

## **Immediate application of certain provisions planned in the context of the revision of the *Regulation respecting special permits***

As an outcome of the discussions concerning the revision of the *Regulation respecting special permits*, an agreement was reached with representatives of the trucking industry to set up certain measures immediately, before the coming into force of the amendments to the *Regulation respecting special permits*, which is planned for next year. Consequently, from now until then, the following provisions will be subject to ease standards during road checks.

### **1. Maximum height authorized by the Class 1 general permit**

The Class 1 general permit currently provides for a height limit of 4.30 metres, and the specific permit, for a limit of 5.0 metres. A single limit of 4.42 metres for both the specific permit and the general permit is under consideration. This height corresponds to the minimum clearance set by public utility companies for the installation of wires and cables.

Currently, signs indicating height clearance are found on bridges, grade separations and viaducts with a clearance of less than 4.30 metres. Before the vehicle height limit is increased to 4.42 metres, the actual height clearance must be posted on all bridges, grade separations and viaducts with a clearance between 4.30 and 4.42 metres. A change to the road sign and signal standards is also required. These steps are planned to be taken before the coming into force of the projected amendments to the regulation.

In the meantime, it has been agreed to apply the new limit immediately to Class 1 general permits in regions where there are no bridges with a height clearance of less than 4.30 metres. The regions in question correspond to territories covered by thaw zones 2 and 3, which are subject to spring load restrictions. As a result, in those regions, the Class 1 general permit will from now on provide for a height limit of 4.42 metres rather than 4.30 metres when the transportation movement occurs only in zones 2 and 3.

### **2. Rear visibility for overwide vehicles**

Section 262 of the *Highway Safety Code* requires that drivers use rear-view mirrors to see behind their vehicles. When the load restricts rear visibility, an escort vehicle may follow the oversized vehicle.

In certain situations, an escort vehicle may not be required. This is the case when, due to road work on an autoroute, an oversized vehicle less than 4.40 metres wide must travel on a bidirectional roadway. It is also the case when oversized vehicles move in convoy: only the last oversized vehicle or combination of vehicles in the convoy must be followed by an escort vehicle.

### **3. An additional rear amber light**

Paragraph 2 of section 7 of the *Regulation respecting special permits* provides for the installation of an additional amber light when the load restricts the visibility from behind of the amber light on the tractor. It also specifies that the additional amber light must be installed at least 1.5 metres above ground level. Carriers have found compliance with this requirement difficult in certain situations. It has been agreed that the additional amber light may be installed on top of the semi-trailer's loading platform even if it is located less than 1.5 metres off the ground as a result.

### **4. Minimal spacing of amber lights on escort vehicles**

Paragraph 3 of section 9 of the *Regulation respecting special permits* stipulates that the two amber lights on an escort vehicle must be at least 1 metre apart. In the context of the revision of the Regulation, it has been agreed to replace the 1-metre distance with 0.8 metres, measured from the centre of the lights located on either side of the upper part of the vehicle. The standard has been eased to take into account the types of lights used by the trucking industry and the width of vehicle roofs.

### **5. The use of jeep dollies**

Subparagraph (12) of the first paragraph of section 5 prohibits, in certain situations, the use of a jeep dolly when the total loaded mass of the combination of vehicles is less than 65 000 kilograms and the length is greater than 23 metres. This provision was set up to prevent unwarranted use of jeep dollies. It has been agreed to eliminate this prohibition, because dolly use allows certain difficulties of axle distribution to be handled on combinations of vehicles weighing less than 65 000 kilograms. Furthermore, truckers have little interest in using a dolly when it is not necessary.

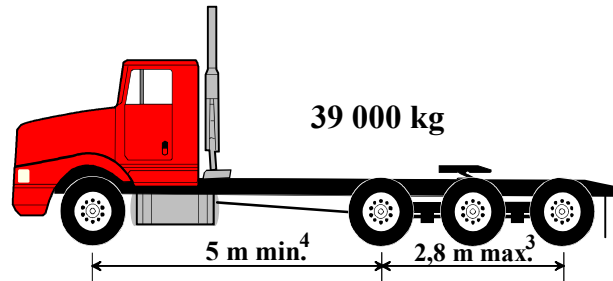
### **6. 4-axle tractors**

Class 6 specific permits are issued for combinations of vehicles equipped with a 4-axle tractor. From now on, it will be possible upon request to obtain a Class 6 annual special permit for a combination of vehicles comprised of a 4-axle tractor and a 3 or 4-axle semi-trailer.

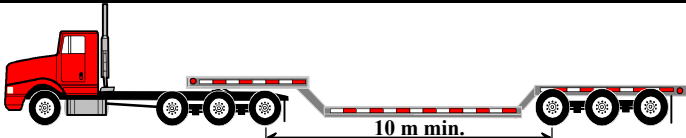
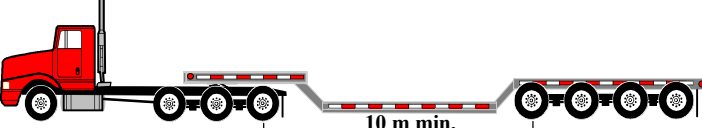
The tractor must have the following characteristics, however:

- the rear axle group must be a triple axle<sup>1</sup> or a group of axles equivalent to a triple axle,<sup>2</sup> and the spacing of the outer axles must not exceed 2.8 metres;<sup>3</sup>
- the distance between the front steering axle and the first axle in the group of three axles (interaxle spacing) must be 5 metres;<sup>4</sup>
- the load on the tractor's wheels must not exceed 39 000 kilograms.

Figure 1 shows the characteristics of a 4-axle tractor. The maximum total loaded masses of authorized configurations are given in Figure 2.



**Figure 1. Tractor characteristics**

Number of axles	Configuration	Maximum load
7 axles		73 000 kg
8 axles		77 000 kg

**Figure 2. Authorized configurations**

These combinations of vehicles are authorized to travel on public highways under a Class 6 special permit issued in accordance with the *Regulation respecting special permits*. **Using them to transport a divisible load is not permitted, because their configurations are not provided for in the *Vehicle Load and Size Limits Regulation*.**

1. A triple axle is a set of three equally-spaced axles, attached to the vehicle by a suspension system designed to distribute evenly, within 1000 kilograms at all times, the mass that can be measured under the wheels of each axle, and consisting of three identical suspensions attached together.
2. A group of axles equivalent to a triple axle is a set of three equally-spaced axles, comprising a lowered lift axle in front, attached to the vehicle by suspensions designed to distribute evenly within 1000 kilograms when the lift axle is lowered, without any possible adjustment, the mass that can be measured under the wheels of each axle.
3. This requirement will apply only as of December 31, 2009 to tractors assembled before July 1, 2002.
4. This requirement will apply only as of December 31, 2009 to tractors assembled before July 1, 2002. However, after July 1, 2002, it will apply to tractors that have been modified to increase their number of axles.

The ministère des Transports, in collaboration with the industry, is currently analysing the possibility of permitting the use of a 4-axle tractor to transport indivisible loads or divisible loads when one of the axles is lifted or removed. The wheelbase of such a tractor must comply with the 6.2-metre limit for tractors assembled after December 1998.<sup>5</sup> A tractor equipped with a lift axle in front of a tandem axle cannot meet this requirement and, at the same time, comply with the minimum interaxle spacing of 5 metres. What is being considered is the use of a tractor equipped with a group of three axles, the rearmost of which can be lifted or removed for the transport of a divisible load. The use of a 12-wheel tractor is also being analysed. The results may lead to the use of 4-axle tractors that meet both the new requirements for the transport of indivisible loads and vehicle load and size limits.

Service de la normalisation technique  
Direction du transport routier des marchandises

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5. The 6.2-metre wheelbase limit will apply as of January 1, 2010 to tractors assembled before January 1999.