Road vehicle
LOAD AND SIZE LIMITS
GUIDE

2013 Edition

UN QUÉBEC POUR TOUS

Québec

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This publication was created by the Direction du transport routier des marchandises and edited by the Direction des communications at the ministère des Transports du Québec (MTQ).

This publication is also available in French under the title *Guide des normes de charges et dimensions des véhicules routiers*. Both French and English versions are available on the website of the ministère des Transports du Québec.

For more information, you can:

- dial 511;
- go to the Ministère's website at: www.mtq.gouv.qc.ca; or
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WARNING

This publication presents the main provisions of the *Vehicle Load and Size Limits Regulation* (Order in Council 24-2013).

The information it contains is provided for guidance only. The reader should refer to the regulations for more complete information.

For several years now, the ministère des Transports du Québec has been working at harmonizing Québec standards with those of other North American administrations. However, in spite of these efforts, some differences may remain. Therefore, even if a vehicle complies with Québec regulations, it is important to check the rules applicable in other administrations before driving the vehicle outside Québec.

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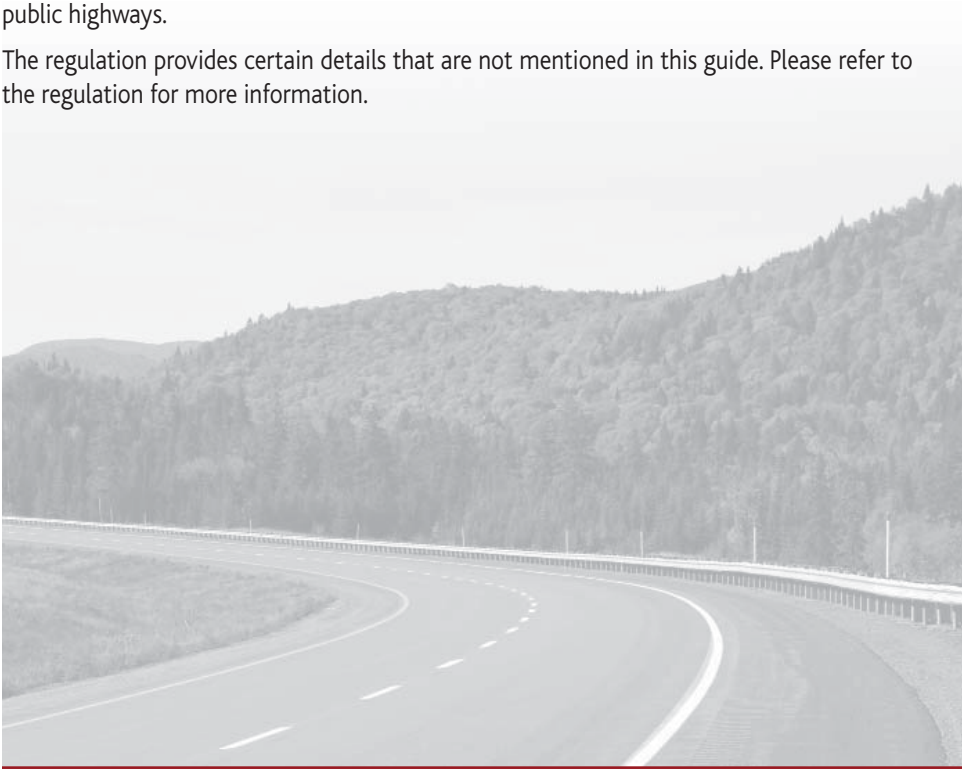
INTRODUCTION

The Vehicle Load and Size Limits Regulation applies to all heavy and light road vehicles, except for road vehicles designed to fight fires. The main purpose of this regulation is to ensure the safety of road users and protect road infrastructure (bridges and roadways). It defines standards limiting, for example, dimensions, axle loads and total loaded mass for vehicles travelling on public highways.

The regulation provides certain details that are not mentioned in this guide. Please refer to the regulation for more information.



DEFINITIONS

Dolly

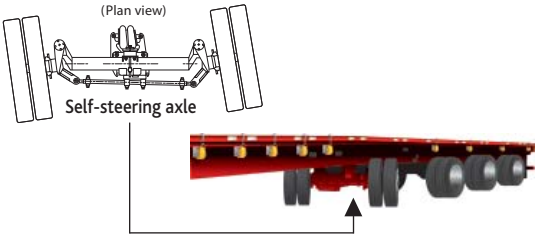
A trailer converter dolly used to convert a semi-trailer into a trailer.

Wheelbase

Tractor: distance measured from the centre of the front axle to the centre of the rear single axle or to the centre of the rear axle group.

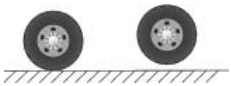
Semi-trailer: distance measured from the centre of the king pin to the centre of the single axle or to tandem or to tridem.

Self-steering axle



An axle equipped at its ends with a part that can pivot around a vertical axis, allowing the wheels to turn automatically in accordance with the vehicle path, or equipped with any other system that allows both wheels, the tires of which have a tread of a maximum width of 385 mm, to turn automatically according to the direction and path of the vehicle.

"Donkey" axle



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

- an independent spring suspension;
- wheels that touch the ground only when the vehicle is loaded.

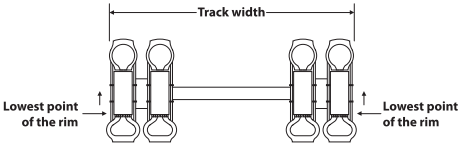
Single axle

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

Vehicle manufacturer

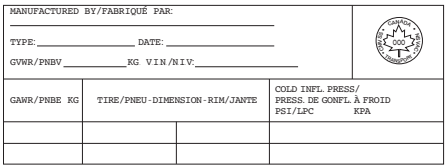
Any person manufacturing a vehicle defined by the *Motor Vehicle Safety Act*. (SC 1993, chapter 16)

Axle track width



The overall length of an axle, including the wheels, measured from the tire outer side wall to any point above the lowest point of the rim.

PNBE or GAWR



The maximum load-carrying capacity of an axle within the meaning of the *Motor Vehicle Safety Regulations*.

- PNBE: Poids nominal brut sur l'essieu
- GAWR: *Gross axle weight rating*

Overhang

Distance measured from the centre of the single, tandem or tridem rear axle to the rear end of the vehicle, including the load.

Trailer

A road vehicle, including a semi-trailer the front of which rests on a dolly, attached to the vehicle that hauls it by a coupling system other than the fifth wheel set on top of the chassis frame of the vehicle hauling it.

Semi-trailer

A road vehicle the front of which rests on the fifth wheel set on top of the chassis frame of the vehicle hauling it.

Tandem

A combination of 2 axles attached to a vehicle by a suspension system designed to distribute equally, at about 1,000 kg and at all times, the mass that can be measured under the wheels of each axle and consisting of a common suspension or of 2 identical suspensions attached together.

Front tandem

A combination of 2 front axles attached to a vehicle by a suspension system designed to distribute equally, at about 1,000 kg and at all times, the mass that can be measured under the wheels of each axle and consisting of a common suspension or of 2 identical suspensions attached together

Tractor

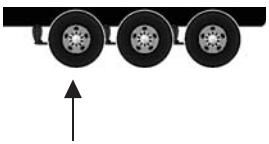
tractor semi-trailer

A motor vehicle equipped with a fifth wheel set on top of its chassis frame, to which a semi-trailer is coupled.

Tridem (triple axle)

A combination of 3 equally spaced axles attached to a vehicle by a suspension system designed to distribute equally, at about 1,000 kg and at all times, the mass that can be measured under the wheels of each axle and consisting of 3 identical suspensions attached together.

Tridem equivalent (group of axles equivalent to a triple axle)



Lift axle

A group of axles is the equivalent of a tridem where it is formed of 3 equally spaced axles, comprising at the front a lowered lift axle, attached to the vehicle by suspensions designed to distribute equally, without possible adjustment, to about 1,000 kg where the lift axle is lowered, the mass that can be measured under the wheels of each axle

Towing vehicle

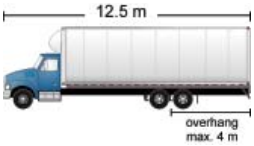
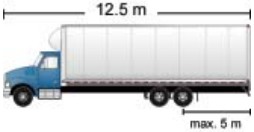
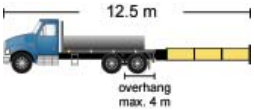
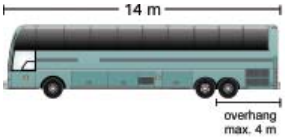
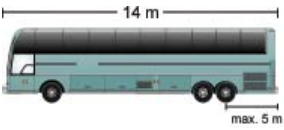
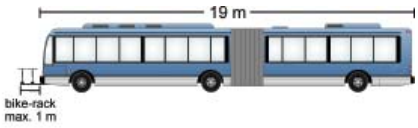
Towing vehicle trailer

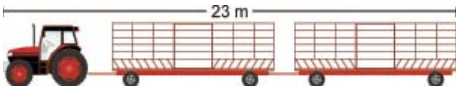
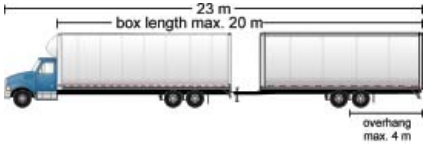
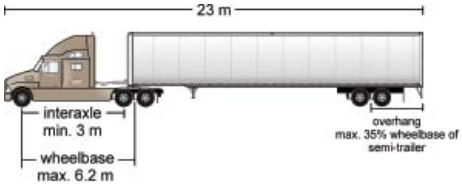
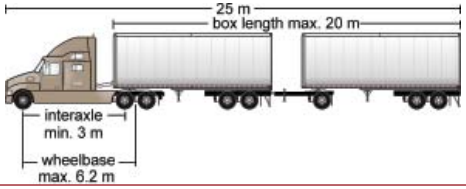
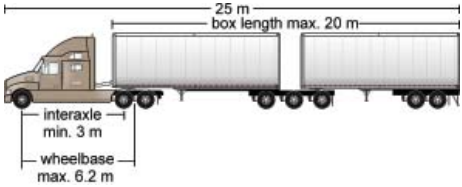
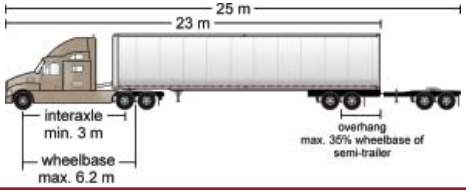
A motor vehicle used to haul a trailer.

MAXIMUM AUTHORIZED DIMENSIONS

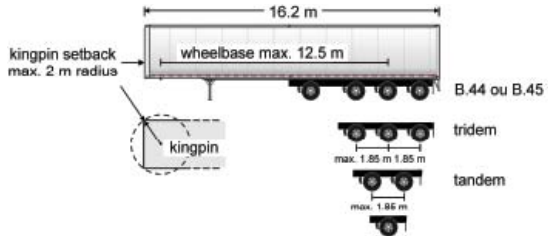
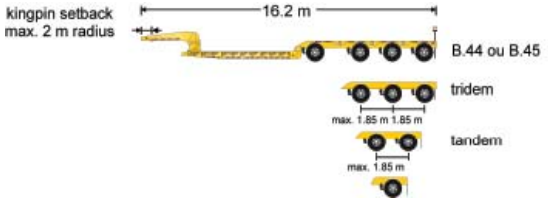
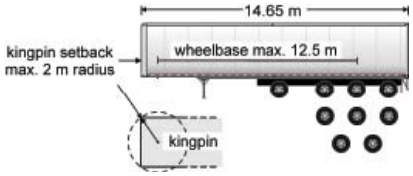
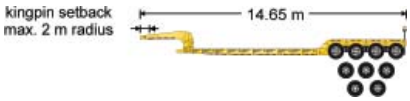
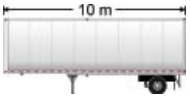
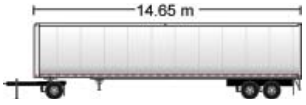
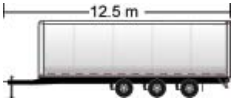
3.1 MAXIMUM AUTHORIZED LENGTH

Load included

Type of vehicles	Maximum authorized length *(load included)*	Particulars and transitional provisions
Truck		This maximum of 12.5 m is reduced to 11 m when the maximum length of the overhang exceeds 4 m.
	 *Assembled before November 1998*	This provision applies until December 31, 2014. This maximum of 12.5 m is reduced to 11 m when the maximum length from the centre of the last rear axle to the rear end of the vehicle, including the load, exceeds 5 m.
	 *Vehicle equipped with an impact attenuator at the rear and used as a protection vehicle*	This maximum of 12.5 m is reduced to 11 m when the maximum length of the overhang exceeds 4 m. The maximum of 4 m of overhang excludes the length of the impact attenuator.
Bus		This maximum of 14 m is reduced to 11 m when the length of the overhang exceeds 4 m.
	 *Assembled before November 1998*	This provision applies until December 31, 2014. This maximum of 14 m is reduced to 11 m when the maximum length from the centre of the last rear axle to the rear end of the vehicle, including the load, exceeds 5 m.
Articulated bus		This maximum of 19 m excludes the length of the bike-rack if it does not exceed by 1 m the front of the articulated bus.

Type of vehicles	Maximum authorized length *(load included)*	Particulars and transitional provisions
Farm tractor and 2 trailers		
Combination of not more than 4 vehicles coupled according to the saddle-back method		
Truck with trailer		This maximum of 23 m is reduced to 19 m when the maximum length of the overhang exceeds 4 m.
Tractor with semi-trailer		This maximum of 23 m is reduced to 19 m when: • the tractor has an interaxle spacing of less than 3 m; or • the tractor has a wheelbase of more than 6.2 m; or • the length of the overhang is more than 35% of the wheelbase of the semi-trailer.
Type A or C double train		This maximum of 25 m is reduced to 19 m when: • the tractor has an interaxle spacing of less than 3 m; or • the tractor has a wheelbase of more than 6.2 m; or • the length of the overhang is more than 35% of the wheelbase of the semi-trailer.
Type B double train		
Tractor, semi-trailer and dolly		

Without load

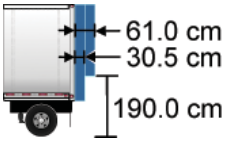
Type of vehicles	Maximum authorized length *(without load)*	Particulars and transitional provisions
Semi-trailer equipped with one of the following classes of axles: • single axle • tandem • tridem • B.44 or B.45		
		
Semi-trailer		
		
		
Trailer with dolly		This maximum of 14.65 m does not include the coupling device of the dolly.
Trailer without dolly		This maximum of 12.5 m includes the coupling device of the trailer.

Exception measures regarding the length

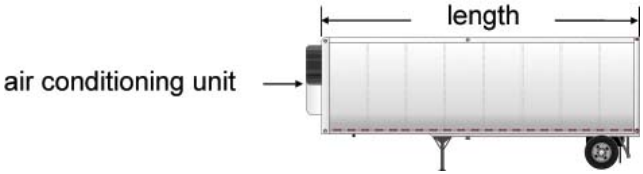
The maximum authorized length does not include:

- Safari bumpers (bumpers protecting the front of a vehicle in case of an impact with an animal) if they do not exceed by 30 cm the front of a motor vehicle.

- The aerodynamic system located at the rear of a road vehicle, provided any part of the system located:
  - at 190 cm or less from the ground does not exceed by 30.5 cm the rear end of the vehicle;
  - at more than 190 cm from the ground does not exceed by 61 cm the rear end of the vehicle.



The maximum length authorized for a semi-trailer, a trailer, the kingpin setback and the box length does not include auxiliary equipment located at the front or at the rear, provided they do not increase the load volume of the road vehicle (for example: air conditioning unit, front wind deflector, etc.)



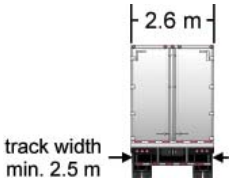
3.2 MAXIMUM AUTHORIZED HEIGHT

Load included

Type of vehicles	Maximum authorized height *(load included)*	Particulars and transitional provisions
Road vehicle		Although this standard allows road vehicles to travel almost everywhere on the road network, the vertical clearance of certain bridges and overpasses may be lower than this limit. An index of the Québec bridges with their vertical clearance is available on the website of the ministère des Transports.

3.3 MAXIMUM AUTHORIZED WIDTH

Load included

Type of vehicles	Maximum authorized width *(load included)*	Particulars and transitional provisions
Truck		
Trailer or semi-trailer		This maximum of 2.6 m is reduced to 2.5 m when the track width is less than 2.5 m. For vehicles assembled before November 1998, the track width does not apply. This provision applies until December 31, 2014.
	 *Wide-tread tires of size **445/50**R22.5 or **455/55**R22.5*	This maximum of 2.6 m is reduced to 2.5 m when the track width is less than 2.45 m for an axle equipped with wide-tread tires of size **445/50**R22.5 or **455/55**R22.5, and whose load maximum does not exceed the load indicated on the additional label affixed to the vehicle in accordance with the *Motor Vehicle Safety Act*. For vehicles assembled before January 1, 2010, the minimum track width is reduced to 2.3 m for axles equipped with single tires of size **445/50**R22.5 or **455/55**R22.5. This provision applies until December 31, 2019. For vehicles assembled before November 1998, the track width does not apply. This provision applies until December 31, 2014.

Farm vehicle

Type of vehicles	Maximum authorized width	Particulars and transitional provisions
Farm vehicle owned by a farmer	2.6 m for a farm trailer, load included; 3.75 m for a farm trailer carrying grain and travelling unloaded. 	These limits do not apply to a farm trailer: • of a model year prior to 1992; and • designed and used to transport hay, grain, products to be sprayed, chemical fertilizer, manure, liquid manure or manure liquid; and • travelling elsewhere than on an autoroute. This provision applies until December 31, 2014.
	7.5 m for the following vehicles travelling elsewhere than on an autoroute: • farm machines transporting products to be sprayed or travelling unloaded; • seeders; • combine harvesters. 	

Exception measures regarding the width

The maximum authorized width does not include:

- Rearview mirrors and lights;

- A securement system, a covering system or another auxiliary equipment, provided such system:
  - does not exceed by 10 cm each side of the vehicle; and
  - does not increase its load volume;

- Equipment for grading, clearing or marking roads, which is used for purposes of public infrastructure construction or maintenance;

- Devices used for the automatic loading of bales of hay;

- Wheels and spreading equipment for farm trailers owned by a farmer and which:
  - are designed and used to transport products to be sprayed, chemical fertilizer, manure, liquid manure or manure liquid;
  - are travelling elsewhere than on an autoroute; and
  - do not exceed 3.75 m.

SECTION 4

MAXIMUM AUTHORIZED LOAD BY CLASS OF AXLES

The maximum authorized load for a class of axles is the lowest of the three following values:

1. The sum of all tire capacities in the class;
2. Solely for the front axle class: the load capacity of a front axle or the sum of the load capacities of the front axles (GAWR);
3. The axle class load limit prescribed in the regulation.

1 Concerning the sum of all tire capacities in the class:

It is indicated by the manufacturer on the side of the tire. There are usually two figures:

- "D" when tires are dual-mounted;
- "S" when tires are single-mounted.

Dual-mounted tires: the capacity of the inner tire is the same as that of the outer tire, unless otherwise ascertained.

Single-mounted tires: the tire capacity must not exceed 10 kg per mm of nominal width of the tire tread. This tire width provision does not apply to:

- front axles;
- front axles equipped with single tires of size **445/50**R22.5 or **455/55**R22.5;
- classes B.44 and B.45 self-steering axles.

2 Solely for the front axle class: concerning the load capacity of a front axle or the sum of the load capacities of the front axles (GAWR):

The load capacity of a front axle or the sum of the load capacities of the front axles (GAWR) is:

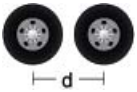
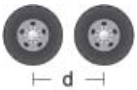
- 5,500 kg for a class B.1 axle;
- 11,000 kg for a combination of axles belonging to class B.2 or B.3.

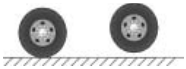
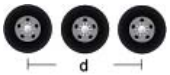
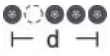
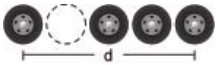
The axle capacity can be higher when indicated by the manufacturer of the road vehicle by the person who made alterations on or to a vehicle with the approval of the Société de l'assurance automobile du Québec in accordance with section 214 of the Québec *Highway Safety Code*.

3 Concerning the axle class load limit prescribed in the regulation:

The axle class load limit prescribed in the regulation is indicated in Table 1.

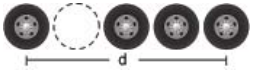
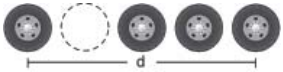
Table 1

	Class of axles	Load limit prescribed in the regulation	
		Normal period	Thaw period
	Front axles		
B.1	*A front axle* 	9,000 kg	9,000 kg
B.2	*Front tandem* 	16,000 kg	16,000 kg
B.3	*Two or more front axles* 	15,000 kg	15,000 kg
	Rear axles		
B.10	*Single axle* 	10,000 kg	8,000 kg
B.20	*Two axles or more*  *d < 1.2 m*	10,000 kg	8,000 kg
B.21	*Tandem*  *d ≥ 1.2 m*	18,000 kg	15,500 kg
B.25	*Two axles*  *1.2 m ≤ d < 2.4 m*	13,500 kg	11,000 kg
B.25.1	*Two axles*  *d ≥ 2.4 m*	18,000 kg	15,500 kg

	Class of axles	Load limit prescribed in the regulation	
		Normal period	Thaw period
B.26	*Single axle and one "donkey" axle* 	10,000 kg	8,000 kg
B.30	*Three axles*  *d ≥ 1.2 m*	18,000 kg[1]	15,500 kg[1]
B.31	*Tridem or tridem equivalent*  *2.4 m ≤ d < 3 m*	21,000 kg[2]	18,000 kg[2]
B.32	*Tridem or tridem equivalent*  *3 m ≤ d < 3.6 m*	24,000 kg[2]	21,000 kg[2]
B.33	*Tridem or tridem equivalent*  *3.6 m ≤ d ≤ 3.7 m*	26,000 kg[2]	22,000 kg[2]
B.40.1	*Four axles or more*  *1.2 m ≤ d < 2.4 m*	18,000 kg	15,500 kg
B.40.2	*Four axles or more*  *2.4 m ≤ d < 3.6 m*	23,000 kg	20,000 kg
B.41	*Four axles or more*  *3.6 m ≤ d < 4.2 m*	26,000 kg	22,000 kg

1 Until December 31, 2014, the load limit is increased to 26,000 kg during a normal period and to 22,000 kg during the thaw period for a tridem or tridem equivalent with a "d" dimension of 4.8 m or more, provided the vehicle was assembled before November 1, 1998.

2 The limit is reduced by 1,000 kg in the case of a tridem equivalent.

	Class of axles	Load limit prescribed in the regulation	
		Normal period	Thaw period
B.42	*Four axles or more*  *4.2 m ≤ d < 4.8 m*	26,000 kg	22,000 kg
B.43	*Four axles or more*  *d ≥ 4.8 m*	28,000 kg	24,000 kg
B.44[3]	*A self-steering axle in front of a tridem equipped with a suspension system designed to distribute the mass evenly between all axles, within about 1,000 kg, and without possible adjustment*  *2.5 m < b ≤ 3.0 m* *3 m ≤ c < 3.6 m*	32,000 kg	27,500 kg
B.45[3]	*A self-steering axle in front of a tridem equipped with a suspension system designed to distribute the mass evenly between all axles, within about 1,000 kg, and without possible adjustment*  *2.5 m < b ≤ 3.0 m* *3.6 m ≤ c ≤ 3.7 m*	34,000 kg	29,500 kg
B.56	*Two axles (type C double train)*  *d < 3 m*	17,000 kg	16,000 kg
B.57	*Tandem + single axle (type C double train)*  *d < 3 m*	23,000 kg	23,000 kg

3 Until December 31, 2014, the self-steering axle may be replaced by a single axle for a vehicle assembled before January 1, 2003, whose length is 15.5 m or less. This provision is extended until December 31, 2019, for a tank semi-trailer assembled before January 1, 2003 and whose length is 15.5 m or less.

Until December 31, 2019, the "b" dimension may be at least 2.4 m for a vehicle assembled before January 1, 2014.

Until December 31, 2019, the suspension system designed to evenly distribute the mass between the self-steering axle and the tridem axle, within about 1,000 kg, is not required in vehicles assembled before October 1998.

Special measures and exception

The load limit prescribed in the regulation is decreased by 1,000 kg per axle equipped with only 2 tires that:

- are not part of a front axle class;
- are not wide-tread **445/50**R22.5 or **455/55**R22.5; or
- do not belong to the self-steering axle equipped with single tires with a nominal width of at least 365 mm for class B.44 and at least 385 mm for class B.45.

During the thaw period, the axle load limits prescribed in the regulation for a normal period apply to a tow truck hauling a vehicle that has been in an accident or has broken down, been seized or abandoned and, in all cases, without a load.

MAXIMUM AUTHORIZED TOTAL LOADED MASS

NORMAL PERIOD

During the normal period, the maximum authorized total loaded mass of a road vehicle or combination of road vehicles is the lesser of the two following values:

1. The sum of the maximum authorized total loaded mass of each axle class of a vehicle or combination of vehicles during the normal period;
2. The total loaded mass of the class of vehicles prescribed in the regulation.

1 Concerning the sum of the maximum authorized total loaded mass of each axle class of a vehicle or combination of vehicles:

To know the maximum authorized loads for each axle class of a vehicle or combination of vehicles, please refer to the previous section of this guide.

In calculating the sum, the maximum load of the front axle or axles of a vehicle or combination of vehicles must not exceed:

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

2 Concerning the total loaded mass for the class of vehicles prescribed in the regulation:

The maximum total loaded mass for the class of vehicles or combination of vehicles prescribed in the regulation is indicated in Table 2.

THAW PERIOD

During the thaw period, the maximum authorized total loaded mass of a road vehicle or combination of road vehicles is the lesser of the two following values:

1. The sum of the maximum authorized total loaded mass for each class of axles of a vehicle or combination of vehicles during the thaw period;
2. The maximum authorized total loaded mass prescribed in the regulation during the normal period.

1 Concerning the sum of the maximum authorized total loaded mass for each class of axles of a vehicle or combination of vehicles during the thaw period:

To know the maximum authorized loads for each class of axles of a vehicle or combination of vehicles, please refer to the previous section of this guide.

In calculating the sum, the maximum load of the front axle or axles of a vehicle or combination of vehicles must not exceed:

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

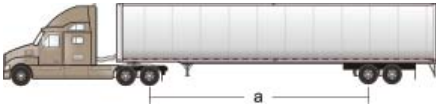
2 Concerning the maximum authorized total loaded mass prescribed in the regulation during the normal period:

The maximum total loaded mass for the class of vehicles or combination of vehicles prescribed in the regulation is indicated in Table 2.

Table 2

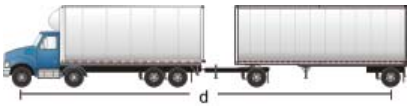
	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
	Single unit vehicle		
A.1	 *B.1* *B.10*  *B.1* *B.26*	17,250 kg	
A.2	 *B.1* *tandem or B.25*	25,250 kg	
A.3	 *B.2 or B.3* *tandem*	32,000 kg	a ≥ 3.0 m
A.4		31,000 kg	a < 3.0 m[4]
A.9	Single unit vehicle Configuration not provided	23,500 kg	
	Tractor with semi-trailer and vehicle with trailer For any combination of road vehicles consisting of a tractor and a single semi-trailer, it is possible to couple a single dolly to the semi-trailer in order to move it. The addition of the dolly does not result in a class change or in an increase in the total loaded mass limit.		
A.10	 *B.1* *B.10* *B.10*  *B.1* *B.10* *B.10*	25,500 kg	

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

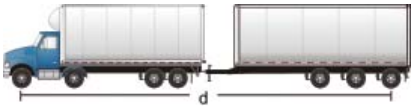
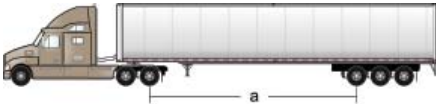
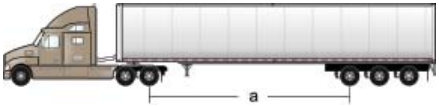
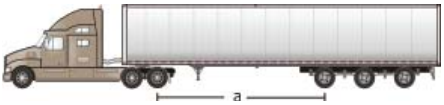
	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.11	 *B.1* *B.10* *tandem*  *B.1* *tandem* *B.10*  *B.1* *B.10* *B.10* *B.10*	35,500 kg	
A.12	 a *B.1* *tandem* *tandem*	41,500 kg	a ≥ 4.0 m
A.13	 a *B.1* *tandem* *tandem*	40,500 kg	a < 4.0 m[4]
A.19	A combination of vehicles: • Whose configuration was not provided; or • Equipped with a self-steering axle located elsewhere than at the front of a combination of 3 or 4 axles under a semi-trailer or located elsewhere than at the front of a combination of 3 axles under a trailer.	41,500 kg[5]	

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

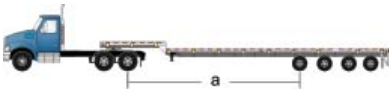
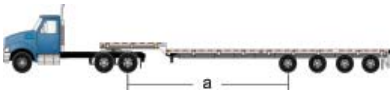
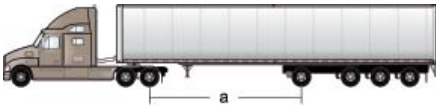
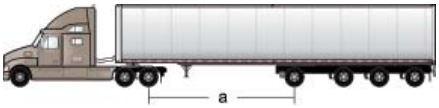
5 Until December 31, 2014, this limit is increased to 49,500 kg for a tractor + semi-trailer when the following characteristics are met: the tridem or the tridem equivalent belongs to **class B.30**, and its "d" dimension is 4.8 m or more, the semi-trailer was assembled before November 1998, the distance between the centre of the rear tandem axle of the tractor and the centre of the first of the class B.30 axles is 5 m or more. If the distance is shorter than 5 m, you must refer to section 37.17 of the regulation to know the authorized load limit.

	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
	Vehicle with trailer		
A.20	 *B.1 B.10 B.10 tandem*	43,500 kg	d ≥ 8.0 m
A.21	 *B.1 tandem B.10 B.10*	42,500 kg	d < 8.0 m[4]
A.22	 *B.1 tandem B.10 2 axles*	51,500 kg	d ≥ 12.0 m
A.23		50,500 kg	d < 12.0 m[4]
A.24	 *B.1 tandem 3 axles without a dolly*	49,500 kg	d ≥ 9.5 m
A.25		48,500 kg	d < 9.5 m[4]
A.26	 *B.1 tandem tandem tandem*	55,500 kg	d ≥ 14.0 m
A.27		54,500 kg	d < 14.0 m[4]
A.30	 *B.2 or B.3 tandem 2 axles*	50,000 kg	d ≥ 15.0 m
A.31	 *B.2 or B.3 tandem B.10 B.10*	49,000 kg	d < 15.0 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.32	 *B.2 or B.3 tandem 3 axles*	53,500 kg	d ≥ 16.5 m
A.33	 *B.2 or B.3 tandem B.10 2 axles*	52,500 kg	d < 16.5 m[4]
A.34	 *B.2 or B.3 tandem tandem tandem*	53,500 kg	d ≥ 16.5 m
A.35		52,500 kg	d < 16.5 m[4]
	Tractor with semi-trailer It is possible to couple a single dolly to the semi-trailer in order to move it. The addition of the dolly does not result in a class change or in an increase in the total loaded mass limit.		
A.40	 *B.1 tandem B.31*	44,500 kg	a ≥ 4.0 m
A.41		43,500 kg	a < 4.0 m[4]
A.42	 *B.1 tandem B.32*	47,500 kg	a ≥ 4.5 m
A.43		46,500 kg	a < 4.5 m[4]
A.44	 *B.1 tandem B.33*	49,500 kg	a ≥ 5.5 m
A.45		48,500 kg	a < 5.5 m[4]

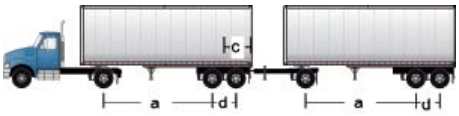
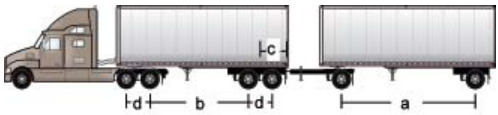
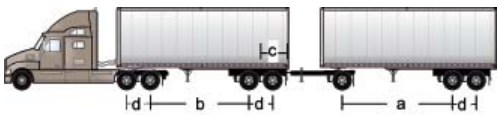
4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

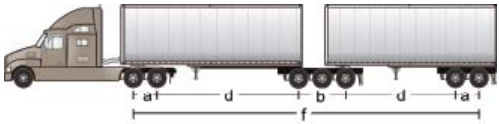
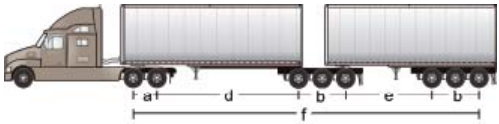
	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.60	 *B.1 tandem 4 axles (B.41)*	49,500 kg	a ≥ 5.5 m
A.61		48,500 kg	a < 5.5 m[4]
A.62	 *B.1 tandem 4 axles (B.42)*	49,500 kg	a ≥ 5.0 m
A.63		48,500 kg	a < 5.0 m[4]
A.64	 *B.1 tandem 4 axles (B.43)*	51,500 kg	a ≥ 5.0 m
A.65		50,500 kg	a < 5.0 m[4]
A.66	 *B.1 tandem B.44*	55,500 kg	a ≥ 6.0 m
A.67		54,500 kg	a < 6.0 m[4]
A.68	 *B.1 tandem B.45*	57,500 kg	a ≥ 5.5 m
A.69		56,500 kg	a < 5.5 m[4]
	Type A or C double train		
A.70	 *B.1 B.10 B.10 B.10 B.10*	45,500 kg	d ≥ 10.0 m
A.71		44,500 kg	d < 10.0 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

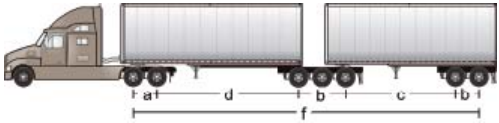
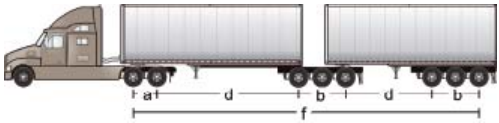
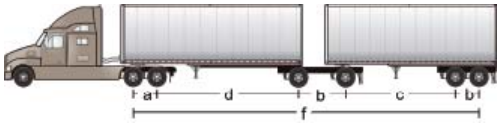
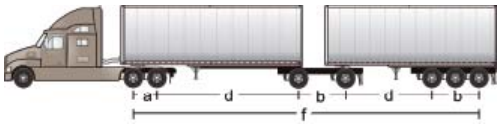
	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.72		53,500 kg	d ≥ 13.5 m
A.73		52,500 kg	d < 13.5 m[4]
A.74		53,500 kg	d ≥ 14.0 m
A.75		52,500 kg	d < 14.0 m[4]
A.76.1	  	53,500 kg	d ≥ 15.5 m
A.76.2	 	52,500 kg	d < 15.5 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

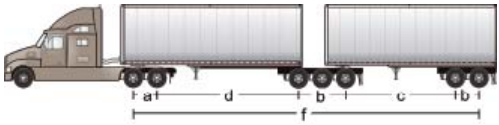
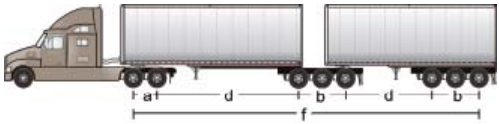
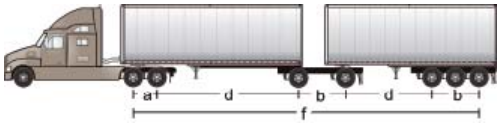
	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
	Type C double train The double drawbar dolly must meet the requirements of section 903 of the Motor Vehicle Safety Regulations. The wheelbase of each semi-trailer is at least 6.25 m and the heaviest semi-trailer must be at the front.		
A.86	 *B.1* *B.10* *B.57* *tandem*  *B.1* *tandem* *B.57* *B.10*  *B.1* *tandem* *B.56* *tandem* a ≥ 3 m b ≥ 5 m c ≤ 1.8 m d ≤ 1.85 m "c" corresponds to the distance between the centre of the single axle or tandem axle and the centre of the pintle hooks.	55,500 kg	
A.87	 *B.1* *tandem* *B.57* *tandem* a ≥ 3 m b ≥ 5 m c ≤ 1.8 m d ≤ 1.85 m "c" corresponds to the distance between the centre of the single axle or tandem axle and the centre of the pintle hooks.	58,500 kg	

	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
	Type B double train		
A.90	 *B.1* *tandem* *tridem* *tandem*	62,500 kg	f ≥ 16.5 m
	 *B.1* *tandem* *tridem* *tridem*		
A.91	 *B.1* *tandem* *tandem* *tridem* a ≤ 1.85 m b ≤ 3.1 m c ≥ 5 m d ≥ 5.5 m e ≥ 6 m	61,500 kg	f < 16.5 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.92	 *B.1 tandem tridem or equivalent tandem*  *B.1 tandem tridem or equivalent tridem* *B.1 tandem tridem tridem or equivalent*	59,000 kg	f ≥ 16.5 m
A.93	 *B.1 tandem tandem tandem*  *B.1 tandem tandem tridem or equivalent* a ≤ 1.85 m b ≤ 3.1 m c ≥ 4 m d ≥ 5 m	58,000 kg	f < 16.5 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

	Class of vehicles or combinations of vehicles	Maximum total loaded mass prescribed in the regulation	Prescribed distance
A.94	 *B.1* *tandem* *one axle+tandem* *tandem*  *B.1* *tandem* *one axle+tandem* *tridem or equivalent, or one axle+tandem*	58,000 kg	f ≥ 16.5 m
A.95	*B.1* *tandem* *tridem or équivalent* *one axle+tandem*  *B.1* *tandem* *tandem* *one axle+tandem* a ≤ 1.85 m b ≤ 3.1 m c ≥ 4 m d ≥ 5 m	57,000 kg	f < 16.5 m[4]
A.96		53,000 kg	f ≥ 16.0 m
A.97	*B.1* *1 or 2 axles* *2 or 3 axles* *1, 2 or 3 axles*	52,000 kg	f < 16.0 m[4]

4 The total loaded mass limit is reduced by 1,000 kg per slice of 0.5 m below the prescribed distance. (see Table 3)

Reduction of the maximum total loaded mass of certain categories of vehicles prescribed in the regulation:

When the measured distance "a", "d" or "f" of a vehicle or combination of vehicles is shorter that the distance prescribed for certain classes, the total loaded mass prescribed in the regulation must be reduced by **1,000 kg per slice of 0.5 m below the prescribed distance**. The table below indicates the reduction applicable for these classes.

Table 3

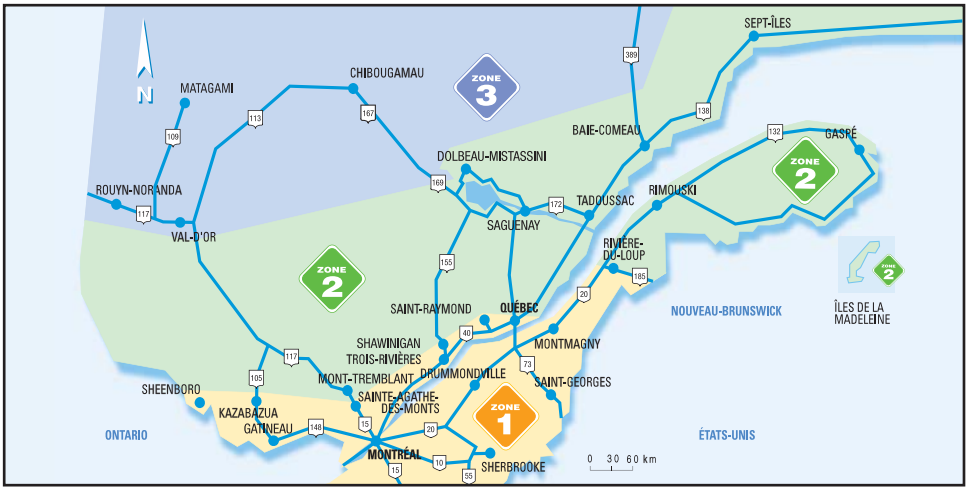
Distance "a", "d" or "f"	Reduction of the total loaded mass prescribed in the regulation
Difference[6]**= dist.** prescribed for a class - **dist.** measured on the vehicle	
0 m < difference < 0.5 m	0 kg
0.5 m ≤ difference < 1.0 m	1,000 kg
1.0 m ≤ difference < 1.5 m	2,000 kg
1.5 m ≤ difference < 2.0 m	3,000 kg
2.0 m ≤ difference < 2.5 m	4,000 kg
2.5 m ≤ difference < 3.0 m	5,000 kg

6 Difference means the difference between the distance prescribed for a class of vehicle ("a", "d" or "f") and the distance measured on the vehicle or combination of vehicles for which the maximum authorized total loaded mass is being calculated.

THAW ZONES AND PERIODS

The dates of the thaw period are published before load restrictions come into effect, that is, usually from around mid-March (zone 1) until the end of May (zone 3).

Map of the thaw zones



ZONE 1

Includes the Québec territory located south of the following line, known as the "demarcation line of zones 1 and 2":

From the intersection point of the median line of the Ottawa River (Québec-Ontario border): with the extension of the median line of the Schyan River in the municipality of Sheenboro; from there, eastward, a straight line to the intersection of the Picanoc River and route 105 in the city of Gracefield; from there, eastward, a straight line to the intersection of autoroute 15 and route 329 in the city of Sainte-Agathe-des-Monts; from there, toward the north-east, a straight line to the intersection of route 155 and route 159 in the parish municipality of Saint-Roch-de-Mékinac to the point where it intersects with the north-eastern limit of the municipality of Mandeville; from there, toward the south-east, along the north-eastern limit of the municipality of Mandeville to the point where it intersects with the north-western limit of the parish municipality of Saint-Alexis-des-Monts; from there, toward the north-east, a straight line to the intersection of the south-western limit of the municipality of Rivière-à-Pierre and the north-western limit of the municipality of Notre-Dame-de-Montauban; from there, toward the north-east, the extension of this line to its intersection with the south-western limit of the Portneuf wildlife reserve; from there, in a general eastward direction, following the perimeter

of the said wildlife reserve counterclockwise to its intersection with the north-western limit of the city of Saint-Raymond;

from there, toward the north-east, then toward the south-east and the north-east, following the north-western and north-eastern limits of the city of Saint-Raymond and then the north-western limit of the municipality of Saint-Gabriel-de-Valcartier to its intersection with the south-western limit of the Laurentides wildlife reserve; from there, toward the south-east and then in a general north-eastward direction, following the perimeter of the Laurentides wildlife reserve counterclockwise to its intersection with the western limit of the Jacques-Cartier conservation park; from there, in general south-eastward, north-eastward and south-eastward directions, following the perimeter of the Jacques-Cartier conservation park counterclockwise to its intersection with the south-western limit of the Laurentides wildlife reserve; from there, toward the south-east, along the south-western limit of the Laurentides wildlife reserve to its intersection with the south-eastern limit of the route 175 right-of-way; from there, toward the south-east, in a straight line to the intersection of route 138 with the north-eastern limit of the city of Beaupré; from there, toward the south-east, the extension of this line to its intersection with the median line of the arm of the St. Lawrence River located north of Île d'Orléans; from there, in a general north-eastward direction, successively following the median line of the said northern arm of the St. Lawrence River, the median line of the river to the north-eastern limit of the parish municipality of Saint-Germain and then a straight line to the south-western tip of Île aux Lièvres; from there, toward the north-east in a straight line to the intersection of autoroute 20 with the north-eastern limit of the city of Rivière-du-Loup; from there, in a general southward direction, following the perimeter of the city of Rivière-du-Loup clockwise to its intersection with the north-eastern limit of the route 185 right-of-way; from there, in a general south-eastward direction, following the generally north-eastern limit of the route 185 right-of-way to its intersection with the New Brunswick border.

ZONE 2

Includes Îles-de-la-Madeleine and the Québec territory contained between the "demarcation line of zones 1 and 2" heretofore described and the next line, known as the "demarcation line of zones 2 and 3":

From the intersection point of the parallel of latitude 48o 00' north and the Ontario border; from there, toward the south-east, in a straight line to the intersection of route 101 and the southern limit of the city of Rouyn-Noranda; from there, eastward, in a straight line to the Rapide-Sept hydroelectric dam; from there, eastward, in a straight line to the intersection of route 117 with the northern limit of the La Vérendrye wildlife reserve; from there, eastward, in a straight line to the intersection of route 167 with the southern limit of the Ashuapmushuan wildlife reserve; from there, in a general north-eastward direction, following the perimeter of the Ashuapmushuan wildlife reserve counterclockwise to its intersection with the north-western limit of the municipality of Saint-Thomas-Didyme; from there, toward the north-east, following the north-western, south-western, northern and north-eastern limits

of the municipality of Saint-Thomas-Didyme, and then successively the generally north-western limits of the municipality of Saint-Edmond-les-Plaines, the municipality of Girardville and the municipality of Notre-Dame-de-Lorette to its intersection with the north-eastern limit of the municipality of Notre-Dame-de-Lorette; from there, eastward, in a straight line to the Manic Three hydroelectric dam; from there, toward the north-east, in a straight line to a point located on the parallel of latitude 51° 00' north, 60 metres east of the shore of lac Caron (intersection of the northern and western limits of the Port-Cartier-Sept-Îles wildlife reserve); from there, eastward, along the parallel of latitude 51° 00' north, to a point located 60 metres east of the Sainte-Marguerite River (intersection of the northern and eastern limits of the said reserve); from there, eastward, in a straight line to the intersection of the parallel of latitude 52° 00' north with the eastern limit of the province of Québec, north of the municipality of Blanc Sablon.

ZONE 3

This zone includes the Québec territory located north of the "demarcation line of zones 2 and 3" previously described.

NOTES

QUESTIONS CONCERNING TRUCKING?

Information available on the website of the ministère des Transports du Québec at www.mtq.gouv.qc.ca

- Bulk Trucking
- Cargo Securement
- Dangerous Substances
- Heavy Vehicles (Act)
- Information Bulletin
- International Trucking
- Shipping Document/Bill of Lading
- Special Permits
- Speed Limiters
- Trucking Network
- Vehicle Load and Size

Information available on the Québec 511 website at quebec511.info

QUÉBEC 5-1-1

- Hindrances Related to Load and Size
- Vertical Bridge Clearances
- New Roadwork Sites
- Load Limits on Bridges and Overpasses

Transports Québec