

The Vehicle Weight and Dimension Regulations, 1999

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Chapter H-3.01 Reg 2 (effective November 25, 1999) as amended by an [Errata Notice](#) published in *The Saskatchewan Gazette* February 11, 2000; Saskatchewan Regulations [111/2002](#), [32/2004](#), [35/2005](#), [31/2008](#) and [50/2010](#).

NOTE:

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

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CHAPTER H-3.01 REG 2

The Highways and Transportation Act, 1997

PART I

Title and Interpretation

Title

1 These regulations may be cited as *The Vehicle Weight and Dimension Regulations, 1999*.

Interpretation

2(1) In these regulations:

- (a) **“A dolly”** means a convertor dolly that is towed from a single hitch located on the towing unit;
- (b) **“A train”** means a combination of vehicles composed of a tractor and a semi-trailer towing a full trailer:
 - (i) connected with an A dolly or any convertor dolly other than an approved C dolly; or
 - (ii) without a convertor dolly;
- (c) **“Act”** means *The Highways and Transportation Act, 1997*;
- (d) **“amber beacon”** means a flashing or rotating beacon, capable of emitting an amber light in all directions that is visible for a distance of 200 metres to other vehicles using the highway;
- (e) **“approved C dolly”** means a convertor dolly with two parallel arms that connect to two hitches located on a towing unit so as to prevent any rotation in a horizontal plane through the hitch points that:
 - (i) has drawbars that are within 3° of level;
 - (ii) meets the C-dolly specifications set out in Standard 903 of the *Motor Vehicle Safety Regulations* made pursuant to the *Motor Vehicle Safety Act* (Canada); and
 - (iii) is used with the dolly axle locked in the zero steer position at all times while travelling if:
 - (A) one or more of the axle locking mechanisms are not in working condition; or
 - (B) the C train is operated at a speed in excess of 50 kilometres per hour on any surface other than a dry, paved road;

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- (f) **“articulated bus”** means a bus that:
 - (i) has an articulation point between the passenger-carrying sections of the vehicle; and
 - (ii) is designed so that movement of passengers between the sections of the vehicle is possible at all times while the bus is being operated on a highway;
- (g) **“auxiliary equipment”** means equipment that:
 - (i) is permanently mounted at the front, rear or sides of a vehicle; and
 - (ii) is not designed or intended or used to increase the load carrying capacity of the vehicle;
- (h) **“axle”** means an assembly of two or more wheels, which have a common axis of rotation, through which weight is transmitted to a public highway;
- (i) **“axle group”** means any number of consecutive axles on a vehicle through which weight is to be equally distributed and transmitted to a highway so that the difference in weight on each axle in any axle group is not more 1,000 kilograms from an adjacent axle;
- (j) **“axle spread”** means the distance between the extreme axle centres of an axle group;
- (k) **“axle unit”** means:
 - (i) a single axle;
 - (ii) a tandem axle group;
 - (iii) a tridem axle group;
 - (iv) a multiple axle group; or
 - (v) a widespread tandem axle group;
- (l) **“B train”** means a combination of vehicles composed of a tractor and a semi-trailer towing another semi-trailer attached to a fifth wheel mounted on the rear of the first semi-trailer;
- (m) **“box-length”** means:
 - (i) for a semi-trailer, subject to subclauses (ii) and (iii), the distance from the front of the semi-trailer to its rear, including the load but not including auxiliary equipment;
 - (ii) for an A train, B train or C train, the distance from the front of the lead semi-trailer to the rear of the rearmost vehicle in the A train, B train or C train, including the load but not including auxiliary equipment mounted on the lead semi-trailer; or
 - (iii) for a truck and trailer combination, the distance from the front of the load carrying area on the truck to the rear of the rearmost vehicle in the truck and trailer combination, including the load but not including auxiliary equipment;

- (n) “**bus**” means a motor vehicle designed and intended to carry more than 15 passengers;
- (o) “**C train**” means a combination of vehicles composed of a tractor and a semi-trailer towing a full trailer connected with an approved C dolly;
- (p) “**combination of vehicles**” means two or more vehicles joined together;
- (q) “**combined weight**” means the sum of the gross weight for two adjacent axle units;
- (r) “**convertor dolly**” means a device consisting of one or more axles, a fifth wheel assembly and one or more drawbars used to convert a semi-trailer to a full trailer;
- (s) “**D sign**” means a sign that meets the specifications set out in Appendix C to these regulations;
- (t) “**daylight hours**” means the time between sunrise and sunset;
- (u) “**designated highway**” means a highway designated in subsection 11(3);
- (v) “**drawbar length**” means the distance from the mid-point of the axle unit on a convertor dolly to the hitch point on the vehicle towing the trailer;
- (w) “**end dump semi-trailer**” means a semi-trailer designed so that its cargo carrying area may be raised to allow for the end dumping of its load;
- (x) “**effective overhang**” means, for vehicles with a gross vehicle weight of more than 4,500 kilograms, the distance from the turn centre to:
- (i) the rearmost point of the truck, trailer or semi-trailer; or
 - (ii) the rearmost point of the load, where there is a load, on the truck, trailer or semi-trailer;
- whichever is greater;
- (y) “**escort vehicle**” means a single unit with two axles that has a minimum interaxle spacing of 2.65 metres and that meets the equipment requirements for escort vehicles set out in Appendix A to these regulations;
- (z) “**farm equipment**” means equipment, that is designed and intended for use in farming operations but does not include any of the following:
- (i) a truck;
 - (ii) a semi-trailer;
 - (iii) a trailer;
 - (iv) farm equipment that is loaded on a truck, trailer or semi-trailer; or
 - (v) farm equipment that is towing equipment other than farm equipment;

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- (aa) **“fifth wheel”** means a coupling device securely attached to the chassis of a vehicle and that will accept a semi-trailer kingpin inserted through the device and will lock the kingpin in position to allow rotation in a horizontal plane through the coupling device;
- (bb) **“fifth wheel offset”** means the longitudinal distance calculated from the centre of the hole for the kingpin in the fifth wheel to the geometric centre of the axle unit below the fifth wheel;
- (cc) **Repealed.** 29 Apr 2005 SR 35/2005 s3.
- (dd) **“full trailer”** means a vehicle that is designed to be towed by another vehicle and is designed so that the whole of its weight is carried on its own axles and includes a semi-trailer and a convertor dolly hitched together, but does not include:
- (i) a recreational vehicle;
 - (ii) an agricultural implement;
 - (iii) timbers or metal beams with wheels attached and used for the purpose of moving buildings;
 - (iv) an asphalt distributor used for the construction or maintenance of bituminous surfaced highways; or
 - (v) a pony trailer;
- (ee) **“gross vehicle weight”** means the total weight of a vehicle or combination of vehicles calculated as the sum of the weight transmitted to the surface of a public highway through each of the axles;
- (ff) **“gross weight”** means the weight transmitted to the surface of a public highway through any areas of contact between the roadway surface and any vehicle, object or contrivance;
- (gg) **“hitch offset”** means the distance from the towing vehicle turn centre to the hitch point used to tow a trailer;
- (hh) **“holiday”** means:
- (i) New Year’s Day, Good Friday, Victoria Day, Canada Day, Saskatchewan Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day and when one of those dates, other than Remembrance Day or Boxing Day, falls on a Sunday, it includes the following day;
 - (ii) any day appointed by an Act of the Parliament of Canada or by proclamation of the Governor General or Lieutenant Governor as a public holiday;
- (ii) **“house trailer”** means a vehicle drawn by a motor vehicle and designed and intended for use as living quarters or office space;
- (jj) **“interaxle spacing”** means the distance separating the centres of the nearest axles in two adjacent axle units;

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

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

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

(nn) **“non-divisible load”** means a load that cannot be broken down or dismantled to meet the maximum dimensions allowed pursuant to these regulations;

(oo) **“pony trailer”** means a vehicle that is:

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

but does not include a house trailer or recreational vehicle;

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

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

(rr) **“semi-trailer”** means a vehicle with one axle unit that is designed for the conveyance of goods and that is intended to be towed by another vehicle in a manner so that part of the weight of the vehicle being towed rests on and is being carried by the towing vehicle by means of a fifth wheel or gooseneck hitch, but does not include:

- (i) a recreational vehicle;
- (ii) an agricultural implement;
- (iii) timbers or metal beams with wheels attached that are used for the purpose of moving buildings;
- (iv) an asphalt distributor used for the construction or maintenance of bituminous surfaced highways;

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- (v) an axle unit fitted with a fifth wheel assembly:
 - (A) used alone to carry extra weight;
 - (B) used in combination with a semi-trailer to transport a load; or
 - (C) used to convert a semi-trailer into a trailer; or

(vi) a pony trailer;

(ss) **“single axle”** means:

- (i) any individual axle; or
- (ii) any combination of two or more axles whose centres are less than 1 metre apart;

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

(tt) **“single-half axle unit”** means a tandem axle trailer or semi-trailer with four wheels on one axle and two single wheels on the second axle:

- (i) whose centres are not less than 1 metre and not more than 1.85 metres apart;
- (ii) that is not part of a tridem axle group or a multiple axle group; and
- (iii) that is not subject to the axle group weight distribution requirements for adjacent axles;

(uu) **“steering axle”** means:

- (i) the articulated axle or axles of a motor vehicle that are controlled by the vehicle operator and govern the direction travelled by the motor vehicle; or
- (ii) an articulated axle on a trailer or semi-trailer where the direction of travel of the trailer is governed by the towing unit;

(vv) **“tandem axle group”** means an axle group of two axles other than tandem steering axles on a truck or tractor:

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

(ww) **“tandem-half axle unit”** means a tridem axle trailer or semi-trailer that has a tandem axle with eight wheels and two single wheels on a third axle:

- (i) that has an axle spread of not less than 2.4 metres and not more than 3.7 metres;
- (ii) that is not part of a multiple axle group; and
- (iii) that is not subject to the axle group weight distribution requirements for adjacent axles;

- (xx) **“tractor”** means a motor vehicle that has a fifth wheel plate attached to it that is designed to and is only used to pull a semi-trailer;
- (yy) **“tractor wheelbase”** means the longitudinal distance from the centre of the steering axle to the geometric centre of the drive axle unit;
- (zz) **“trailer wheel base”** means, in the case of a vehicle with a gross vehicle weight exceeding 4,500 kilograms, the longitudinal distance from the turn centre of the vehicle to:
- (i) the centre of the kingpin of a semi-trailer;
 - (ii) the centre of the turntable of a full trailer;
 - (iii) the centre of the hitching device of a pony trailer;
- (aaa) **“tridem axle group”** means an axle group of three equally spaced axles, none of which is capable of being lifted off the surface of the highway by the vehicle operator inside the cab of the towing vehicle:
- (i) that has an axle spread of not less than 2.4 metres and not more than 3.7 metres; and
 - (ii) that is not part of a multiple axle group;
- (bbb) **“truck”** means a motor vehicle that is either permanently fitted with a special purpose device, or is designed to and normally used for the conveyance of goods;
- (ccc) **“turn centre”** means the geometric centre of the axle group on a semi-trailer or pony trailer or the rear axle group on a truck, tractor or full trailer;
- (ddd) **“urban municipality”** means an urban municipality as defined by *The Urban Municipalities Act, 1984* and includes a northern hamlet, northern village or town within the meaning of *The Northern Municipalities Act*;
- (eee) **“vehicle”** means a device in, on or by which a person or thing is or may be transported on a highway and includes its load, and also includes any equipment that may be towed on a highway;
- (fff) **“wide-spread tandem axle group”** means an axle group of two axles on a semi-trailer:
- (i) that have centres that are not less than 1.85 metres apart and no more than 3.4 metres apart; and
 - (ii) that is not part of a tridem axle group or a multiple axle group;
- (ggg) **“winter weight season”** means, subject to subsection (2), the period commencing on November 16 in one year and ending on March 14 of the following year.
- (2) If the minister considers it necessary to protect the roadbed of all or any public highways, the minister may issue an order, in accordance with section 35 of the Act, restricting the winter weight season for the highway or highways mentioned in the order to the period specified in the order.
- (3) **Repealed.** 29 Apr 2005 SR 35/2005 s3.

PART II
Application

To what do these regulations apply?

3(1) Subject to subsections (2) to (6), these regulations apply to all vehicles that are mentioned in these regulations and that travel on public highways.

(2) These regulations do not apply to the following vehicles:

(a) road construction and maintenance equipment moving on or over a public highway within the limits of the project on which they are being used;

(b) motor graders, pavement striping equipment, or snow removal equipment operated by or on behalf of:

(i) the department; or

(ii) a municipality.

(3) Section 7 does not apply to a vehicle with its load that is crossing a provincial highway or a provincial road by the most direct route at intersections that are not more than one kilometre apart.

(4) Subject to subsection (5), Part V does not apply to any public highway or portion of a public highway that is within the boundaries of an urban municipality.

(5) Part V does apply to any public highway or portion of a public highway that is within the boundaries of an urban municipality if the public highway or portion of the public highway:

(a) is a provincial highway; or

(b) is a direct extension of a provincial highway that directly connects:

(i) two or more provincial highways; or

(ii) to another direct extension of a provincial highway.

(6) Part V does not apply to farm equipment when it is operated or towed on a public highway.

11 Jne 2004 SR 32/2004 s4; 14 May 2010 SR 50/
2010 s3.

PART III
Non-Application and Exemption

4 Repealed. 11 Jne 2004 SR 32/2004 s4.

5 Repealed. 11 Jne 2004 SR 32/2004 s4.

Exempt items when calculating dimensions

6(1) A rear vision mirror on the side of a vehicle may extend 20 centimetres past the width dimensions prescribed in these regulations or in a permit issued pursuant to section 36 of the Act.

(2) A device used to secure a load to a vehicle or the cover for a load on the vehicle and that does not increase the load carrying capacity of the vehicle may extend 10 centimetres on either side past the width dimensions prescribed in these regulations or in a permit issued pursuant to section 36 of the Act.

(3) Auxiliary equipment that is mounted on the front or the rear of a tractor, truck, trailer or semi-trailer and that is not designed or used to increase the load carrying capacity of the vehicle may extend 10 centimetres beyond the length dimensions prescribed in these regulations or in a permit issued pursuant to section 36 of the Act.

3 Dec 99 cH-3.01 Reg 2 s6; 11 Jne 2004 SR 32/
2004 s5.

PART IV Vehicle Dimensions

Maximum external dimensions

7(1) Unless a permit has been issued to that person for the purpose pursuant to section 36 of the Act, no person shall operate or cause to be operated on or over a provincial highway or a provincial road a vehicle, building, object or contrivance that exceeds any of the following external dimensions:

- (a) 2.6 metres in width, except for a vehicle mentioned in clause (b) that is being moved in accordance with that clause;
- (b) in the case of a house trailer, 3.05 metres in width but only if the house trailer is being moved between sunrise and sunset;
- (c) 4.15 metres in height;
- (d) 12.5 metres in length, except for vehicles mentioned in clauses (c), (f), (g), (h) and (i);
- (e) in the case of a semi-trailer or a full trailer, 16.2 metres in length;
- (f) subject to clause (g), in the case of any combination of vehicles, 23 metres in length;
- (g) in the case of any A train, B train or C train, 25 metres in length;
- (h) in the case of a bus, other than an articulated bus, 14 metres in length; or
- (i) in the case of an articulated bus, 20 metres in length or 12.5 metres from the articulation point to the front or rear of the bus.

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(2) Subject to subsection (3), a permit holder shall not operate or cause to be operated an escort vehicle unless that escort vehicle meets the requirements set out in Appendix A if:

- (a) a permit for exceeding the dimensions set out in subsection (1) is issued pursuant to section 36 of the Act; and
 - (b) the permit mentioned in clause (a) requires the permit holder to use an escort vehicle.
- (3) Subsection (2) does not apply if the permit states otherwise.

11 Jne 2004 SR 32/2004 s6.

Internal dimensions

8(1) No person shall, unless a permit has been issued pursuant to section 36 of the Act, operate, move or cause to be operated or moved on or over a provincial highway or a provincial road, a vehicle, building, object or contrivance that exceeds any one of the following internal dimensions:

- (a) a truck or, full trailer or pony trailer manufactured after July 1, 1988 with an effective overhang of 4.0 metres;
- (b) a truck, full trailer or semi trailer used as a towing unit with a hitch offset of 1.8 metres;
- (c) a semi-trailer that has a kingpin setback of 2.0 metres;
- (d) a pony trailer that has a tridem axle group with an axle spread of 2.5 metres;
- (e) a B train that has a tridem axle group with an axle spread of 3.1 metres;
- (f) a B train that has a fifth wheel offset on the rear of the lead trailer of 0.3 metres;
- (g) a C train that has a drawbar length measured from the axis of rotation of the lead dolly axle to a vertical plane passing through the eyelet centres on the front of the C dolly by 2 metres;
- (h) a tractor manufactured after June, 1988 that has a wheelbase greater than 6.2 metres;
- (i) a semi-trailer that has a wheel base of 12.5 metres;
- (j) a B train if:
 - (i) the sum of the wheelbases of two semi-trailers is 17 metres; and
 - (ii) the two semi-trailers within the B train were manufactured after December 31, 1991;

- (k) a semi-trailer that has an effective overhang of 35% of the semi-trailer's wheelbase, unless:
 - (i) the semi-trailer was manufactured before July 1, 1988;
 - (ii) the effective overhang:
 - (A) if there is no load on the semi-trailer, includes only the semi-trailer as originally manufactured; or
 - (B) if there is a load on the semi-trailer, the load does not extend beyond the rear of the semi-trailer as originally manufactured; or
 - (iii) the semi-trailer is the rear semi-trailer in a B train;
 - (l) a full trailer or pony trailer that has an effective overhang of 4.0 metres, unless:
 - (i) the full trailer or pony trailer was manufactured before July 1, 1988;
 - (ii) the effective overhang:
 - (A) if there is no load on the full trailer or pony trailer, includes only the full trailer or pony trailer as originally manufactured; or
 - (B) if there is a load on the full trailer or pony trailer, the load does not extend beyond the rear of the trailer as originally manufactured; or
 - (iii) the full trailer is the rear trailer in an A or C train;
 - (m) a semi-trailer or full trailer that has a box-length of 16.2 metres;
 - (n) an A, B or C train that has a box-length of 20 metres;
 - (o) a truck and full trailer combination or truck and pony trailer combination that has a box-length of 20 metres.
- (2) Unless a permit has been issued to the person for the purpose pursuant to section 36 of the Act, no person shall operate, move or cause to be operated or moved on or over a provincial highway or a provincial road, a vehicle, building, object or contrivance that has any of the following:
- (a) a tridem axle group on a semi-trailer manufactured after June 30, 1988 that has a width of less than 2.5 metres measured from the outside edge of the tires;
 - (b) a tandem axle group on a semi-trailer manufactured after December 31, 1991 that has a width less than 2.5 metres measured from the outside edge of the tires;
 - (c) a semi-trailer or full trailer, other than an end dump semi-trailer, that has a wheelbase of less than 6.25 metres; or

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- (d) a pony trailer that has:
 - (i) a gross vehicle weight exceeding 10 000 kilograms; and
 - (ii) a wheelbase of less than 6.25 metres.

3 Dec 99 cH-3.01 Reg 2 s8; 11 Jne 2004 SR 32/
2004 s7.

Conditions and restrictions re over-dimensional vehicles and loads

9(1) Subject to subsection (2), no person shall operate or cause to be operated on or over a public highway:

- (a) a vehicle or load exceeding 3.05 metres in width unless:
 - (i) it has a D sign or Wide Load sign located at the front and rear of the vehicle; and
 - (ii) it is equipped for night travel with a lamp that illuminates the rear sign or an amber beacon mounted at the centre of the rear of the vehicle with the D sign;
- (b) a vehicle or load exceeding 3.3 metres in width without a minimum of one amber beacon mounted on the cab of the towing unit; or
- (c) a vehicle or load that exceeds 25 metres in length without a D sign or a Long Load sign on the rear of the vehicle.

(2) Subsection (1) does not apply to farm equipment being operated or towed where a permit is not required.

3 Dec 99 cH-3.01 Reg 2 s9; 11 Jne 2004 SR 32/
2004 s8.

Prohibition on use of signs

10 No person shall operate or cause to be operated on a provincial highway a vehicle displaying a D sign, Wide Load sign or Long Load sign where those signs are not required by a permit or these regulations.

3 Dec 99 cH-3.01 Reg 2 s10.

Farm equipment dimensions

11(1) Subject to subsection (2), farm equipment that exceeds a dimension prescribed in subsection 7(1) may be operated or towed without a permit between sunrise and sunset on or over a provincial highway or a designated highway.

(2) Subsection (1) does not apply if the farm equipment protrudes into another driving lane of a designated highway, unless the protrusion is the result of passing or avoiding a vehicle or stationary object.

- (3) For the purposes of this section, “**designated highway**” means:
- (a) Provincial Highway No. 1;
 - (b) Provincial Highway No. 2, from Assiniboia to Chamberlain and from its north junction with Highway No. 11 to its junction with Highway No. 264;
 - (c) Provincial Highway No. 3, from Tisdale to its junction with Provincial Highway No. 40;
 - (d) Provincial Highway No. 4, from its junction with No. 379 to its junction with No. 342 and from North Battleford to its junction with Highway No. 26;
 - (e) Provincial Highway No. 5, from Watson to Saskatoon;
 - (f) Provincial Highway No. 6, from Corinne to Melfort;
 - (g) Provincial Highway No. 7;
 - (h) Provincial Highway No. 9, from Junction No. 13 to Junction No. 48 and from Yorkton to Canora;
 - (i) Provincial Highway No. 10;
 - (j) Provincial Highway No. 11;
 - (k) Provincial Highway No. 14, from Saskatoon to Biggar;
 - (l) Provincial Highway No. 16;
 - (m) Provincial Highway No. 18, from its junction with Provincial Highway No. 9 to its junction with Highway No. 39;
 - (n) Provincial Highway No. 21, from Kindersley to Kerrobert;
 - (o) Provincial Highway No. 22, from Esterhazy to its junction with Provincial Highway No. 9;
 - (p) Provincial Highway No. 33, from 10 kilometres south-east of Regina to Regina;
 - (q) Provincial Highway No. 35, from Tisdale to Nipawin;
 - (r) Provincial Highway No. 39, from the International Boundary to Corinne;
 - (s) Provincial Highway No. 41, from its junction with Highway No. 5 to its junction with Highway No. 27;
 - (t) Provincial Highway No. 46;
 - (u) Provincial Highway No. 55, from Prince Albert to its junction with Highway No. 120.

PART V
Vehicle Weights

Interpretation – Part V

12(1) For the purposes of this Part, “**primary highway**” means the following highways, or portion of the following highways, as shown in Appendix B:

- (a) Provincial Highway No. 1;
- (b) Provincial Highway No. 2, from Assiniboia to La Ronge;
- (c) Provincial Highway No. 3, from Hudson Bay to its junction with Provincial Highway No. 40;
- (d) Provincial Highway No. 4, from Swift Current to Meadow Lake;
- (e) Provincial Highway No. 5, from its junction with Provincial Highway No. 57 to Saskatoon;
- (f) Provincial Highway No. 6, from the International Boundary to Melfort;
- (g) Provincial Highway No. 7;
- (h) Provincial Highway No. 8, from Moosomin to Rocanville;
- (i) Provincial Highway No. 9, from the International Boundary to Hudson Bay;
- (j) Provincial Highway No. 10;
- (k) Provincial Highway No. 11;
- (l) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 40;
- (m) Provincial Highway No. 13, from the Manitoba Boundary to Weyburn;
- (n) Provincial Highway No. 14;
- (o) Provincial Highway No. 15, from its junction with Provincial Highway No. 11 to its junction with Provincial Highway No. 4;
- (p) Provincial Highway No. 16;
- (q) Provincial Highway No. 17, from its junction with Provincial Highway No. 14 to its junction with Provincial Highway No. 3;
- (r) Provincial Highway No. 18, from the Manitoba Boundary to its junction with Provincial Highway No. 39;
- (s) Provincial Highway No. 22, from 21.6 kilometres east of Esterhazy to its junction with Provincial Highway No. 9;
- (t) Provincial Highway No. 29;
- (u) Provincial Highway No. 33, from Kronau to Regina;
- (v) Provincial Highway No. 35, from Elfros to Nipawin;

- (w) Provincial Highway No. 37, from Shaunavon to Gull Lake;
- (x) Provincial Highway No. 39;
- (y) Provincial Highway No. 40, from its junction with Provincial Highway No. 3 to North Battleford;
- (z) Provincial Highway No. 41;
- (aa) Provincial Highway No. 46;
- (bb) Provincial Highway No. 47, from the International Boundary to Estevan;
- (cc) Provincial Highway No. 55, from its junction with Provincial Highway No. 23 to Prince Albert;
- (dd) Provincial Highway No. 55, from its junction with Provincial Highway No. 3 to Big River;
- (ee) Provincial Highway No. 55, from its junction with Provincial Highway No. 155 to Meadow Lake;
- (ff) Provincial Highway No. 57;
- (gg) Provincial Highway No. 80, from the junction with Provincial Highway No. 22 to 11 kilometres north-east of its junction with Provincial Highway No. 22;
- (hh) Provincial Highway No. 364, from Balgonie to Edenwold;
- (ii) Provincial Highway No. 397;
- (jj) any provincial road between a highway mentioned in clauses (a) to (ii) and:
 - (i) the south-west corner of the south-east quarter of Section 14, Township 17, Range 24, West of the Second Meridian;
 - (ii) the potash mine located in Section 18, in Township 36, in Range 6, West of the Third Meridian;
 - (iii) the potash mine located in Section 16, in Township 35, in Range 8, West of the Third Meridian;
 - (iv) the potash mine located in Section 24, in Township 20, in Range 33, West of the First Meridian;
 - (v) the potash mine located in Section 28, in Township 33, in Range 23, West of the Second Meridian;
 - (vi) the potash mine located in Section 16, in Township 36, in Range 3, West of the Third Meridian; or
 - (vii) the potash mine located in Section 21, in Township 17, in Range 30, West of the First Meridian;

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- (kk) a maximum distance of 15 kilometres on any secondary provincial highway or any provincial road or a maximum cumulative distance of 15 kilometres on any number of secondary highways from the point of intersection of the first secondary provincial highway with a highway mentioned in clauses (a) to (ii), except Provincial Highway No. 364 eastward from Edenwold;
- (ll) a maximum of 15 kilometres on any provincial highway from its intersection with the boundary of any urban municipality or city that:
- (i) has a population of 1 000 or more; and
 - (ii) has its boundary intersected by a highway mentioned in clauses (a) to (ii).
- (2) For the purposes of this Part, “**secondary highway**” means any provincial highway or provincial road that is not mentioned in subsection (1).
- (3) For the purposes of this Part, “**municipal highway**” means any public highway other than a provincial highway or a provincial road.

3 Dec 99 cH-3.01 Reg 2 s12; 6 Dec 2002 SR 111/
2002 s3.

Tire and axle gross weights

- 13(1)** No person shall, without an authorizing permit issued pursuant to section 36 of the Act, operate, move or cause to be operated or moved on or over a provincial highway, provincial road or municipal highway, a vehicle that exceeds any of the weight limits set out in this section.
- (2) The maximum gross weight for any tire is 10 kilograms per millimetre of tire width as determined by the manufacturer’s width shown on the tire.
- (2.1) The maximum weight on a tire, except a tire on a steering axle, is 3 000 kilograms.
- (3) The maximum gross weight for a steering axle of:
- (a) a bus or truck is:
 - (i) 7,250 kilograms for a primary highway;
 - (ii) 5,500 kilograms for a secondary or municipal highway; and
 - (b) a tractor is 5,500 kilograms.
- (4) The maximum gross weight for a tandem steering axle of a truck or bus is:
- (a) 13,600 kilograms on a primary highway; and
 - (b) 11,000 kilograms on a secondary or municipal highway.

- (5) Subject to subsection (2), the maximum gross weight for a single axle or any axle within an axle group is:
- (a) subject to clause (d), 9,100 kilograms on a primary highway;
 - (b) subject to clause (d), 8,200 kilograms on a secondary highway;
 - (c) subject to clause (d), 8,200 kilograms on a municipal highway; and
 - (d) during winter weight season, 10,000 kilograms on highways listed in clauses (a) to (c).
- (6) Subject to subsection (2), the maximum combined weight of a wide-spread tandem axle group is 9,100 kilograms.
- (7) Subject to subsection (2), for a tandem axle group or any two adjacent axles within a tridem or multiple axle group, the maximum gross weight is:
- (a) subject to clause (d), 17,000 kilograms on a primary highway;
 - (b) subject to clause (d), 14,500 kilograms on a secondary highway; and
 - (c) subject to clause (d), 14,500 kilograms on a municipal highway; and
 - (d) during winter weight season, 18,000 kilograms on highways listed in clauses (a) to (c).
- (8) Subject to subsection (2), the maximum gross weight for a single-half axle unit is:
- (a) subject to clause (d), 12,750 kilograms on a primary highway;
 - (b) subject to clause (d), 10,875 kilograms on a secondary highway;
 - (c) subject to clause (d), 10,875 kilograms on a municipal highway;
 - (d) during winter weight season, 13,500 kilograms on highways listed in clauses (a) to (c).
- (9) Subject to subsection (2), for a tridem axle group, the maximum gross weight is:
- (a) 24,000 kilograms on a primary highway if the axle spread is more than 3.6 metres, but not more than 3.7 metres;
 - (b) subject to subsection (9.1), 23,000 kilograms on a primary highway if the axle spread is more than 3 metres, but not more than 3.6 metres;
 - (c) 21,000 kilograms on a primary highway if the axle spread is more than 2.4 metres, but not more than 3 metres;
 - (d) 20,000 kilograms on a secondary highway;
 - (e) 20,000 kilograms on a municipal highway;
 - (f) during the winter weight season, applicable weights as set out in clauses (a), (b) and (c) are allowed on highways listed in clauses (d) and (e).

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(9.1) Subject to subsection (2), if the axle spread of a tridem axle group on a B train is more than 3 metres, but not more than 3.1 metres, the maximum gross weight for that tridem axle group is 24,000 kilograms on:

- (a) the following provincial highways and portions of provincial highways:
 - (i) Provincial Highway No. 1;
 - (ii) Provincial Highway No. 2, from Assiniboia to its junction with Provincial Highway No. 11;
 - (iii) Provincial Highway No. 2, from Prince Albert to La Ronge;
 - (iv) Provincial Highway No. 3, from Hudson Bay to Prince Albert;
 - (v) Provincial Highway No. 4, from its junction with Provincial Highway No. 1 to Meadow Lake;
 - (vi) Provincial Highway No. 5, from Saskatoon to Canora;
 - (vii) Provincial Highway No. 6, from its junction with Provincial Highway No. 39 to its junction with Provincial Highway No. 1;
 - (viii) Provincial Highway No. 7;
 - (ix) Provincial Highway No. 9, from Yorkton to Canora;
 - (x) Provincial Highway No. 10, from its junction with Provincial Highway No. 1 to its junction with Provincial Highway No. 16;
 - (xi) Provincial Highway No. 11;
 - (xii) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 312;
 - (xiii) Provincial Highway No. 14, from Saskatoon to the Alberta Boundary;
 - (xiv) Provincial Highway No. 15, from its junction with Provincial Highway No. 4 to its junction with Provincial Highway No. 11;
 - (xv) Provincial Highway No. 16;
 - (xvi) Provincial Highway No. 17;
 - (xvii) Provincial Highway No. 35, from Tisdale to Nipawin;
 - (xviii) Provincial Highway No. 39, from North Portal to its junction with Provincial Highway No. 6;
 - (xix) Provincial Highway No. 41, from its junction with Provincial Highway No. 5 to its junction with Provincial Highway No. 6.

(b) any public highway or portion of a public highway that is within the boundaries of an urban municipality if the public highway or portion of the public highway:

(i) is one of the provincial highways or portions of provincial highways listed in clause (a); or

(ii) is a direct extension of one of the provincial highways or portions of provincial highways listed in clause (a) that directly connects:

(A) two or more provincial highways; or

(B) to another direct extension of a provincial highway.

(10) Subject to subsection (2), the maximum gross weight for a tandem-half axle unit is:

(a) subject to clause (d), 19,150 kilograms on a primary highway;

(b) subject to clause (d), 16,665 kilograms on a secondary highway;

(c) subject to clause (d), 16,665 kilograms on a municipal highway;

(d) during winter weight season, 19,150 kilograms on highways listed in clauses (a) to (c).

3 Dec 99 cH-3.01 Reg 2 s13; 11 Jne 2004 SR 32/
2004 s10; 14 May 2010 SR 50/2010 s4.

Combination axle weights

14(1) Subject to subsection 13(6), no person shall operate or cause to be operated a vehicle exceeding the following maximum combined weight for two single axles where the axles are not part of a tridem axle group or a multiple axle group:

(a) 14,500 kilograms when the interaxle spacing is not less than 3.4 metres apart or greater than 3.7 metres apart;

(b) 18,200 kilograms on primary highways when the interaxle spacing exceeds 3.7 metres apart;

(c) 16,400 kilograms on secondary and municipal highways when the interaxle spacing exceeds 3.7 metres apart.

(2) No person shall operate or cause to be operated a vehicle where the maximum combined weight for a single axle and a tandem axle exceeds:

(a) 24,500 kilograms when the interaxle spacing is less than 3 metres, but not less than 2.5 metres;

(b) 23,000 kilograms when the interaxle spacing is less than 2.5 metres, but not less than 2 metres;

(c) 21,000 kilograms when the interaxle spacing is less than 2 metres.

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- (3) No person shall operate or cause to be operated a vehicle where the maximum combined weight for a single axle and a tridem axle exceeds:
- (a) 29,500 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (b) 26,000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (c) 24,000 kilograms when the interaxle spacing is less than 3 metres.
- (4) Subject to subsection (5) and (6), no person shall operate or cause to be operated a vehicle where the maximum combined weight for two tandem axle groups exceeds:
- (a) 30,000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3 metres;
 - (b) 24,000 kilograms when the interaxle spacing is less than 3 metres, but not less than 2 metres;
 - (c) 23,000 kilograms when the interaxle spacing is less than 2 metres.
- (5) No person shall operate or cause to be operated a vehicle with a combined weight for a tandem axle group on an end dump semi-trailer manufactured before January 1989 and an adjacent tandem axle group within a combination of vehicles that exceeds:
- (a) 32,000 kilograms when the interaxle spacing is less than 5 metres, but not less than 3.4 metres;
 - (b) 30,000 kilograms when the interaxle spacing is less than 3.4 metres, but not less than 3 metres.
- (6) No person shall operate or cause to be operated a vehicle with a combined weight for a tandem axle group on an end dump semi-trailer manufactured after December, 1988 within a combination of vehicles that exceeds:
- (a) 32,000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4.5 metres;
 - (b) 30,000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres.
- (7) No person shall operate or cause to be operated a vehicle with a maximum combined weight for a tandem and a tridem axle group that exceeds:
- (a) 35,000 kilograms when the interaxle spacing is less than 5.5 metres, but not less than 4.5 metres;
 - (b) 30,000 kilograms when the interaxle spacing is less than 4.5 metres, but not less than 3 metres;
 - (c) 24,000 kilograms when the interaxle spacing is less than 3 metres.

- (8) No person shall operate or cause to be operated a vehicle with a combined weight for two tridem axle groups that exceed is:
- (a) 40,000 kilograms when the interaxle spacing is less than 6 metres, but not less than 5 metres;
 - (b) 35,000 kilograms when the interaxle spacing is less than 5 metres, but not less than 4 metres;
 - (c) 32,000 kilograms when the interaxle spacing is less than 4 metres, but not less than 3 metres;
 - (d) 28,000 kilograms when the interaxle spacing is less than 3 metres.

3 Dec 99 cH-3.01 Reg 2 s14.

Maximum gross weights – vehicles

15(1) No person shall, without an authorizing permit issued pursuant to section 36 of the Act, operate, move or cause to be operated or moved on or over a provincial highway, provincial road or municipal highway a vehicle that exceeds any of the weight limits set out in this section.

(2) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross weight for a two axle truck or bus is:

- (a) 16,350 kilograms on a primary highway;
- (b) 13,700 kilograms on a secondary highway;
- (c) 13,700 kilograms on a municipal highway;
- (d) 17,250 kilograms on highways in clause (a) in winter weight season;
- (e) 15,500 kilograms on highways listed in clauses (b) and (c) in winter weight season.

(3) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross weight for a three-axle bus or truck:

- (a) 24,250 kilograms on a primary highway;
- (b) 20,000 kilograms on a secondary highway;
- (c) 20,000 kilograms on a municipal highway;
- (d) 25,250 kilograms on highways in clause (a) in winter weight season;
- (e) 23,500 kilograms on highways listed in clauses (b) and (c) in winter weight season.

(4) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross weight for a four-axle bus or truck with tandem steering axles is:

- (a) 30,600 kilograms on a primary highway;
- (b) 25,500 kilograms on a secondary highway;
- (c) 25,000 kilograms on a municipal highway;

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- (d) 31,600 kilograms on highways listed in clause (a) in winter weight season;
 - (e) 29,000 kilograms on highways listed in clauses (b) and (c) in winter weight season.
- (5) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross vehicle weight for a five-axle combination of a tractor and a semi-trailer is:
- (a) 39,500 kilograms on a primary highway;
 - (b) 34,500 kilograms on a secondary highway;
 - (c) 34,500 kilograms on a municipal highway;
 - (d) 41,500 kilograms on highways listed in clause (a), (b) or (c) in winter weight season.
- (6) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross vehicle weight for a combination with six or more axles of a tractor and a semi-trailer is:
- (a) 46,500 kilograms on a primary highway;
 - (b) 40,000 kilograms on a secondary highway;
 - (c) 40,000 kilograms on a municipal highway;
 - (d) 46,500 kilograms on highways listed in clause (a), (b) or (c) in winter weight season.
- (7) Subject to sections 13 and 14 and subsections (11) to (13), the maximum gross vehicle weight for a combination of vehicles and an A train is:
- (a) 53,500 kilograms on a primary highway;
 - (b) 49,000 kilograms on a secondary highway;
 - (c) 49,000 kilograms on a municipal highway;
 - (d) 53,500 kilograms on highways listed in clause (a), (b) or (c) in winter weight season.
- (8) Subject to sections 13 and 14 and to subsections (11) to (13), the maximum gross vehicle weight for a B train is:
- (a) subject to clauses (b), (c) and (e), 62,500 kilograms on a primary highway;
 - (b) 63,500 kilograms on the following provincial highways and portions of provincial highways:
 - (i) Provincial Highway No. 1;
 - (ii) Provincial Highway No. 2, from Assiniboia to its junction with Provincial Highway No. 11;
 - (iii) Provincial Highway No. 2, from Prince Albert to La Ronge;

- (iv) Provincial Highway No. 3, from Hudson Bay to Prince Albert;
 - (v) Provincial Highway No. 4, from its junction with Provincial Highway No. 1 to Meadow Lake;
 - (vi) Provincial Highway No. 5, from Saskatoon to Canora;
 - (vii) Provincial Highway No. 6, from its junction with Provincial Highway No. 39 to its junction with Provincial Highway No. 1;
 - (viii) Provincial Highway No. 7;
 - (ix) Provincial Highway No. 9, from Yorkton to Canora;
 - (x) Provincial Highway No. 10, from its junction with Provincial Highway No. 1 to its junction with Provincial Highway No. 16;
 - (xi) Provincial Highway No. 11;
 - (xii) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 312;
 - (xiii) Provincial Highway No. 14, from Saskatoon to the Alberta Boundary;
 - (xiv) Provincial Highway No. 15, from its junction with Provincial Highway No. 4 to its junction with Provincial Highway No. 11;
 - (xv) Provincial Highway No. 16;
 - (xvi) Provincial Highway No. 17;
 - (xvii) Provincial Highway No. 35, from Tisdale to Nipawin;
 - (xviii) Provincial Highway No. 39, from North Portal to its junction with Provincial Highway No. 6;
 - (xix) Provincial Highway No. 41, from its junction with Provincial Highway No. 5 to its junction with Provincial Highway No. 6;
- (c) 63,500 kilograms on any public highway or portion of a public highway that is within the boundaries of an urban municipality if the public highway or portion of the public highway:
- (i) is one of the provincial highways or portions of provincial highways listed in clause (b);
 - (ii) is a direct extension of one of the provincial highways or portions of provincial highways listed in clause (b) that directly connects:
 - (A) two or more provincial highways; or
 - (B) to another direct extension of a provincial highway;

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- (d) subject to clause (e), 54,500 kilograms on a secondary highway;
 - (e) 54,500 kilograms on a municipal highway;
 - (f) during the winter weight season, 62,500 kilograms on highways listed in clauses (a) and (d).
- (9) Notwithstanding subsection (6) and subject to section 14 and subsections (11) to (13), the maximum gross vehicle weight for a C train with an approved C dolly is:
- (a) 60,500 kilograms on a primary highway, including winter weight season;
 - (b) 54,500 kilograms on a secondary highway, including winter weight season;
 - (c) 54,500 kilograms on a municipal highway, including winter weight season.
- (10) No person shall, unless a permit has been issued pursuant to section 36 of the Act, operate, move or cause to be operated or moved on or over a provincial highway, a provincial road or a municipal highway, an A or C train where the gross weight of the rear full trailer is greater than the combined gross weight of tractor drive axle weights and the gross weight of the lead trailer axles.
- (11) No person shall, without a permit issued pursuant to section 36 of Act, operate, move or cause to be operated or moved, a vehicle or combination of vehicles for which the gross vehicle weight exceeds:
- (a) 34,500 kilograms on Provincial Highway No. 2 from St. Louis to one kilometre north of the South Saskatchewan River;
 - (b) 41,500 kilograms on:
 - (i) Provincial Road No. 905;
 - (ii) Provincial Road No. 955 from the south abutment of the Douglas River Bridge to the northern-most limit of Provincial Road No. 955; or
 - (iii) Provincial Road No. 909 from Turnor Lake to the eastern end of Provincial Road No. 909;
 - (c) 53,500 kilograms on Provincial Highway No. 335 from the west abutment of the bridge over the Leather River to the south junction of Provincial Highway No. 23;
 - (d) **Repealed.** 11 Jne 2004 SR 32/2004 s11.
- (12) No person shall, on those highways listed in subsection 15(13), during winter weight season without a permit issued pursuant to section 36 of the Act, operate, move or cause to be operated or moved a vehicle, combination of vehicles, building, object or contrivance where:
- (a) the gross axle weights exceeds those limits for secondary highways for secondary highways set out in subsections 13(2) to (10); or
 - (b) the gross vehicle weights exceed those limits for secondary highways set out in subsections 15(2) to (9).

(13) Subsection (12) applies to the following provincial highways and portions of provincial highways and provincial roads:

- (a) **Repealed.** 6 Dec 2002 SR 111/2002 s4.
- (b) **Repealed.** 6 Dec 2002 SR 111/2002 s4.
- (c) Provincial Highway No. 36, from its junction with Provincial Highway No. 18 to its junction with Provincial Highway No. 13;
- (d) **Repealed.** 6 Dec 2002 SR 111/2002 s4.
- (e) **Repealed.** 6 Dec 2002 SR 111/2002 s4.
- (f) Provincial Highway No. 201;
- (g) Provincial Highway No. 310, from its junction with Provincial Highway No. 16 to its junction with Provincial Highway No. 5;
- (h) Provincial Highway No. 312, from its junction with Provincial Highway No. 11 to its junction with Provincial Highway No. 225;
- (i) Provincial Highway No. 350;
- (j) **Repealed.** 6 Dec 2002 SR 111/2002 s4.
- (k) Provincial Road No. 919, from the boundary of Meadow Lake Provincial Park to the northern-most extremity of Provincial Road No. 919;
- (l) Provincial Road No. 927;
- (m) Provincial Road No. 943, from the junction of provincial road No. 946 west to Meetoos;
- (n) Provincial Road from Roche Percee to its junction with Provincial Highway No. 39;
- (o) Old Nipawin Bridge located on the Provincial Road between its junction with Provincial Highway No. 35 in the Town of Nipawin and its junction with Provincial Highway No. 35/55 northwest of Nipawin;
- (p) Highway 219 Bridge located 19.4 kilometres north of junction Provincial Highway No. 15;
- (q) Highway 271 Bridge over Maple Creek located 1.05 kilometres west of junction Provincial Highway No. 21.

3 Dec 99 cH-3.01 Reg 2 s15; 6 Dec 2002 SR 111/2002 s4; 11 Jne 2004 SR 32/2004 s11; 14 May 2010 SR 50/2010 s5.

H-3.01 REG 2 **VEHICLE WEIGHT AND DIMENSION, 1999****Vehicle without rubber tires – maximum weight**

16 Notwithstanding sections 13 to 15, no person shall operate or cause to be operated a vehicle, or combination of vehicles, without rubber tires that exceeds a gross vehicle weight of 10,000 kilograms.

3 Dec 99 cH-3.01 Reg 2 s16.

17 Repealed. 11 Jne 2004 SR 32/2004 s12.

PART V.1
Overhanging Loads

Overhanging loads

17.1(1) In this section, “**main part of the vehicle**” means the vehicle, but does not include any load on or any equipment attached or fastened to the vehicle.

(2) Every registered owner and every driver of a vehicle operated on a public highway and transporting cargo shall comply with this Part.

(3) If a vehicle is transporting a load that overhangs the rear of the main part of the vehicle by one metre or more, the owner or operator shall ensure that there is displayed at the extreme rear end of the load:

(a) between sunrise and sunset, an orange or red flag of at least 300 millimetres by 300 millimetres; and

(b) between sunset and sunrise or when visibility is reduced, a lamp emitting a red light to the rear and to each side of the load that is visible for 200 metres.

(4) If a vehicle is transporting a load that overhangs either side of the main part of the vehicle by 300 millimetres or more, the registered owner or driver shall ensure that there is displayed at the extreme end or extreme ends of the overhanging load:

(a) between sunrise and sunset, an orange or red flag of at least 300 millimetres by 300 millimetres; and

(b) between sunset and sunrise or when visibility is reduced, a lamp emitting an amber light to the front and a red light to the rear of the vehicle that is visible for 200 metres.

29 Apr 2005 SR 35/2005 s4.

PART VI
Permit Fees

Permit required – no fee payable

18 No fee is required for a permit issued pursuant to section 36 of the Act where the permit is for:

- (a) moving a grain bin of any dimension;
- (b) operating a vehicle of any dimension that is transporting a load of hay;
- (c) towing, operating or transporting farm machinery of any dimension, including the load or contents of any description; or
- (d) towing, operating or transporting a vehicle or machinery of any dimension, including the load or contents of any description, on a provincial highway for a distance of not more than 10 kilometres.

3 Dec 99 cH-3.01 Reg 2 s18.

Overweight

19(1) Where a permit for a single trip is issued pursuant to the Act, providing for a steering axle, single axle or tandem axle to carry a weight exceeding the maximum allowable weight prescribed pursuant to these regulations, the fee is \$42 plus \$0.05 for each kilometre travelled.

(2) Subject to subsection (4), where a permit for more than a single trip is issued to allow for a steering axle, single axle or tandem axle to carry a weight exceeding the maximum allowable weight set out in these regulations, the fee is \$66 per tonne or part of a tonne per year and is to be calculated on the basis of the weight carried by the single axle, steering axle or tandem axle that most exceeds the weight set out in these regulations.

(3) Where a permit described in subsection (2) is issued for a period of less than one year, the fee may be pro-rated at the rate of one-twelfth for each month or part of a month for which the permit is issued, but the minimum fee payable is \$10.

(4) Notwithstanding subsection (2), where an overweight permit for a divisible load is issued, and is subject to an agreement with the Minister pursuant to clause 4(1)(g) or 4(1)(h) of the Act, no fee is payable.

(5) Where a permit for a single trip of road construction equipment or road maintenance equipment is issued, the fee payable is \$20 plus \$0.20 for each kilometre travelled over 10 kilometres.

3 Dec 99 cH-3.01 Reg 2 s19.

H-3.01 REG 2 **VEHICLE WEIGHT AND DIMENSION, 1999****Over-width and over-length vehicles**

20(1) Subject to section 18, where a permit is issued pursuant to section 36 of the Act for an over-width vehicle or load:

- (a) the fee for a single trip permit is:
 - (i) in the case of a vehicle or load that is 2.6 metres wide but less than 3.1 metres, nil;
 - (ii) in the case of a vehicle or load that is 3.1 metres wide or more but less than 3.7 metres, \$17;
 - (iii) in the case of a vehicle or load that is 3.7 metres wide or more but less than 4.3 metres, \$36;
 - (iv) in the case of a vehicle or load that is 4.3 metres wide or more, \$72; and
 - (b) the fee for a multiple trip permit for one year for an over-width vehicle or load is:
 - (i) in the case of a vehicle or load that is greater than 2.6 metres wide but not greater than 3.1 metres, \$15;
 - (ii) in the case of a vehicle or load that is greater than 3.1 metres wide but not greater than 3.7 metres, \$100;
 - (iii) in the case of a vehicle or load that is greater than 3.7 metres wide but not greater than 4.3 metres, \$144;
 - (iv) in the case of a vehicle or load that is greater than 4.3 metres wide, \$144.
- (2) Subject to section 18, where a permit is issued pursuant to section 36 of the Act for an over-width building:
- (a) the fee for a permit is:
 - (i) in the case of a building that is 2.6 metres wide but 3.05 metres or less, nil;
 - (ii) in the case of a building that is more than 3.05 metres wide but 6.0 metres or less, \$36;
 - (iii) in the case of a building that is metres more than 6.0 metres, \$72.
- (3) Subject to section 18, where a permit is issued pursuant to section 36 of the Act for an over-length vehicle:
- (a) the fee for a single trip permit is:
 - (i) in the case of a mobile home, nil;
 - (ii) in the case of a vehicle that is 12.5 metres long and no more than 23 metres long, nil;
 - (iii) in the case of a vehicle that is more than 23 metres long but not more than 29 metres long, \$10;
 - (iv) in the case of a vehicle that is more than 29 metres long, \$15;

- (b) the fee for a multiple trip permit for one year for an over-length vehicle is:
- (i) in the case of a vehicle that is 12.5 metres long and no more than 23 metres long, \$10;
 - (ii) in the case of a vehicle that is more than 23 metres long but not more than 29 metres long, \$60;
 - (iii) in the case of a vehicle that is more than 29 metres long, \$120; and
- (c) the fee for a multiple vehicle, multiple trip permit for one year issued to a permit holder operating under an EEMV agreement is \$300.
- (4) In clause (3)(c), “**EEMV agreement**” means an Energy Efficient Motor Vehicle Transportation Partnership Agreement entered into between the minister and a permit holder for the purpose of allowing the permit holder to operate an energy efficient motor vehicle that is more than 29 metres long.

3 Dec 99 cH-3.01 Reg 2 s20; 29 Apr 2005 SR 35/2005 s5; 9 May 2008 SR 31/2008 s2.

PART VII Repeal and Coming Into Force

R.R.S. c.H-3 Reg 15 repealed

21 *The Vehicle Weight and Dimension Regulations, 1988* are repealed.

3 Dec 99 cH-3.01 Reg 2 s21.

Coming into force

22 These regulations come into force on the day on which they are filed with the Registrar of Regulations.

3 Dec 99 cH-3.01 Reg 2 s22.

APPENDIX A

Escort Vehicles*[Clause 2(y) and Subsection 7(3)]*

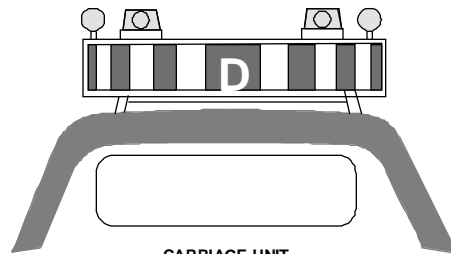
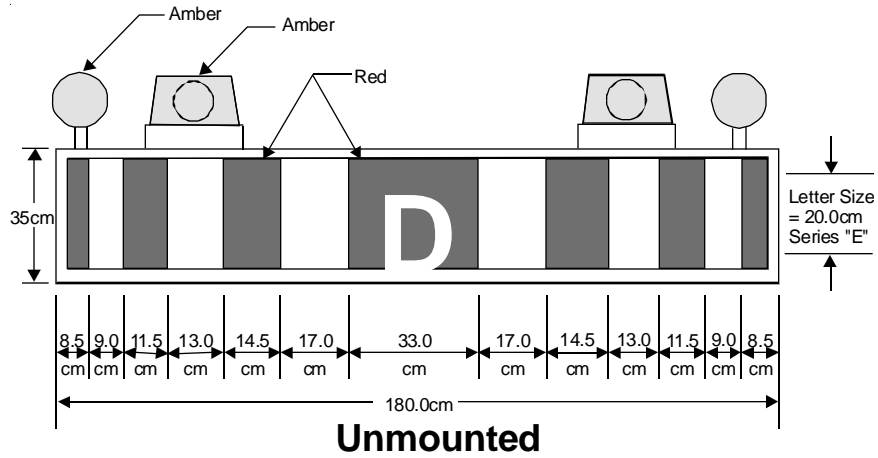
- 1 Escort vehicles must have two-way radios, not including cellular phones, allowing communication between the operator of the escort vehicle and the operator of the unit towing the overdimensional load.
- 2 The escort vehicle must carry the following equipment:
 - (a) one stop/slow paddle or red flag per crew member for the purpose of traffic control;
 - (b) one brightly coloured vest, shirt or jacket that must not to be covered by any other clothing or article and that must be worn when flagging traffic;
 - (c) a fire extinguisher approved by the Underwriters' Laboratory, having a rating of 5BC and kept fully charged; and
 - (d) flares, lanterns or reflectors to mark the hazard in the event of a breakdown or accident, visible for 150 metres under normal weather conditions and while the hazard exists.
- 3 The symbol "D" or a "Wide Load" or "Long Load" sign must be mounted on the roof of the escort vehicle and assembled in accordance with the following:
 - (a) the sign must have two positions:
 - (i) upright, displaying the sign when escorting a load; and
 - (ii) folded flat, when not escorting a load;
 - (b) the sign box must:
 - (i) be assembled using mild steel 180 centimetres X 35 centimetres X 10 centimetres in dimension;
 - (ii) have inside surfaces that are baked white enamel to give good reflective quality; and
 - (iii) must provide even lighting to the sign, be visible from a distance of 200 metres, shelter all wire connectors, switches, and flashes, and be protected from the elements;
 - (c) symbol "D" signs must:
 - (i) be made of 3 millimetres plexiglass and have a white background;
 - (ii) have vertical bars of a red transparent paint similar to that used for stop signs;
 - (iii) have the size and positioning of the bars and letter "D" as specified in the attached diagram of the "D" sign;

- (d) "Wide Load" or "Long Load" signs must have yellow background with black lettering as specified in the attached diagram of the "Wide Load" or "Long Load" sign;
 - (e) amber lights on the escort vehicle sign must:
 - (i) be equipped with two outboard 125 millimetres flashing amber lights with reflectors and rated at 12.5 volts and 50 candle power as specified in the attached diagram;
 - (ii) be equipped with 2 inboard (min 100 millimetres high) rotating/flashing amber beacons;
 - (iii) with respect to rotating lights, be equipped with 2 seal beams in each unit as specified in the attached diagram.
- 4(1) An escort vehicle must precede the vehicle transporting an over dimensional load by at least 300 metres but not more than 500 metres.
- (2) A trail escort vehicle must follow the vehicle transporting an over dimensional load at a distance of not more than 300 metres.

Schedule

APPENDIX A

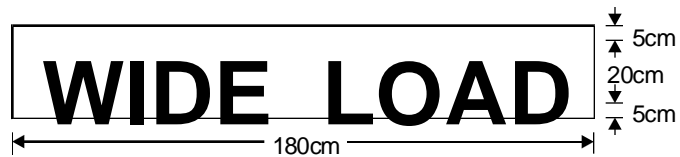
Escort Vehicles



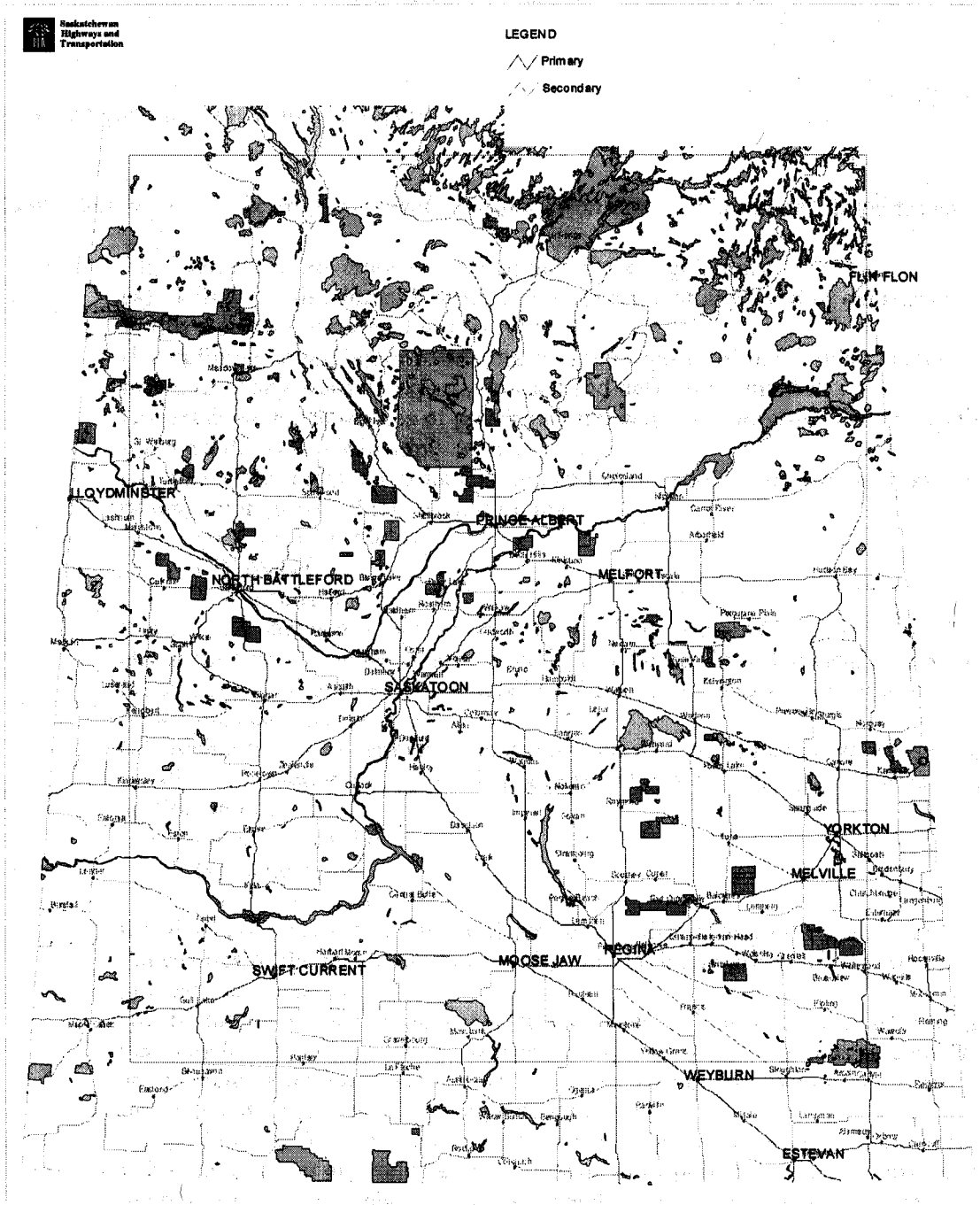
Car Top Carrier Type or Unit of Adequate Design

Mounted

Alternate Signs

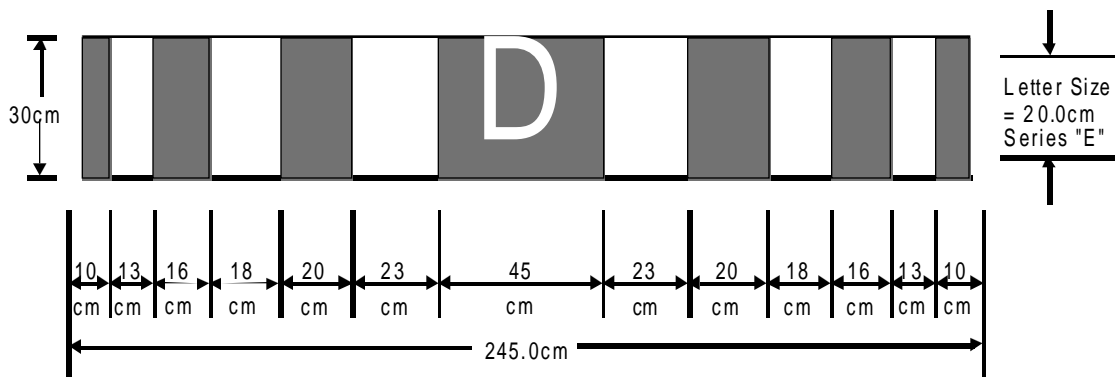
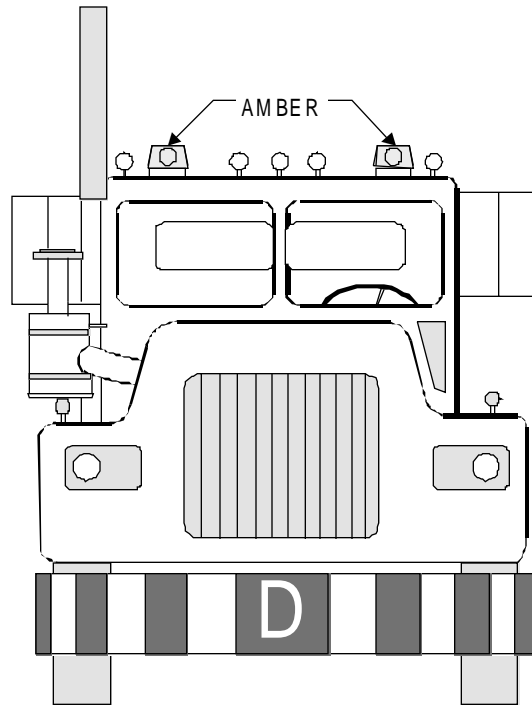


APPENDIX B
Primary Highways
(Section 12)



APPENDIX C

Requirements for Overdimension "D" Signs



3 Dec 99 cH-3.01 Reg 2.