,000	44,300	44,600	44,900	45,200	45,500
10.75	to less than	11.00	43,100	43,400	43,700	44,000	44,300	44,600	44,900	45,200	45,500	45,700	46,000
11.00	to less than	11.25	43,700	44,000	44,300	44,600	44,900	45,100	45,400	45,700	46,000	46,300	46,600
11.25	to less than	11.50	44,200	44,500	44,800	45,100	45,400	45,700	46,000	46,300	46,600	46,900	47,200
11.50	to less than	11.75	44,800	45,100	45,400	45,700	46,000	46,300	46,600	46,900	47,200	47,500	47,800
11.75	to less than	12.00	45,300	45,600	45,900	46,200	46,500	46,800	47,100	47,400	47,700	48,000	48,300
12.00	to less than	12.25	45,900	46,200	46,500	46,800	47,100	47,400	47,700	48,000	48,300	48,600	48,900
12.25	to less than	12.50	46,400	46,700	47,100	47,400	47,700	48,000	48,300	48,600	48,900	49,200	49,500
12.50	to less than	12.75	47,000	47,300	47,600	47,900	48,200	48,500	48,800	49,100	49,500	49,800	50,100
12.75	to less than	13.00	47,500	47,900	48,200	48,500	48,800	49,100	49,400	49,700	50,000	50,300	50,600
13.00	to less than	13.25	48,100	48,400	48,700	49,000	49,300	49,700	50,000	50,300	50,600	50,900	51,200
13.25	to less than	13.50	48,700	49,000	49,300	49,600	49,900	50,200	50,500	50,900	51,200	51,500	51,900
13.50	to less than	13.75	49,200	49,500	49,800	50,200	50,500	50,800	51,100	51,400	51,700	52,100	52,400
13.75	to less than	14.00	49,800	50,100	50,400	50,700	51,000	51,400	51,700	52,000	52,300	52,600	52,900
14.00	to less than	14.25	50,300	50,600	51,000	51,300	51,600	51,900	52,200	52,600	52,900	53,200	53,600
14.25	to less than	14.50	50,900	51,200	51,500	51,800	52,200	52,500	52,800	53,100	53,500	53,800	54,200
14.50	to less than	14.75	51,400	51,700	52,100	52,400	52,700	53,000	53,400	53,700	54,000	54,400	54,700
14.75	to less than	15.00	52,000	52,300	52,600	53,000	53,300	53,600	53,900	54,300	54,600	54,900	55,300
15.00	and over		52,000	52,500	53,000	53,300	53,600	54,000	54,300	54,600	55,000	55,300	55,600

Vehicle Weight Table 15: Allowable Gross Weight on a Vehicle with Six Axles (kilograms) Inter (or Intra)-Vehicle-Unit Distance 3.6 metres or more

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
	Less than	9.50	40,400	40,700	40,900	41,200	41,400	41,700	41,900	42,200	42,400	42,700	42,900
9.50	to less than	9.75	41,000	41,200	41,500	41,700	42,000	42,300	42,500	42,800	43,000	43,300	43,500
9.75	to less than	10.00	41,500	41,800	42,000	42,300	42,600	42,800	43,100	43,300	43,600	43,900	44,100
10.00	to less than	10.25	42,100	42,300	42,600	42,900	43,100	43,400	43,700	43,900	44,200	44,400	44,700
10.25	to less than	10.50	42,600	42,900	43,200	43,400	43,700	44,000	44,200	44,500	44,800	45,000	45,300
10.50	to less than	10.75	43,200	43,400	43,700	44,000	44,300	44,500	44,800	45,100	45,300	45,600	45,900
10.75	to less than	11.00	43,700	44,000	44,300	44,600	44,800	45,100	45,400	45,600	45,900	46,200	46,500
11.00	to less than	11.25	44,300	44,600	44,800	45,100	45,400	45,700	45,900	46,200	46,500	46,800	47,100
11.25	to less than	11.50	44,800	45,100	45,400	45,700	46,000	46,200	46,500	46,800	47,100	47,400	47,700
11.50	to less than	11.75	45,400	45,700	46,000	46,200	46,500	46,800	47,100	47,400	47,700	47,900	48,200
11.75	to less than	12.00	45,900	46,200	46,500	46,800	47,100	47,400	47,700	48,000	48,200	48,500	48,800
12.00	to less than	12.25	46,500	46,800	47,100	47,400	47,700	47,900	48,200	48,500	48,800	49,100	49,400
12.25	to less than	12.50	47,000	47,300	47,600	47,900	48,200	48,500	48,800	49,100	49,400	49,700	50,000
12.50	to less than	12.75	47,600	47,900	48,200	48,500	48,800	49,100	49,400	49,700	50,000	50,300	50,600
12.75	to less than	13.00	48,200	48,500	48,800	49,100	49,400	49,700	50,000	50,300	50,600	50,900	51,200
13.00	to less than	13.25	48,700	49,000	49,300	49,600	49,900	50,200	50,500	50,800	51,100	51,400	51,700
13.25	to less than	13.50	49,300	49,600	49,900	50,200	50,500	50,800	51,100	51,400	51,700	52,000	52,300
13.50	to less than	13.75	49,800	50,100	50,400	50,700	51,100	51,400	51,700	52,000	52,300	52,600	52,900
13.75	to less than	14.00	50,400	50,700	51,000	51,300	51,600	51,900	52,200	52,600	52,900	53,200	53,600
14.00	to less than	14.25	50,900	51,200	51,500	51,900	52,200	52,500	52,800	53,100	53,500	53,800	54,100
14.25	to less than	14.50	51,500	51,800	52,100	52,400	52,700	53,100	53,400	53,700	54,000	54,400	54,700
14.50	to less than	14.75	52,000	52,300	52,700	53,000	53,300	53,600	54,000	54,300	54,600	54,900	55,300
14.75	to less than	15.00	52,000	52,500	53,000	53,500	53,900	54,200	54,500	54,900	55,200	55,500	55,800
15.00	and over		52,000	52,500	53,000	53,500	54,000	54,500	55,000	55,300	55,600	56,000	56,300

Vehicle Weight Table 16: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Single Unit Vehicle, or Inter-Vehicle-Unit Distance less than 2.1 metres

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001 to less than 5,500**	**5,500 to less than 6,000**	**6,000 to less than 6,500**	**6,500 to less than 7,000**	**7,000 to less than 7,500**	**7,500 to less than 8,000**	**8,000 to less than 8,500**	**8,500 to less than 9,000**	**9,000 to less than 9,500**	**9,500 to 10,000**
	Less than	13.50	45,500	46,000	46,500	47,000	47,500	48,000	48,400	48,900	49,400	49,900	50,400
13.50	to less than	13.75	46,000	46,400	46,900	47,400	47,900	48,400	48,800	49,300	49,800	50,300	50,800
13.75	to less than	14.00	46,400	46,900	47,300	47,800	48,300	48,800	49,200	49,700	50,200	50,700	51,200
14.00	to less than	14.25	46,900	47,300	47,800	48,200	48,700	49,200	49,600	50,100	50,600	51,000	51,500
14.25	to less than	14.50	47,400	47,800	48,200	48,600	49,100	49,600	50,000	50,500	51,000	51,400	51,900
14.50	to less than	14.75	47,800	48,200	48,600	49,100	49,500	50,000	50,400	50,900	51,300	51,800	52,200
14.75	to less than	15.00	48,300	48,600	49,000	49,500	49,900	50,400	50,800	51,300	51,700	52,200	52,600
15.00	to less than	15.25	48,700	49,100	49,400	49,900	50,300	50,800	51,200	51,700	52,100	52,600	53,000
15.25	to less than	15.50	49,200	49,500	49,900	50,300	50,700	51,200	51,600	52,100	52,500	52,900	53,300
15.50	to less than	15.75	49,700	50,000	50,300	50,700	51,100	51,600	52,000	52,500	52,900	53,300	53,700
15.75	to less than	16.00	50,100	50,400	50,700	51,100	51,600	52,000	52,400	52,800	53,300	53,700	54,100
16.00	to less than	16.25	50,600	50,800	51,100	51,600	52,000	52,400	52,800	53,300	53,700	54,100	54,600
16.25	to less than	16.50	51,000	51,300	51,600	52,000	52,400	52,800	53,200	53,700	54,100	54,500	55,000
16.50	to less than	16.75	51,400	51,700	52,000	52,400	52,800	53,200	53,700	54,100	54,500	54,900	55,400
16.75	to less than	17.00	51,800	52,100	52,400	52,800	53,200	53,700	54,100	54,500	54,900	55,300	55,800
17.00	to less than	17.25	52,200	52,500	52,800	53,300	53,700	54,100	54,500	54,900	55,300	55,700	56,200
17.25	to less than	17.50	52,700	53,000	53,300	53,700	54,100	54,500	54,900	55,300	55,700	56,200	56,600
17.50	to less than	17.75	53,100	53,400	53,700	54,100	54,500	54,900	55,300	55,700	56,200	56,600	57,000
17.75	to less than	18.00	53,500	53,800	54,100	54,500	54,900	55,300	55,700	56,200	56,600	57,000	57,400
18.00	to less than	18.25	53,900	54,200	54,500	55,000	55,400	55,800	56,200	56,600	57,000	57,400	57,800
18.25	to less than	18.50	54,300	54,700	55,000	55,400	55,800	56,200	56,600	57,000	57,400	57,800	58,200
18.50	to less than	18.75	54,800	55,100	55,400	55,800	56,200	56,600	57,000	57,400	57,800	58,200	58,600
18.75	to less than	19.00	55,200	55,500	55,900	56,200	56,600	57,000	57,400	57,800	58,200	58,600	59,000
19.00	to less than	19.25	55,600	55,900	56,300	56,600	57,000	57,400	57,800	58,200	58,600	59,000	59,400
19.25	and over		56,000	56,300	56,700	57,000	57,400	57,800	58,200	58,600	59,000	59,400	59,800

Vehicle Weight Table 17: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Inter-Vehicle-Unit Distance 2.1 to less than 2.4 metres

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
	Less than	13.50	46,500	47,000	47,500	47,900	48,400	48,800	49,200	49,600	50,100	50,500	50,900
13.50	to less than	13.75	46,900	47,400	47,900	48,300	48,800	49,200	49,600	50,100	50,500	50,900	51,300
13.75	to less than	14.00	47,300	47,800	48,300	48,700	49,200	49,600	50,000	50,500	50,900	51,300	51,700
14.00	to less than	14.25	47,800	48,200	48,700	49,200	49,600	50,000	50,400	50,900	51,300	51,700	52,100
14.25	to less than	14.50	48,200	48,700	49,100	49,600	50,000	50,400	50,900	51,300	51,700	52,100	52,500
14.50	to less than	14.75	48,600	49,100	49,500	50,000	50,400	50,800	51,300	51,700	52,100	52,500	53,000
14.75	to less than	15.00	49,100	49,500	50,000	50,400	50,800	51,200	51,700	52,100	52,500	53,000	53,400
15.00	to less than	15.25	49,500	49,900	50,400	50,800	51,200	51,700	52,100	52,500	52,900	53,400	53,800
15.25	to less than	15.50	49,900	50,400	50,800	51,200	51,600	52,100	52,500	52,900	53,400	53,800	54,200
15.50	to less than	15.75	50,400	50,800	51,200	51,600	52,000	52,500	52,900	53,300	53,800	54,200	54,600
15.75	to less than	16.00	50,800	51,200	51,600	52,000	52,500	52,900	53,300	53,700	54,200	54,600	55,000
16.00	to less than	16.25	51,300	51,700	52,100	52,500	52,900	53,300	53,700	54,200	54,600	55,000	55,400
16.25	to less than	16.50	51,700	52,100	52,500	52,900	53,300	53,800	54,200	54,600	55,000	55,400	55,900
16.50	to less than	16.75	52,200	52,600	53,000	53,400	53,800	54,200	54,600	55,000	55,400	55,800	56,300
16.75	to less than	17.00	52,600	53,000	53,400	53,800	54,200	54,600	55,000	55,400	55,800	56,200	56,700
17.00	to less than	17.25	53,100	53,500	53,900	54,300	54,700	55,100	55,500	55,900	56,200	56,600	57,100
17.25	to less than	17.50	53,600	53,900	54,300	54,700	55,100	55,500	55,900	56,300	56,700	57,100	57,500
17.50	to less than	17.75	54,000	54,400	54,800	55,200	55,500	55,900	56,300	56,700	57,100	57,500	57,900
17.75	to less than	18.00	54,500	54,900	55,200	55,600	56,000	56,400	56,700	57,100	57,500	57,900	58,300
18.00	to less than	18.25	54,900	55,300	55,700	56,100	56,400	56,800	57,200	57,500	57,900	58,300	58,700
18.25	to less than	18.50	55,400	55,800	56,100	56,500	56,900	57,200	57,600	58,000	58,300	58,700	59,100
18.50	to less than	18.75	55,900	56,200	56,600	57,000	57,300	57,700	58,000	58,400	58,700	59,100	59,400
18.75	to less than	19.00	56,400	56,700	57,000	57,400	57,700	58,100	58,400	58,800	59,100	59,500	59,900
19.00	to less than	19.25	56,900	57,200	57,500	57,800	58,200	58,500	58,800	59,200	59,500	59,900	60,300
19.25	and over		57,300	57,600	57,900	58,200	58,600	58,900	59,200	59,600	59,900	60,300	60,700

Vehicle Weight Table 18: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Inter-Vehicle-Unit Distance 2.4 to less than 2.7 metres

Base length (metres)			Front axle weight (kilograms)										
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,000** to less than	**9,500** to
				5,500	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	13.50	47,300	47,800	48,300	48,800	49,200	49,700	50,100	50,600	51,000	51,500	51,900
13.50	to less than	13.75	47,700	48,200	48,700	49,200	49,600	50,100	50,500	51,000	51,400	51,900	52,300
13.75	to less than	14.00	48,200	48,600	49,100	49,600	50,000	50,500	50,900	51,400	51,800	52,300	52,700
14.00	to less than	14.25	48,600	49,100	49,500	50,000	50,400	50,900	51,300	51,800	52,200	52,700	53,100
14.25	to less than	14.50	49,000	49,500	49,900	50,400	50,800	51,300	51,700	52,200	52,600	53,100	53,500
14.50	to less than	14.75	49,400	49,900	50,300	50,800	51,200	51,700	52,100	52,600	53,000	53,500	53,900
14.75	to less than	15.00	49,900	50,300	50,800	51,200	51,700	52,100	52,600	53,000	53,500	53,900	54,300
15.00	to less than	15.25	50,300	50,700	51,200	51,600	52,100	52,500	53,000	53,400	53,900	54,300	54,800
15.25	to less than	15.50	50,700	51,100	51,600	52,000	52,500	52,900	53,400	53,800	54,300	54,700	55,200
15.50	to less than	15.75	51,100	51,600	52,000	52,400	52,900	53,300	53,800	54,200	54,700	55,100	55,600
15.75	to less than	16.00	51,600	52,000	52,400	52,800	53,300	53,700	54,200	54,600	55,100	55,500	56,000
16.00	to less than	16.25	52,000	52,400	52,800	53,300	53,700	54,100	54,600	55,000	55,500	55,900	56,400
16.25	to less than	16.50	52,500	52,900	53,300	53,700	54,100	54,600	55,000	55,400	55,900	56,300	56,700
16.50	to less than	16.75	52,900	53,300	53,700	54,100	54,600	55,000	55,400	55,900	56,300	56,700	57,100
16.75	to less than	17.00	53,400	53,700	54,100	54,500	55,000	55,400	55,800	56,300	56,700	57,100	57,500
17.00	to less than	17.25	53,800	54,200	54,500	55,000	55,400	55,800	56,300	56,700	57,100	57,500	58,000
17.25	to less than	17.50	54,300	54,600	55,000	55,400	55,800	56,200	56,700	57,100	57,500	58,000	58,400
17.50	to less than	17.75	54,700	55,000	55,400	55,800	56,200	56,700	57,100	57,500	57,900	58,400	58,800
17.75	to less than	18.00	55,200	55,500	55,800	56,200	56,700	57,100	57,500	57,900	58,400	58,800	59,300
18.00	to less than	18.25	55,600	55,900	56,200	56,700	57,100	57,500	57,900	58,300	58,800	59,200	59,600
18.25	to less than	18.50	56,100	56,400	56,700	57,100	57,500	57,900	58,300	58,800	59,200	59,600	60,000
18.50	to less than	18.75	56,500	56,800	57,100	57,500	57,900	58,300	58,800	59,200	59,600	60,000	60,400
18.75	to less than	19.00	57,000	57,300	57,500	57,900	58,300	58,800	59,200	59,600	60,000	60,400	60,800
19.00	to less than	19.25	57,400	57,700	57,900	58,300	58,800	59,200	59,600	60,000	60,400	60,800	61,200
19.25	and over		57,900	58,100	58,300	58,700	59,200	59,600	60,000	60,400	60,800	61,200	61,600

Vehicle Weight Table 19: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Inter-Vehicle-Unit Distance 2.7 to less than 3.0 metres

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
	Less than	14.00	48,700	49,200	49,600	50,000	50,500	50,900	51,300	51,700	52,200	52,600	53,000
14.00	to less than	14.25	49,200	49,600	50,100	50,500	50,900	51,300	51,800	52,200	52,600	53,000	53,500
14.25	to less than	14.50	49,700	50,100	50,500	50,900	51,400	51,800	52,200	52,600	53,100	53,500	53,900
14.50	to less than	14.75	50,100	50,600	51,000	51,400	51,800	52,300	52,700	53,100	53,500	53,900	54,300
14.75	to less than	15.00	50,600	51,000	51,400	51,900	52,300	52,700	53,100	53,600	54,000	54,400	54,800
15.00	to less than	15.25	51,100	51,500	51,900	52,300	52,800	53,200	53,600	54,000	54,400	54,800	55,300
15.25	to less than	15.50	51,500	52,000	52,400	52,800	53,200	53,600	54,000	54,500	54,900	55,300	55,700
15.50	to less than	15.75	52,000	52,400	52,800	53,300	53,700	54,100	54,500	54,900	55,300	55,700	56,100
15.75	to less than	16.00	52,500	52,900	53,300	53,700	54,100	54,500	55,000	55,400	55,800	56,200	56,600
16.00	to less than	16.25	52,900	53,300	53,700	54,100	54,500	54,900	55,400	55,800	56,200	56,600	57,000
16.25	to less than	16.50	53,300	53,700	54,100	54,500	54,900	55,300	55,800	56,200	56,600	57,000	57,400
16.50	to less than	16.75	53,700	54,100	54,500	54,900	55,300	55,700	56,200	56,600	57,000	57,400	57,800
16.75	to less than	17.00	54,100	54,500	54,900	55,300	55,700	56,100	56,600	57,000	57,400	57,800	58,200
17.00	to less than	17.25	54,600	54,900	55,300	55,700	56,100	56,500	57,000	57,400	57,800	58,200	58,700
17.25	to less than	17.50	55,000	55,300	55,600	56,100	56,500	56,900	57,400	57,800	58,200	58,700	59,100
17.50	to less than	17.75	55,400	55,700	56,000	56,500	56,900	57,300	57,800	58,200	58,600	59,100	59,500
17.75	to less than	18.00	55,800	56,100	56,400	56,900	57,300	57,700	58,200	58,600	59,000	59,500	59,900
18.00	to less than	18.25	56,200	56,500	56,800	57,300	57,700	58,100	58,600	59,000	59,400	59,900	60,300
18.25	to less than	18.50	56,600	56,900	57,200	57,600	58,100	58,500	59,000	59,400	59,900	60,300	60,700
18.50	to less than	18.75	57,100	57,300	57,600	58,000	58,500	58,900	59,400	59,800	60,300	60,700	61,200
18.75	to less than	19.00	57,500	57,700	58,000	58,400	58,900	59,300	59,800	60,200	60,700	61,100	61,600
19.00	to less than	19.25	57,900	58,100	58,400	58,800	59,300	59,700	60,200	60,600	61,100	61,500	62,000
19.25	and over		58,300	58,500	58,800	59,200	59,700	60,100	60,600	61,000	61,500	61,900	62,400

Vehicle Weight Table 20: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Inter-Vehicle-Unit Distance 3.0 to less than 3.3 metres

Base length (metres)			Front axle weight (kilograms)									
			5000 or less	**5,001** to less than	**5,500** to less than	**6,000** to less than	**6,500** to less than	**7,000** to less than	**7,500** to less than	**8,000** to less than	**8,500** to less than	**9,500** to
				5,500	**6,000**	**6,500**	**7,000**	**7,500**	**8,000**	**8,500**	**9,000**	**9,500**	**10,000**
	Less than	14.00	49,300	49,700	50,200	50,700	51,100	51,600	52,000	52,500	52,900	53,400	53,800
14.00	to less than	14.25	49,700	50,100	50,600	51,000	51,500	52,000	52,400	52,900	53,400	53,800	54,300
14.25	to less than	14.50	50,100	50,500	51,000	51,400	51,900	52,400	52,800	53,300	53,800	54,200	54,700
14.50	to less than	14.75	50,500	51,000	51,400	51,800	52,300	52,800	53,200	53,700	54,200	54,600	55,100
14.75	to less than	15.00	51,000	51,400	51,700	52,200	52,700	53,200	53,600	54,100	54,600	55,000	55,600
15.00	to less than	15.25	51,400	51,800	52,100	52,600	53,100	53,600	54,000	54,500	55,000	55,500	56,000
15.25	to less than	15.50	51,800	52,200	52,500	53,000	53,500	54,000	54,400	54,900	55,400	55,900	56,400
15.50	to less than	15.75	52,200	52,600	52,900	53,400	53,900	54,400	54,900	55,300	55,800	56,300	56,800
15.75	to less than	16.00	52,700	53,000	53,300	53,800	54,300	54,800	55,200	55,700	56,200	56,700	57,200
16.00	to less than	16.25	53,100	53,400	53,700	54,200	54,700	55,200	55,700	56,100	56,600	57,100	57,500
16.25	to less than	16.50	53,500	53,800	54,100	54,600	55,100	55,600	56,100	56,600	57,000	57,500	57,900
16.50	to less than	16.75	54,000	54,300	54,600	55,000	55,500	56,000	56,500	57,000	57,400	57,900	58,400
16.75	to less than	17.00	54,400	54,700	55,000	55,500	55,900	56,400	56,900	57,400	57,900	58,300	58,800
17.00	to less than	17.25	54,900	55,100	55,400	55,900	56,300	56,800	57,300	57,800	58,300	58,700	59,300
17.25	to less than	17.50	55,300	55,600	55,800	56,300	56,800	57,200	57,700	58,200	58,700	59,200	59,700
17.50	to less than	17.75	55,700	56,000	56,200	56,700	57,200	57,700	58,100	58,600	59,100	59,600	60,100
17.75	to less than	18.00	56,200	56,400	56,600	57,100	57,600	58,100	58,500	59,000	59,500	60,000	60,500
18.00	to less than	18.25	56,600	56,800	57,100	57,500	58,000	58,500	59,000	59,400	59,900	60,400	61,000
18.25	to less than	18.50	57,100	57,300	57,500	58,000	58,400	58,900	59,400	59,800	60,300	60,800	61,200
18.50	to less than	18.75	57,500	57,700	57,900	58,400	58,800	59,300	59,800	60,300	60,700	61,200	61,600
18.75	to less than	19.00	58,100	58,300	58,500	58,800	59,200	59,600	60,100	60,600	61,000	61,500	61,900
19.00	to less than	19.25	58,600	58,800	59,000	59,200	59,600	60,000	60,500	61,000	61,400	61,800	62,200
19.25	and over		59,000	59,200	59,400	59,600	60,000	60,400	60,900	61,400	61,800	62,200	62,600

Vehicle Weight Table 21: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms) Inter-Vehicle-Unit Distance 3.3 to less than 3.6 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.00	51,600	52,000	52,400	52,800	53,300	53,700	54,200	54,600	55,100	55,500	56,000
15.00 to less than 15.25	52,100	52,500	52,800	53,300	53,700	54,200	54,600	55,000	55,500	55,900	56,400
15.25 to less than 15.50	52,500	52,900	53,200	53,700	54,100	54,600	55,000	55,500	55,900	56,300	56,800
15.50 to less than 15.75	53,000	53,300	53,700	54,100	54,600	55,000	55,400	55,900	56,300	56,800	57,200
15.75 to less than 16.00	53,400	53,800	54,100	54,500	55,000	55,400	55,900	56,300	56,800	57,200	57,600
16.00 to less than 16.25	53,900	54,200	54,500	55,000	55,400	55,900	56,300	56,700	57,200	57,600	58,000
16.25 to less than 16.50	54,300	54,600	54,900	55,400	55,800	56,300	56,700	57,200	57,600	58,000	58,500
16.50 to less than 16.75	54,800	55,100	55,400	55,800	56,300	56,700	57,100	57,600	58,000	58,500	58,900
16.75 to less than 17.00	55,200	55,500	55,800	56,200	56,700	57,100	57,600	58,000	58,500	58,900	59,400
17.00 to less than 17.25	55,600	55,900	56,200	56,700	57,100	57,500	58,000	58,400	58,800	59,300	59,700
17.25 to less than 17.50	56,100	56,400	56,700	57,100	57,500	57,900	58,400	58,800	59,200	59,700	60,100
17.50 to less than 17.75	56,500	56,800	57,100	57,500	57,900	58,400	58,800	59,200	59,600	60,100	60,400
17.75 to less than 18.00	57,000	57,300	57,500	57,900	58,400	58,800	59,200	59,600	60,000	60,400	60,800
18.00 to less than 18.25	57,400	57,700	57,900	58,400	58,800	59,200	59,600	60,000	60,400	60,800	61,200
18.25 to less than 18.50	57,900	58,100	58,400	58,800	59,200	59,600	60,000	60,400	60,800	61,200	61,600
18.50 to less than 18.75	58,300	58,600	58,800	59,200	59,600	60,000	60,400	60,800	61,200	61,600	62,000
18.75 to less than 19.00	58,700	59,000	59,300	59,600	60,000	60,400	60,800	61,200	61,600	62,000	62,400
19.00 to less than 19.25	59,200	59,500	59,700	60,000	60,400	60,800	61,200	61,600	62,000	62,400	62,800
19.25 and over	59,600	59,900	60,100	60,400	60,800	61,200	61,600	62,000	62,400	62,800	63,200

Vehicle Weight Table 22: Allowable Gross Weight on a Vehicle with Seven Axles (kilograms)
Inter-Vehicle-Unit Distance 3.6 metres or more

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.00	52,300	52,700	53,100	53,500	54,000	54,400	54,900	55,300	55,800	56,200	56,700
15.00 to less than 15.25	52,800	53,100	53,500	54,000	54,400	54,800	55,300	55,700	56,200	56,600	57,100
15.25 to less than 15.50	53,200	53,600	53,900	54,400	54,800	55,300	55,700	56,100	56,600	57,000	57,500
15.50 to less than 15.75	53,700	54,000	54,400	54,800	55,200	55,700	56,100	56,500	57,000	57,400	57,900
15.75 to less than 16.00	54,100	54,400	54,800	55,200	55,700	56,100	56,500	56,900	57,400	57,800	58,300
16.00 to less than 16.25	54,500	54,900	55,200	55,600	56,100	56,500	56,900	57,300	57,800	58,200	58,600
16.25 to less than 16.50	55,000	55,300	55,600	56,100	56,500	56,900	57,300	57,800	58,200	58,600	59,000
16.50 to less than 16.75	55,400	55,700	56,100	56,500	56,900	57,300	57,700	58,200	58,600	59,000	59,400
16.75 to less than 17.00	55,900	56,200	56,500	56,900	57,300	57,700	58,200	58,600	59,000	59,400	59,800
17.00 to less than 17.25	56,300	56,600	56,900	57,300	57,700	58,100	58,500	59,000	59,400	59,800	60,300
17.25 to less than 17.50	56,700	57,000	57,300	57,700	58,100	58,500	58,900	59,300	59,800	60,200	60,700
17.50 to less than 17.75	57,100	57,400	57,700	58,100	58,500	58,900	59,300	59,700	60,100	60,600	61,000
17.75 to less than 18.00	57,500	57,800	58,000	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,300
18.00 to less than 18.25	57,900	58,200	58,400	58,800	59,300	59,700	60,100	60,500	60,900	61,300	61,700
18.25 to less than 18.50	58,400	58,600	58,800	59,200	59,600	60,100	60,500	60,900	61,300	61,700	62,100
18.50 to less than 18.75	58,800	59,000	59,200	59,600	60,000	60,400	60,900	61,300	61,700	62,100	62,500
18.75 to less than 19.00	59,300	59,500	59,700	60,000	60,400	60,900	61,300	61,700	62,100	62,500	62,900
19.00 to less than 19.25	59,700	59,900	60,200	60,500	60,900	61,300	61,700	62,100	62,500	62,900	63,300
19.25 and over	60,100	60,300	60,600	60,900	61,300	61,700	62,100	62,500	62,900	63,300	63,500

Vehicle Weight Table 23: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Single Unit Vehicle, or Inter-Vehicle-Unit Distance less than 2.1 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.00	47,600	48,000	48,500	49,000	49,500	50,000	50,400	50,900	51,400	51,900	52,400
15.00 to less than 15.25	48,100	48,600	49,000	49,500	50,000	50,500	51,000	51,400	51,900	52,400	52,900
15.25 to less than 15.50	48,700	49,100	49,600	50,100	50,500	51,000	51,500	51,900	52,400	52,900	53,400
15.50 to less than 15.75	49,200	49,700	50,100	50,600	51,100	51,500	52,000	52,400	52,900	53,400	53,800
15.75 to less than 16.00	49,700	50,200	50,700	51,100	51,600	52,000	52,500	52,900	53,400	53,800	54,300
16.00 to less than 16.25	50,300	50,700	51,200	51,700	52,100	52,500	53,000	53,400	53,900	54,300	54,800
16.25 to less than 16.50	50,800	51,300	51,800	52,200	52,600	53,100	53,500	53,900	54,400	54,800	55,300
16.50 to less than 16.75	51,300	51,800	52,300	52,700	53,200	53,600	54,000	54,400	54,900	55,300	55,700
16.75 to less than 17.00	51,800	52,300	52,800	53,200	53,600	54,000	54,500	54,900	55,300	55,700	56,100
17.00 to less than 17.25	52,300	52,800	53,200	53,700	54,100	54,500	54,900	55,300	55,700	56,100	56,500
17.25 to less than 17.50	52,800	53,300	53,700	54,100	54,500	54,900	55,400	55,800	56,200	56,600	57,000
17.50 to less than 17.75	53,300	53,800	54,200	54,600	55,000	55,400	55,800	56,200	56,600	57,000	57,400
17.75 to less than 18.00	53,800	54,300	54,700	55,100	55,500	55,900	56,200	56,600	57,000	57,400	57,800
18.00 to less than 18.25	54,300	54,700	55,100	55,500	55,900	56,300	56,700	57,100	57,500	57,800	58,300
18.25 to less than 18.50	54,800	55,200	55,600	56,000	56,400	56,800	57,100	57,500	57,900	58,300	58,800
18.50 to less than 18.75	55,300	55,700	56,100	56,500	56,800	57,200	57,600	58,000	58,300	58,700	59,300
18.75 to less than 19.00	55,900	56,300	56,700	57,000	57,400	57,700	58,000	58,400	58,800	59,200	59,700
19.00 to less than 19.25	56,400	56,800	57,200	57,400	57,800	58,100	58,400	58,800	59,200	59,600	60,100
19.25 and over	56,800	57,200	57,600	57,800	58,200	58,500	58,800	59,200	59,600	60,000	60,500

Vehicle Weight Table 24: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 2.1 to less than 2.4 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.00	48,600	49,000	49,500	50,000	50,400	50,900	51,400	51,900	52,300	52,800	53,300
15.00 to less than 15.25	49,100	49,500	50,000	50,500	50,900	51,400	51,900	52,300	52,800	53,300	53,700
15.25 to less than 15.50	49,600	50,100	50,500	51,000	51,400	51,900	52,300	52,800	53,300	53,700	54,200
15.50 to less than 15.75	50,100	50,600	51,000	51,500	51,900	52,400	52,800	53,300	53,700	54,200	54,500
15.75 to less than 16.00	50,600	51,100	51,600	52,000	52,400	52,900	53,300	53,800	54,200	54,600	55,100
16.00 to less than 16.25	51,100	51,600	52,100	52,500	52,900	53,400	53,800	54,200	54,700	55,100	55,500
16.25 to less than 16.50	51,700	52,100	52,600	53,000	53,400	53,900	54,300	54,700	55,100	55,500	55,900
16.50 to less than 16.75	52,200	52,600	53,100	53,500	53,900	54,300	54,800	55,200	55,600	56,000	56,400
16.75 to less than 17.00	52,700	53,200	53,600	54,000	54,400	54,800	55,200	55,600	56,000	56,400	56,800
17.00 to less than 17.25	53,200	53,700	54,100	54,500	54,900	55,300	55,700	56,100	56,500	56,900	57,200
17.25 to less than 17.50	53,700	54,200	54,600	55,000	55,400	55,800	56,200	56,600	57,000	57,300	57,700
17.50 to less than 17.75	54,300	54,700	55,100	55,500	55,900	56,300	56,700	57,000	57,400	57,800	58,200
17.75 to less than 18.00	54,800	55,200	55,700	56,000	56,400	56,800	57,100	57,500	57,900	58,200	58,600
18.00 to less than 18.25	55,300	55,700	56,200	56,500	56,900	57,300	57,600	58,000	58,300	58,700	59,000
18.25 to less than 18.50	55,800	56,300	56,700	57,000	57,400	57,700	58,100	58,400	58,800	59,100	59,500
18.50 to less than 18.75	56,400	56,800	57,200	57,500	57,900	58,200	58,600	58,900	59,300	59,600	60,000
18.75 to less than 19.00	56,900	57,400	57,800	58,100	58,500	58,800	59,200	59,500	59,900	60,200	60,500
19.00 to less than 19.25	57,500	57,900	58,300	58,600	59,000	59,300	59,700	60,000	60,400	60,700	61,000
19.25 and over	57,900	58,300	58,700	59,000	59,400	59,700	60,100	60,400	60,800	61,100	61,400

Vehicle Weight Table 25: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 2.4 to less than 2.7 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.00	49,700	50,100	50,600	51,000	51,500	51,900	52,400	52,800	53,300	53,700	54,200
15.00 to less than 15.25	50,200	50,600	51,100	51,500	52,000	52,400	52,800	53,300	53,700	54,200	54,600
15.25 to less than 15.50	50,700	51,100	51,600	52,000	52,400	52,900	53,300	53,700	54,200	54,600	55,100
15.50 to less than 15.75	51,200	51,600	52,100	52,500	52,900	53,300	53,800	54,200	54,600	55,100	55,500
15.75 to less than 16.00	51,600	52,100	52,500	53,000	53,400	53,800	54,200	54,700	55,100	55,500	56,000
16.00 to less than 16.25	52,100	52,600	53,000	53,500	53,900	54,300	54,700	55,100	55,600	56,000	56,400
16.25 to less than 16.50	52,600	53,100	53,500	53,900	54,400	54,800	55,200	55,600	56,000	56,400	56,900
16.50 to less than 16.75	53,100	53,500	54,000	54,400	54,800	55,200	55,700	56,100	56,500	56,900	57,300
16.75 to less than 17.00	53,600	54,000	54,500	54,900	55,300	55,700	56,100	56,500	56,900	57,300	57,700
17.00 to less than 17.25	54,100	54,500	54,900	55,300	55,700	56,200	56,600	57,000	57,400	57,800	58,200
17.25 to less than 17.50	54,500	55,000	55,400	55,800	56,200	56,600	57,000	57,400	57,800	58,200	58,600
17.50 to less than 17.75	55,000	55,400	55,800	56,300	56,700	57,100	57,500	57,900	58,300	58,700	59,100
17.75 to less than 18.00	55,500	55,900	56,300	56,700	57,100	57,500	57,900	58,300	58,700	59,100	59,500
18.00 to less than 18.25	56,000	56,400	56,800	57,200	57,600	58,000	58,400	58,800	59,200	59,600	60,000
18.25 to less than 18.50	56,500	56,800	57,200	57,600	58,000	58,400	58,800	59,200	59,600	60,000	60,400
18.50 to less than 18.75	56,900	57,300	57,700	58,100	58,500	58,900	59,300	59,700	60,100	60,500	60,900
18.75 to less than 19.00	57,500	57,700	58,100	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,300
19.00 to less than 19.25	57,900	58,100	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,300	61,700
19.25 and over	58,300	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,300	61,700	62,100

Vehicle Weight Table 26: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 2.7 to less than 3.0 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 15.50	51,600	52,000	52,400	52,900	53,300	53,800	54,200	54,700	55,100	55,600	56,000
15.50 to less than 15.75	52,000	52,400	52,900	53,300	53,800	54,200	54,700	55,100	55,600	56,000	56,500
15.75 to less than 16.00	52,500	52,900	53,300	53,800	54,200	54,700	55,100	55,600	56,000	56,500	56,900
16.00 to less than 16.25	52,900	53,400	53,800	54,200	54,700	55,100	55,600	56,000	56,500	56,900	57,400
16.25 to less than 16.50	53,400	53,800	54,300	54,700	55,200	55,600	56,100	56,500	57,000	57,400	57,800
16.50 to less than 16.75	53,900	54,300	54,700	55,200	55,600	56,100	56,500	57,000	57,400	57,800	58,300
16.75 to less than 17.00	54,300	54,800	55,200	55,600	56,100	56,500	57,000	57,400	57,900	58,300	58,700
17.00 to less than 17.25	54,800	55,200	55,700	56,100	56,500	57,000	57,400	57,900	58,300	58,700	59,200
17.25 to less than 17.50	55,200	55,700	56,100	56,600	57,000	57,400	57,900	58,300	58,700	59,200	59,600
17.50 to less than 17.75	55,700	56,100	56,600	57,000	57,400	57,900	58,300	58,800	59,200	59,600	60,000
17.75 to less than 18.00	56,200	56,600	57,000	57,500	57,900	58,300	58,800	59,200	59,600	60,100	60,500
18.00 to less than 18.25	56,600	57,100	57,500	57,900	58,400	58,800	59,200	59,600	60,100	60,500	61,000
18.25 to less than 18.50	57,100	57,500	57,900	58,400	58,800	59,200	59,700	60,100	60,500	61,000	61,400
18.50 to less than 18.75	57,500	58,000	58,400	58,800	59,300	59,700	60,100	60,500	61,000	61,400	61,900
18.75 to less than 19.00	58,000	58,400	58,800	59,200	59,700	60,100	60,600	60,900	61,400	61,800	62,300
19.00 to less than 19.25	58,400	58,800	59,200	59,600	60,100	60,500	61,000	61,300	61,800	62,200	62,700
19.25 and over	58,800	59,200	59,600	60,000	60,500	60,900	61,400	61,700	62,200	62,600	63,100

Vehicle Weight Table 27: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 3.0 to less than 3.3 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 16.00	53,100	53,400	53,800	54,300	54,700	55,200	55,700	56,200	56,600	57,100	57,600
16.00 to less than 16.25	53,500	53,900	54,300	54,700	55,200	55,700	56,100	56,600	57,100	57,600	58,000
16.25 to less than 16.50	54,000	54,400	54,700	55,200	55,700	56,100	56,600	57,100	57,500	58,000	58,500
16.50 to less than 16.75	54,400	54,800	55,200	55,700	56,100	56,600	57,100	57,500	58,000	58,500	58,900
16.75 to less than 17.00	54,900	55,300	55,600	56,100	56,600	57,100	57,500	58,000	58,500	58,900	59,400
17.00 to less than 17.25	55,300	55,700	56,100	56,600	57,000	57,500	58,000	58,500	58,900	59,400	59,900
17.25 to less than 17.50	55,800	56,200	56,500	57,000	57,500	58,000	58,500	59,000	59,400	59,900	60,500
17.50 to less than 17.75	56,300	56,600	57,000	57,500	58,000	58,500	59,000	59,500	60,000	60,500	60,000
17.75 to less than 18.00	56,700	57,100	57,500	58,000	58,500	59,000	59,500	60,000	60,500	61,000	61,500
18.00 to less than 18.25	57,200	57,500	57,900	58,400	58,900	59,500	60,000	60,500	61,000	61,500	62,000
18.25 to less than 18.50	57,600	58,000	58,400	58,900	59,400	59,900	60,500	61,000	61,500	62,100	62,500
18.50 to less than 18.75	58,100	58,400	58,800	59,300	59,900	60,400	61,000	61,500	62,100	62,600	63,000
18.75 to less than 19.00	58,600	58,800	59,400	59,700	60,300	60,800	61,400	61,900	62,500	63,000	63,500
19.00 to less than 19.25	59,000	59,200	59,800	60,100	60,700	61,200	61,800	62,300	62,900	63,400	63,500
19.25 and over	59,400	59,600	60,200	60,500	61,100	61,600	62,200	62,700	63,300	63,500	63,500

Vehicle Weight Table 28: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 3.3 to less than 3.6 metres

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 16.00	54,300	54,700	55,100	55,500	55,900	56,300	56,800	57,200	57,600	58,000	58,400
16.00 to less than 16.25	54,700	55,200	55,600	56,000	56,400	56,800	57,200	57,700	58,100	58,500	59,000
16.25 to less than 16.50	55,200	55,700	56,100	56,500	56,900	57,300	57,700	58,100	58,600	59,000	59,500
16.50 to less than 16.75	55,700	56,100	56,600	57,000	57,400	57,800	58,200	58,600	59,000	59,400	59,900
16.75 to less than 17.00	56,200	56,600	57,100	57,500	57,900	58,300	58,700	59,100	59,500	59,900	60,400
17.00 to less than 17.25	56,600	57,100	57,600	58,000	58,400	58,800	59,200	59,600	60,000	60,400	60,900
17.25 to less than 17.50	57,100	57,600	58,100	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,400
17.50 to less than 17.75	57,600	58,100	58,600	59,000	59,400	59,800	60,200	60,600	61,000	61,400	61,900
17.75 to less than 18.00	58,100	58,600	59,100	59,500	59,900	60,300	60,700	61,100	61,500	61,900	62,500
18.00 to less than 18.25	58,600	59,100	59,600	60,000	60,400	60,800	61,200	61,600	62,100	62,500	63,000
18.25 to less than 18.50	59,100	59,600	60,100	60,500	60,900	61,300	61,700	62,200	62,600	63,000	63,500
18.50 to less than 18.75	59,600	60,100	60,600	61,000	61,400	61,800	62,300	62,700	63,100	63,500	63,500
18.75 to less than 19.00	60,100	60,500	61,000	61,400	61,800	62,200	62,700	63,100	63,500	63,500	63,500
19.00 to less than 19.25	60,600	60,900	61,400	61,800	62,200	62,600	63,100	63,500	63,500	63,500	63,500
19.25 and over	61,000	61,300	61,800	62,200	62,600	63,000	63,500	63,500	63,500	63,500	63,500

Vehicle Weight Table 29: Allowable Gross Weight on a Vehicle with Eight or More Axles (kilograms)
Inter-Vehicle-Unit Distance 3.6 metres or more

Base length (metres)	Front axle weight (kilograms)										
	5000 or less	**5,001** to less than **5,500**	**5,500** to less than **6,000**	**6,000** to less than **6,500**	**6,500** to less than **7,000**	**7,000** to less than **7,500**	**7,500** to less than **8,000**	**8,000** to less than **8,500**	**8,500** to less than **9,000**	**9,000** to less than **9,500**	**9,500** to **10,000**
Less than 16.00	54,800	55,200	55,600	56,000	56,400	56,800	57,300	57,700	58,100	58,500	59,000
16.00 to less than 16.25	55,200	55,700	56,100	56,500	56,900	57,300	57,700	58,200	58,600	59,000	59,500
16.25 to less than 16.50	55,700	56,200	56,600	57,000	57,400	57,800	58,200	58,600	59,100	59,500	59,900
16.50 to less than 16.75	56,200	56,600	57,100	57,500	57,900	58,300	58,700	59,100	59,500	59,900	60,300
16.75 to less than 17.00	56,700	57,100	57,600	58,000	58,400	58,800	59,200	59,600	60,000	60,400	60,800
17.00 to less than 17.25	57,100	57,600	58,100	58,500	58,900	59,300	59,700	60,100	60,500	60,900	61,300
17.25 to less than 17.50	57,600	58,100	58,600	59,000	59,400	59,800	60,200	60,600	61,000	61,400	61,800
17.50 to less than 17.75	58,100	58,600	59,100	59,500	59,900	60,300	60,700	61,100	61,500	61,900	62,300
17.75 to less than 18.00	58,600	59,100	59,600	60,000	60,400	60,800	61,200	61,600	62,000	62,400	62,900
18.00 to less than 18.25	59,100	59,600	60,100	60,500	60,900	61,300	61,700	62,100	62,600	63,000	63,500
18.25 to less than 18.50	59,600	60,100	60,600	61,000	61,400	61,800	62,200	62,700	63,100	63,500	63,500
18.50 to less than 18.75	60,100	60,600	61,100	61,500	61,900	62,300	62,700	63,200	63,500	63,500	63,500
18.75 to less than 19.00	60,600	61,000	61,500	61,900	62,300	62,700	63,100	63,500	63,500	63,500	63,500
19.00 to less than 19.25	61,100	61,400	61,900	62,300	62,700	63,100	63,500	63,500	63,500	63,500	63,500
19.25 and over	61,500	61,800	62,300	62,700	63,100	63,500	63,500	63,500	63,500	63,500	63,500

Vehicle Weight Table 30: Allowable Gross Weight on Designated Truck-Trailer Combinations (kilograms)

Base Length (metres)	Inter-Vehicle-Unit Distance (metres)	Number of Axles in the Truck-Trailer Combination					
		3	4	5	6	7	8+
any base length	less than 3.6	25,450	33,000	35,000	39,000	49,000	53,000
less than 11m	3.6 and over	25,450	35,000	41,000	42,500	52,000	55,000
11.0 to less than 12.0	3.6 and over	25,450	35,000	42,500	45,000	52,000	55,000
12.0 to less than 13.0	3.6 and over	25,450	35,000	44,500	47,000	52,000	55,000
13.0 to less than14.0	3.6 and over	25,450	35,000	44,500	49,500	52,000	55,000
14.0 to less than 15.0	3.6 and over	25,450	35,000	44,500	51,500	53,000	55,000
15.0 to less than 16.0	3.6 and over	25,450	37,000	44,500	53,500	53,500	55,000
16.0 to less than 17.5	3.6 and over	25,450	37,000	46,000	53,500	55,000	55,500
17.5 to less than 18.5	3.6 and over	25,450	37,000	46,000	55,000	58,000	59,000
18.5 to less than 19.5	3.6 and over	25,450	37,000	46,000	55,000	60,500	61,500
19.5 and over (front axle less than 8,000 kg)	3.6 and over	25,450	37,000	46,000	55,000	61,500	62,500
19.5 and over (front axle 8,000 kg or more)	3.6 and over	25,450	37,000	46,000	56,000	63,000	63,500

Vehicle Weight Table 31: Allowable Gross Weight on Designated Truck-Trailer Combinations (kilograms)

Base Length (metres)	Inter-Vehicle-Unit Distance (metres)	Number of Axles in the Truck-Trailer Combination					
		3	4	5	6	7	8+
Any base length	less than 3.6m	24,000	30,000	32,000	34,500	44,500	48,000
less than 11	3.6m and over	24,000	32,000	38,000	38,000	47,500	50,000
11.0 to less than 12.0	3.6m and over	24,000	32,000	39,000	40,500	47,500	50,000
12.0 to less than 13.0	3.6m and over	24,000	32,000	41,000	42,500	47,500	50,000
13.0 to less than 14.0	3.6m and over	24,000	32,000	41,000	45,000	47,500	50,000
14.0 to less than 15.0	3.6m and over	25,450	32,000	41,000	47,000	48,500	50,000
15.0 to less than 16.0	3.6m and over	25,450	32,000	41,000	47,000	49,000	50,000
16.0 to less than 17.5	3.6m and over	25,450	32,000	41,000	47,000	50,000	50,500
17.5 to less than 18.5	3.6m and over	25,450	33,500	41,250	48,000	52,000	53,000
18.5 to less than 19.5	3.6m and over	25,450	33,500	41,250	48,000	53,000	54,000
19.5 and over	3.6m and over	25,450	33,500	41,250	48,000	53,500	54,000

Vehicle Weight Table 32: Allowable Gross Weight on Non-Designated Vehicles and Combinations (Other than B-Train Combinations) that Are Governed by Section 21 (kilograms)

Base Length (metres)	Number of Axles in the Vehicle or Vehicle Combination						
	2	3	4	5	6	7	8+
Less than 8	15,000	21,500	27,000	28,000	32,000	36,000	36,000
8 to less than 10	15,000	21,500	28,000	31,000	33,000	36,000	36,000
10 to less than 12	15,000	21,500	28,000	34,000	37,000	39,000	39,000
12 to less than 14	15,000	21,500	29,000	36,500	42,000	43,000	43,000
14 to less than 15	15,000	21,500	29,000	36,500	45,000	46,000	46,000
15 to less than 16	15,000	21,500	29,000	36,500	46,000	47,000	48,000
16 to less than 18	15,000	21,500	29,000	36,500	46,000	48,000	50,000
18 and over	15,000	21,500	29,000	36,500	46,000	50,000	52,000

Vehicle Weight Table 33: Allowable Gross Weight on Non-Designated B-Train Combinations that Are Governed by Section 21 (Kilograms)

Base Length (metres)	Number of Axles in the B-Train Combination				
	4	5	6	7	8+
less than 15	27,000	28,000	32,000	36,000	36,000
15 to less than 16	29,000	36,500	45,000	48,000	49,000
16 to less than 18	29,000	36,500	46,000	50,000	51,000
18 to less than 19	29,000	36,500	46,000	53,000	54,000
19 and over	30,000	37,000	47,000	54,000	57,000

9. WEIGHT AND DIMENSION INFRACTIONS AND PENALTIES

This Chapter summarizes the penalties that Parts VII and VIII of the Highway Traffic Act provide on conviction for an offence when a vehicle, load, permit or weight is found not in compliance with the provisions of the HTA or regulation.

AUTHORITIES

A police or Ministry officer is authorized to weigh a vehicle, to measure it to determine its allowable gross weight, and may require it to be driven to a scale for the purpose of weighing. The officer may detain the vehicle and require the driver to remove or re-distribute load in the event that an axle unit or axle group exceeds its allowable weight, or to remove load if the vehicle exceeds its allowable gross weight, HTA s124.

PENALTIES FOR REFUSAL

A driver who refuses to proceed to a scale is liable to a fine from $200 to $20,000 and suspension of their driver's license for up to 30 days. The same fine applies if the driver refuses to re-distribute load, or obstructs the process of measuring and weighing, HTA s124.

PENALTIES FOR WEIGHT OFFENCES

Any person who contravenes the weight limit for a tire, axle unit, axle group or the gross weight, under the HTA or a regulation, is liable to a fine according to the amount of overweight. The schedule of fines is given in the table below. The fine is based on the actual overweight, rounded up to the nearest 100 kg, HTA s125.

Overweight Fine Schedule

Overweight	Fine is
Up to 2,500 kg	$5 per 100 kg, but not less than $100
2,500 – 4,999 kg	$10 per 100 kg
5,000 – 7,499 kg	$12 per 100 kg
7,500 – 9,999 kg	$15 per 100 kg
10,000 – 14,999 kg	$20 per 100 kg
15,000 kg or more	$25 per 100 kg

OVERLOADING BY CONSIGNOR

Any consignor of goods, or their agent or employee who improperly loads a vehicle such that it causes a tire, axle or gross weight overload is liable to the same schedule of fines as the operator as shown in the above table, provided the vehicle is not owned by the consignor, HTA s126.

PENALTY FOR MISUSE OF A LIFTABLE AXLE

Any operator fine for an overweight offence is increased by an amount from $200 to $1,000 if a liftable axle was raised (other than in certain specified conditions), or if the axle was deployed and contributed to the overweight, HTA s125(2)(3)(4).

PENALTIES FOR DIMENSION OFFENCES

Any person who contravenes the vehicle or load dimensional limits is liable to a fine from $200 to $20,000 and suspension of the vehicle's license permit for up to 6 months, HTA s109(15).

VICTIM SURCHARGES

The fine for conviction of a weight or dimension offence under the Highway Traffic Act is levied under the Provincial Offences Act. This Act puts a surcharge on all fines for provincial offences, except parking, and goes to the fund for the victims of crime. The surcharge schedule is given in the table below, from Regulation 161/00 made under the Provincial Offences Act.

Victim Fine Surcharges

Fine Range	Surcharge
$0 - $50	$10
$51 - $75	$15
$76 - $100	$20
$101 - $150	$25
$151 - $200	$35
$201 - $250	$50
$251 - $300	$60
$301 - $350	$75
$351 - $400	$85
$401 - $450	$95
$451 - $500	$110
$501 - $1000	$125
Over $1000	25% of fine

Note: Fines and surcharges shown are affective at date of printing.

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10. DEFINITIONS

Definitions Used in the Highway Traffic Act and Regulations

The *Highway Traffic Act* (HTA) and its regulations depend on the precise legal definition of certain terms. This Chapter collects definitions relevant to vehicle weights and dimensions in the HTA and its regulations, lists them in alphabetical order and identifies where each definition is located.

A definition located:

- In Section 1 of the HTA applies to all sections of the HTA, and all regulations made under the HTA;
- In a Part of the HTA applies only within that Part, and to regulations made under that Part; and
- In a regulation applies only within that Regulation.

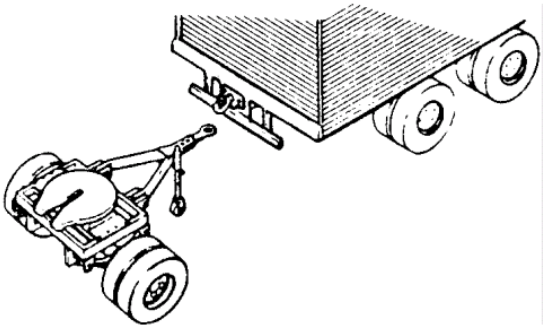
Additional explanation or interpretation is provided for some definitions in notes appended to the definition. *[Such notes start on a new line, in italic text, enclosed in square brackets. They are not part of the legal text.]*

“A-train double” means a vehicle combination composed of a tractor, a semi-trailer and,

(a) a trailer converter dolly that is towed from a single hitch, as shown in Figure 1, on the centre line of the semi-trailer and another semi-trailer, or

(b) a full trailer attached to the semi-trailer as if a trailer converter dolly were used and towed from a single hitch, as shown in Figure 1, on the centre line of the semi-trailer. *[Reg. 413/05 s2]*

Figure 1: A-train double



“Aggregate vehicle” means a vehicle or vehicle combination that is designed for dumping or spreading of sand, gravel, crushed or uncut rock, asphalt, slag, rubble, or any mixture thereof and that is transporting a load consisting mostly of any of these materials. *[Reg. 413/05 s2]*

"Allowable gross vehicle weight" (AGVW) means the maximum permissible weight of a vehicle or vehicle combination for the purpose of section 118 of the Act. *[Reg. 413/05 s37]*

“Axle” means an assembly of two or more wheels whose centres are in one transverse vertical plane and which are transmitting weight to the highway. *[HTA s114]*

[An axle that is lifted so its tires no longer touch the highway is not considered an axle for the purposes of determining axle groups or calculating allowable gross weight, and is ignored in calculating inter- or intra-vehicle-unit distance and inter-axle spacing.]

“Axle group weight” means that part of the gross vehicle weight in kilograms transmitted to the highway by a two axle group, three axle group or four axle group. *[HTA s114]*

“Axle spread” means the longitudinal distance between the centres of the foremost and rearmost axles of an axle unit. *[Reg. 413/05 s2]*

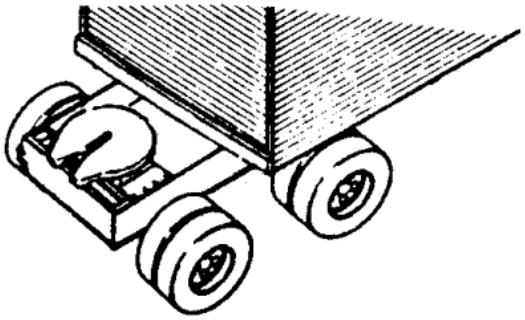
[This is the same as “axle spacing”, as described in HTA s114(6), (7) and (8)]

***“Axle unit”** means any single axle, dual axle or triple axle. [HTA s114]*

“Axle unit weight” means that part of the gross vehicle weight in kilograms transmitted to the highway by an axle unit. *[HTA s114]*

“**B-train double**” means a vehicle combination composed of a tractor and two semi-trailers, the rearmost of which is attached by a fifth wheel assembly whose lower half is mounted on the rear of the foremost semi-trailer, as shown in Figure 2. *[Reg. 413 s2]*

Figure 2: B-train double



“Base length” means the distance measured between the centres of the first axle of the front axle of a vehicle or combination of vehicles and the last axle of a vehicle or combination of vehicles. *[Reg. 413/05 s2]*

“Bed length” means the external measurement of a trailer from the front of its cargo carrying space to the rear of its cargo carrying space, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the trailer and that is not designed for the transportation of goods. *[Reg. 413/05 s37]*

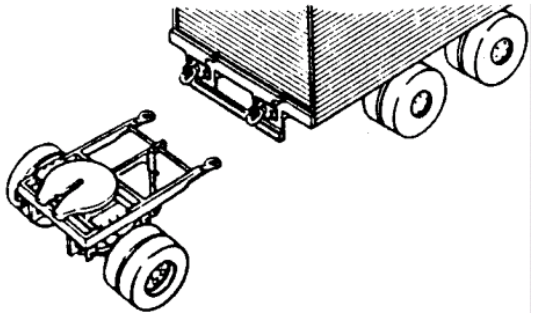
“Box length”, in a combination of vehicles having more than one trailer, means the external measurement from the front of the foremost trailer to the rear of the rearmost trailer, including load, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the foremost trailer and that is not designed or used for the transportation of goods. *[HTA s108]*

"Box length", in a truck-trailer combination, means the external measurement from the front of the load-carrying portion of the truck to the rear of the trailer, including load, but excluding any portion of auxiliary equipment or machinery that extends beyond the front of the load-carrying portion of truck and that is not designed or used for the transportation of goods. *[Reg. 413/05 s37]*

“Bus” means a motor vehicle designed for carrying ten or more passengers and used for the transportation of persons. *[HTA s1]*

“**C-train double**” means a vehicle combination consisting of a tractor and two semi-trailers, the second of which is attached to the first by a trailer converter dolly that has a frame rigid in the horizontal plane and that is towed from two hitches located in a horizontal transverse line on the foremost semi-trailer that preclude any rotation in the horizontal plane about the hitch point, as shown in Figure 3. *[Reg. 413 s2]*

Figure 3: C-train double



“Carbon dioxide tank semi-trailer” means a tank semi-trailer that is used regularly to transport carbon dioxide was manufactured to Transport Canada specification TC331 or United States Department of Transportation specification MC331 and bears the appropriate specification number

on the compliance label or manufacturer's identification plate affixed to the vehicle. *[Reg. 413/05 s2]*

"Class A Highway" means a highway designated as such by the Minister. *[HTA s114]*

[The Minister has designated Class A highways as:

- *The King's Highway, which includes the secondary highways and tertiary roads designated under the Public Transportation and Highway Improvement Act.*
- *Every highway within a city, town or incorporated village, except those on which heavy traffic is prohibited by municipal by-law; and*
- *Every hard-surfaced county and township highway, except those designated by by-law of a county or township.]*

"Class B Highway" means a highway not designated by the Minister as a Class A Highway. *[HTA s114]*

"Combination" and "Vehicle Combination" mean a combination of vehicles. *[Reg. 413/05 s2]*

"Commercial motor vehicle" means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on the highways. *[HTA s1]*

"Conversion unit" means a mechanical device consisting of a single axle designed to convert a two-axle vehicle into a three-axle vehicle. *[HTA s1]*

"Converter dolly drawbar length" means the longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of its eye or equivalent device. *[Reg. 413/05 s37]*

"Cryogenic tank semi-trailer" means a tank semi-trailer that was manufactured to Canadian Gas Association specification CGA341 or Transport Canada specification TC341 and bears the appropriate specification number on the compliance label or manufacturer's identification plate affixed to the vehicle. *[Reg. 413/05 s2]*

"Designated bus or recreational vehicle", when followed by a number, means the designated bus or recreational vehicle identified by the same number in the Table to section 3.1 [*Reg. 413/05 s2]*

"Designated tractor-trailer combination", when followed by a number, means the designated tractor-trailer combination identified by the same number in the Table to section 3. *[Reg. 413/05 s2]*

"Designated truck", when followed by a number, means the designated truck identified by the same number in the Table to section 3.2. *[Reg. 413/05 s2]*

"Designated truck-trailer combination", when followed by a number, means the designated truck -trailer combination identified by the same number in the Table to section 3.3. *[Reg. 413/05 s2]*

[The term "designated" in the above definitions means these vehicles or combinations are SPIF compliant.]

"Drawbar" means a towing structure that is connected to a trailer or a trailer converter dolly and that includes an eye or equivalent device for coupling to a trailer hitch. *[Reg. 413/05 s2]*

"Drawbar length" means the longitudinal distance from the centre of the hole in the fifth wheel of a converter dolly to the centre of its eye or equivalent device. *[Reg. 413/05 s37]*

"**Drive axle**" means an axle unit that is connected to the power source of a motor vehicle and that

transmits tractive power to the wheels. *[Reg. 413/05 s2]*

"Driver" means a person who drives a vehicle on a highway. *[HTA s1]*

"Dual axle" means any two consecutive axles whose centres are more than one metre apart and that,

(a) are articulated from a common attachment to the vehicle, or

(b) are designed to automatically equalize the load between the two axles. *[HTA s114]*

[Two axles spaced up to one metre apart are grouped together and considered a single axle for the purpose of establishing the allowable axle unit weight. There is no maximum limit on the spacing of the axles in a dual axle. A dual axle may also be a tandem axle. See Chapter 4.]

"Effective rear overhang" except where otherwise specified, means the longitudinal distance from the turn centre of the vehicle to its rearmost point, including any load. *[Reg. 413/05 s37]*

"Effective wheelbase" means the longitudinal distance between the geometric centres of front and rear axle units of a truck. *[Reg. 413/05 s37]*

[The "effective wheelbase" term is used for tandem-steer trucks to clarify that the minimum wheelbase requirement is measured from the centre of the front tandem.]

"End dump semi-trailer" means a semi-trailer to which is permanently attached a body or box that is hinged and can be raised to dump from the rear of the semi-trailer. *[Reg. 413/05 s2]*

"Farm tractor" means a self-propelled vehicle designed and used primarily as a farm implement for drawing ploughs, mowing-machines and other implements of husbandry and not designed or used for carrying a load. *[HTA s1]*

"Fifth wheel assembly" means a plate-type coupling device comprised of a kingpin, locking jaws and plates whose lower half is mounted on the rear portion of a vehicle frame or the frame of a trailer converter dolly and the upper half of which is fastened to the underside of the forward portion of a semi-trailer for the purpose of supporting and towing the semi-trailer. *[Reg. 413/05 s2]*

"Forced-steer auxiliary pusher axle" means an axle that articulates in response to forces generated through mechanisms and linkages operated by the driver, but does not include the front axle of a vehicle or vehicle combination *[Reg. 413/05 s2]*

"Four axle group" means four consecutive axles, not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer, and

(b) in which the spacings between the consecutive axles do not exceed 2.5 metres. *[HTA s114]*

"Front axle" means the front axle unit of a motor vehicle. *[HTA s114]*

"Front axle weight", in respect of an aggregate vehicle, means,

(a) for a single front axle, the maximum weight permitted under Section 116 of the Act for a single axle, and

(b) for a dual front axle, one-half the maximum weight permitted under Section 116 of the Act for a dual axle*[Reg. 413/05 s25]*

"Front axle weight", in respect of a vehicle or combination of vehicles that is not an aggregate vehicle, means,

(a) for a single front axle, the axle unit weight on the front axle or, if that weight is more than the maximum weight permitted for a single axle under Section 116 of the Act, the

maximum weight permitted for a single axle under Section 116 of the Act,

(ii) for a dual front axle, one-half of the axle unit weight on the dual front axle or if that weight is more than one-half of the maximum weight permitted for a dual axle under Section 116 of the Act, one-half of the maximum weight permitted for a dual axle under Section 116 of the Act, and

(iii) for a triple front axle, one-third of the axle unit weight for the triple front axle, or, if that weight is more than one-third of the maximum weight permitted for a triple axle under Section 116 of the Act, one-third of the maximum weight permitted for a triple axle under Section 116 of the Act. *[Reg. 413/05 s38]*

[The above "front axle weight" definitions are used in conjunction with the 29 Vehicle Weight Tables in Chapter 8 to determine the allowable gross weight of grandfathered non-SPIF aggregate and non-aggregate vehicles.]

"Full trailer" means a trailer designed so that its own weight and any load are carried on its own axles and includes a combination consisting of a semi-trailer and a trailer converter dolly. *[HTA s108 and Reg. 413/05 s2]*

"Gross weight" means the combined weight of vehicle and load. *[HTA s1]*

"Gross vehicle weight" means the total weight in kilograms transmitted to the highway by a vehicle, or combination of vehicles, and load. *[HTA s 114]*

"Highway" includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof. *[HTA s1]*

"Hitch offset",

(a) in the case of an A-train or C-train, means the longitudinal distance from the turn centre of the foremost semi-trailer to the articulation point of the hitch used to tow the rearmost trailer, and

(b) in the case of truck or tractor, means the longitudinal distance from the turn centre of the truck or tractor to the articulation point of the hitch or coupling device used to tow a trailer. *[Reg. 413/05 s37]*

"Inter-axle spacing" means the longitudinal distance separating two consecutive axle units within a vehicle or combination of vehicles, measured from the centre of the rearmost axle of the foremost axle unit to the centre of the foremost axle of the other axle unit. *[Reg. 413/05 s2]*

"Inter-city bus" means a bus commonly known as a motor coach that has,

(a) motive power mounted to the rear of the front axle,

(b) air-ride or torsion-bar suspension,

(c) a baggage area that is separate from the passenger cabin, and

(d) a passenger cabin with 15 or more reclining seats for passengers. *[Reg. 413/05 s37]*

"Inter-vehicle-unit distance", for a vehicle combination, means,

(a) the distance between the centres of the last axle of the motor vehicle or road building machine and the first axle of the towed vehicle, and

(b) the distance between the centres of the last axle of the first towed vehicle and the first axle of the second towed vehicle,

but in subsection 38 (2), Schedules 11, 12 and 13 and Vehicle Weight Tables 3 to 29, it means the lesser of clauses (a) and (b). *[Reg. 413/05 s2]*

"Intra-vehicle-unit distance", for a five or six axle vehicle without a towed vehicle, means the greater of,

(a) the distance between the centres of the second and third axles from the front of the vehicle, and

(b) the distance between the centres of the third and fourth axles from the front of the vehicle. *[Reg. 413/05 s38]*

"Load equalized" means that a vehicle that is required by subsection 14 (1) to be designed to load equalize actually does load equalize within the meaning of subsection 14 (2). [Reg. 413/05 s37]

"Liftable axle" means an assembly of two or more wheels whose centres are in one transverse vertical plane that is equipped with a device for altering (other than by longitudinal movement of the assembly only) the weight transmitted to the highway surface and that may be able to lift its tires from contact with that surface. *[HTA s114]*

"Long combination" means a tractor-trailer combination to which one or more of the following applies:

1. The total length, including load, exceeds the 23 metre limit specified in subsection 109 (7) of the Act.
2. The box length of a combination including more than one trailer exceeds the 18.5 metre limit specified in subsection 109 (8) of the Act.
3. The semi-trailer length, excluding any portion of auxiliary equipment or machinery that extends beyond the front or rear of the semi-trailer and that is not designed or used for the transportation of goods, exceeds the 14.65 metre limit specified in subsection 109 (10) of the Act. *[Reg. 413/05 s2]*

"Minister" means the Minister of Transportation. *[HTA s1]*

"Ministry" means the Ministry of Transportation. *[HTA s1]*

"Motor vehicle" includes an automobile, motorcycle, motor assisted bicycle unless otherwise indicated in this Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car, or other motor vehicles running only upon rails, or a motorized snow vehicle, traction engine, farm tractor, self-propelled implement of husbandry or road-building machine within the meaning of this Act. *[HTA s1]*

"na" means not applicable. *[Reg. 413/05 s2]*

"Non-designated", with reference to a truck, bus, recreational vehicle or vehicle combination means a truck, bus, recreational vehicle or vehicle combination that is not, respectively, a designated truck, a designated bus or recreational vehicle, a designated tractor-trailer combination, a designated truck-trailer combination or a designated saddlemount combination. *[Reg. 413/05 s2]*

[The term "non-designated" means these vehicles or combinations are not SPIF compliant.]

"Not load equalized" means that a vehicle that is required by subsection 14 (1) to be designed to load equalize does not actually load equalize within the meaning of subsection 14 (2). *[Reg. 413/05 s37]*

"Number of axles" means the total number of axles on a vehicle or combination of vehicles that are transmitting weight to the highway. *[Reg. 413/05 s 38]*

[Any liftable axle that is raised is not counted in the number of axles used to determine the allowable gross weight].

"Open-top hopper dump semi-trailer" means a semi-trailer to which is permanently attached an open-top body or box with bottom hoppers that can be opened to dump from the bottom of the semi-trailer. *[Reg. 413/05 s2]*

"Operator" means the person directly or indirectly responsible for the operation of a commercial motor vehicle including the conduct of the driver of, and the carriage of goods or passengers, if any, in, the vehicle or combination of vehicles. *[HTA s16]*

"Over-dimensional farm vehicle" means a farm tractor, self-propelled implement of husbandry, implement of husbandry, or any combination of them, having a weight, width, length or height in excess of the limits provided in this Part or Part VIII. *[HTA s108]*

"Pony trailer" means a trailer that is designed and used so that the preponderance of the trailer's weight and load is carried on its own axles and that is equipped with a drawbar rigidly attached to the trailer. *[Reg. 413/05 s2]*

"Quadruple axle" means a four axle group in which the axles,

(a) have their consecutive centres equally spaced,

(b) have their consecutive centres more than one metre apart,

(c) do not include a liftable axle or a self-steering axle,

(d) have the same number of tires at each wheel position, and

(e) are articulated from an attachment to the vehicle common to the consecutive axles or are designed to automatically equalize the load between the four axles under all conditions of loading. *[Reg. 413/05 s2]*

"Quadruple spread" means the longitudinal distance between the centres of the foremost and rearmost axles of the quadruple axle. *[Reg. 413/05 s37]*

"Registered gross weight" means the weight for which a permit has been issued under the Act, the fee for which is based on the weight of the vehicle or combination of vehicles and load. *[Reg. 340/94 s1 and Reg. 577 s1]*

"Registrar" means the Registrar of Motor Vehicles appointed under this Act. *[HTA s1]*

"Regulations" means the regulations made under this Act. *[HTA s1]*

"Road-building machine" means a self-propelled vehicle of a design commonly used in the construction or maintenance of highways, including but not limited to,

(a) asphalt spreaders, concrete paving or finishing machines, motor graders, rollers, tractor-dozers and motor scrapers,

(b) tracked and wheeled tractors of all kinds while equipped with mowers, post-hole diggers, compactors, weed spraying equipment, snow blowers and snow plows, front-end loaders, back-hoes or rock drills, and

(c) power shovels on tracks and drag lines on tracks,

but not including a commercial motor vehicle. *[HTA s1]*

"Road service vehicle" means a vehicle while it is being used for highway maintenance purposes by or on behalf of a municipality or other authority with jurisdiction and control of the highway.

[HTA s1]

"Self-propelled implement of husbandry" means a self-propelled vehicle manufactured, designed, redesigned, converted or reconstructed for a specific use in farming. *[HTA s1]*

"Self-steering axle" means an assembly of two or more wheels whose centres are in one transverse vertical plane and whose wheels can articulate in response to forces generated between the tires and the road or through mechanisms and linkages that operate independently of the driver. *[Reg. 413/05 s2]*

"Semi-trailer" means a trailer designed so that its forward part rests on or is carried by another vehicle or trailer converter dolly to which it is coupled by means of a fifth wheel assembly. *[HTA s108 and s114]*

"Single axle" means one or more axles whose centres are included between two parallel transverse vertical planes one metre apart. *[HTA s114]*

[This definition applies only for the purpose of determining the allowable weight.]

"Single semi-trailer" means a semi-trailer that is the only trailer in a tractor-trailer combination. *[Reg. 413/05 s2]*

"Swing radius" means the greatest horizontal distance from the vertical axis through the centre of the kingpin to any point on the semi-trailer ahead of the kingpin, including load and any extension to the length caused by auxiliary equipment or machinery. *[Reg. 413/05 s 37]*

"Tag axle" means the rearmost axle of a bus or recreational vehicle that forms part of a two axle group with a drive axle. *[Reg. 413/05 s 37]*

"Tag-axle tank semi-trailer" means a tank semi-trailer

(a) that is not more than 14.65 metres in length,

(b) that is equipped with a rear single axle and a front tandem axle, whose interaxle spacing is more than 2.5 metres,

(c) whose single axle,

(i) is a self-steering axle capable of turning 20 degrees in either direction, and

(ii) is not a liftable axle, and

(d) whose axles automatically equalize its load such that the weight on the self-steering axle is not more than 500 kilograms greater or less than the average weight per axle of the tandem axle. *[Reg. 413/05 s2]*

"Tandem axle" means a "dual axle" as defined in section 114 of the Act that does not include a liftable axle or a self-steering axle and that has the same number of tires on each wheel position. *[Reg. 413/05 s2]*

"Tank full trailer" means a full trailer that is permanently attached to a closed tank having a capacity of 2.3 kilolitres or more. *[Reg. 413/05 s2]*

"Tank pony trailer" means a pony trailer that is permanently attached to a closed tank having a capacity of 2.3 kilolitres or more. *[Reg. 413/05 s2]*

"Tank semi-trailer" means a semi-trailer that is permanently attached to a closed tank having a capacity of 2.3 kiloliters or more. *[Reg. 413/05 s2]*

"Tank-truck" means a commercial motor vehicle to which there is attached or upon which there has been placed either permanently or otherwise a closed tank having a capacity of 2.3 kilolitres or

more. *[HTA s114]*

"Three axle group" means three consecutive axles, not including the front axle of a motor vehicle,

(a) that do not form a triple axle within the meaning of the definition of "triple axle",

(b) that are entirely within either a motor vehicle or trailer or semi-trailer,

(c) in which the spacings between the consecutive axles do not exceed 2.5 metres, and

(d) which are not included in a four axle group within the meaning of the definition of "four axle group". *[HTA s114]*

"Track width" means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim. *[Reg. 413/05 s37]*

"Tractor" means a commercial motor vehicle designed to draw one or more semi-trailers to which it is coupled by means of a fifth wheel assembly. *[Reg. 413/05 s2]*

"Trailer" means a vehicle that is at any time drawn upon a highway by a motor vehicle, except an implement of husbandry, a mobile home, another motor vehicle or any device or apparatus not designed to transport persons or property, temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn. *[HTA s1]*

"Trailer converter dolly" means a device consisting of one or more axles, a fifth wheel lower-half and a tow bar. *[HTA s1]*

"Tridem axle" means a triple axle as defined in section 114 of the Act that does not include a liftable axle or a self-steering axle and that has the same number of tires on each wheel position. *[Reg. 413/05 s2]*

"Tri-drive axle" means a drive axle composed of a tridem axle in which each axle of the tridem axle transmits tractive power to its wheels. *[Reg. 413/05 s2]*

"Triple axle" means any three consecutive axles that,

(a) have their consecutive centres equally spaced, and

(b) have their consecutive centres more than one metre apart,

and that,

(c) are articulated from an attachment to the vehicle common to the consecutive axles, or

(d) are designed to automatically equalize the load between the three axles under all conditions of loading. *[HTA s114]*

[A triple axle may also be a tridem axle.]

"Truck" does not include a tractor or a bus. *[Reg. 413/05 s2]*

"Turn centre" means the geometric centre,

(a) on a semi-trailer consisting only of one axle unit, of the axle unit,

(b) on a semi-trailer consisting of more than one axle unit, of the axle unit containing more axles,

(c) on a semi-trailer containing a quadruple axle, of the quadruple axle,

(d) on a tractor, full trailer or pony trailer, of the rear axle unit,

(e) on a truck, bus or recreational vehicle, of the drive axle unit. *[Reg. 413/05 s2]*

"Two axle group" means two consecutive single axles, not including the front axle of a motor vehicle,

(a) that are entirely within either a motor vehicle or trailer or semi-trailer,

(b) in which the spacing between the consecutive axles is less than two metres, and

(c) which are not included in a three axle group within the meaning of the definition of "three axle group" or a four axle group within the meaning of the definition of "four axle group". *[HTA s114]*

"Vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car. *[HTA s1]*

"Vehicle combination" means a combination of vehicles. *[Reg. 413/05 s2]*

"Verified" means that the driver of the vehicle or vehicle combination has with him or her verification in writing of the manufacturer's gross axle weight ratings of the axles of the vehicle or combination and provides that verification when demanded by a police officer or officer appointed for carrying out the provisions of the Act. *[Reg. 413/05 s 37]*

"Wheelbase" means the longitudinal distance,

(a) from the centre of the kingpin to the turn centre, in the case of a semi-trailer or in the case of a full trailer without a turntable in designated truck-trailer combination 3,

(b) from the centre of articulation of the turntable to the turn centre, in the case of a full trailer with a turntable in designated truck-trailer combination 3,

(c) from the centre of the kingpin to the geometric centre of the tridem axle, in the case of the front portion of a hinged semi-trailer, and from the articulation point of the forward hinge to the geometric centre of the tandem axle, in the case of the rear portion of a hinged semi-trailer,

(d) from the centre of the front axle to the turn centre, in the case of a tractor, truck, bus or recreational vehicle,

(e) from the centre of the hitching device to the turn centre, in the case of a pony trailer or of a full trailer, other than a full trailer in designated truck-trailer combination 3. *[Reg. 413/05 s37]*

"**Wheel cut**" means the number of degrees the wheels of a self-steering axle are capable of turning in either direction from the straight ahead position. *[Reg. 413/05 s9]*