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Regulations Respecting Weights and Dimensions of Vehicles made by the Minister of Public Works under Section 150 of Chapter 29 of the Acts of 2018, the *Traffic Safety Act*

1 Citation

These regulations may be cited as the *Weights and Dimensions of Vehicles Regulations*.

2 Definitions

(1) In these regulations,

"1997 regulations" means the regulations respecting the weights and loads of vehicles approved by the Governor in Council by Order in Council 97-291 dated May 13, 1997;

"Act" means the *Traffic Safety Act*;

"A-dolly" means a converter dolly that is towed from one hitch on the centre line of the towing vehicle;

"aerodynamic device" means a device mounted at the rear of a truck, truck-tractor or trailer that is designed to reduce the drag associated with airflow around a moving vehicle and that meets all of the criteria in subsection (2);

"A-train double" means a combination of vehicles composed of a truck-tractor, a semi-trailer and either an A-dolly and a semi-trailer or a full trailer attached to the foremost semi-trailer in a like manner as if an A-dolly were used;

"axle" means an assembly of 2 or more wheels whose centres are in 1 transverse vertical plane and that transmits weight to the road;

"axle group" means

(i) a single axle,

(ii) a tandem axle,

(iii) a tandem equivalent axle,

(iv) a tridem axle,

(v) a tridem equivalent axle,

(vi) a triaxle, or

(vii) a self-steering quad axle;

"axle group weight" means the total weight transmitted to the road by an axle group;

"axle spread" means the longitudinal distance between the centres of extreme axles of an axle group;

"axle weight" means the weight transmitted to the road by an axle;

"box length" for a combination of vehicles, means the longitudinal distance from the foremost point of the cargo carrying unit(s) or cargo(s) to the rearmost part of the cargo carrying unit(s) or cargo(s), exclusive of any extension in the distance caused by auxiliary equipment or machinery at the front that is not designed or used for carrying cargo or by an aerodynamic device at the rear;

"B-train double" means a combination of vehicles composed of a truck-tractor, a semi-trailer, and a second semi-trailer towed by the lower half of a fifth wheel assembly mounted on the rear of the foremost semi-trailer;

"B-train route" means a highway listed in Schedule B to the *Road List Regulations*;

"Canadian Motor Safety Standards" mean the safety standards prescribed by and set out in the *Motor Vehicle Safety Regulations* made under the *Motor Vehicle Safety Act* (Canada);

"C-dolly" means a converter dolly with a frame rigid in the horizontal plane that is towed from 2 hitches located in a horizontal transverse line on the towing unit, that precludes any rotation in the horizontal plane about the hitch points, and that satisfies all requirements of the Canadian Motor Vehicle Safety Standards applicable to such devices;

"Class "A" recreational vehicle" or "Class "A" RV" means a self-contained recreational vehicle that is built on a chassis designed for a commercial truck or a bus;

"CMVSS 223" means the Canadian Motor Vehicle Safety Standard 223 "Rear Impact Guards";

"converter dolly" means a vehicle unit that is designed and normally used to convert a semi-trailer to a full trailer;

"C-train double" means a combination of vehicles composed of a truck-tractor, a semi-trailer, a C-dolly and a second semi-trailer;

“D-sign” means the sign prescribed in Schedule B for an overdimensional vehicle;

“Dimension A”, with respect to an A-train or a C-train, means the interaxle spacing between the last axle of the lead semi-trailer and the first axle of the converter dolly or second trailer;

“drawbar” means a structure connected to the chassis frame of a trailer or converter dolly that includes a device for coupling to a hitch on a towing vehicle;

“drawbar length” for a pony trailer, a full trailer or a converter dolly, means the longitudinal distance from the centre of a device that attaches to a hitch on the towing vehicle to the centre of the lower half of a fifth wheel assembly or turntable;

“drive axle” means the axle or axle group that is or may be connected to the power source of a motor vehicle and that transmits power to the wheels;

“escort vehicle” means a motor vehicle that provides escort services to an overdimensional vehicle but does not include a police escort vehicle or a scout vehicle;

“effective rear overhang” means the longitudinal distance from the centre of the rear axle or axle group on a truck or the geometric centre of the rear axle or axle group on a trailer to the rearmost point of the truck or trailer, including cargo, exclusive of any extension in the distance caused by an aerodynamic device at the rear;

“fifth wheel assembly” means a coupling device for the purpose of supporting and towing a semi-trailer, whose lower half is composed of a plate and locking jaws and is mounted on the rear portion of a vehicle frame or the frame of a converter dolly and whose upper half is composed of a plate and a kingpin fastened to the underside of the forward portion of the semi-trailer;

“fifth wheel offset” for a truck-tractor, means the longitudinal distance from the centre of the lower half of a fifth wheel assembly to the truck-tractor turn centre;

“flashing amber warning lamp” means a warning light with a lens diameter of at least 10 cm that flashes, revolves or emits a strobe light at a rate of 60 to 90 flashes per minute;

“front overhang” means the longitudinal distance from the front bumper, as installed by the manufacturer of the vehicle, to the foremost point on the vehicle or cargo, whichever is greater;

“full trailer” means a vehicle designed and used so that its weight and load is carried on its own axles, and includes a combination of vehicles consisting of a semi-trailer and a converter dolly;

“gross axle weight rating” means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces;

“hitch offset” for a truck or a semi-trailer equipped with a hitch for towing a trailer or converter dolly, means the longitudinal distance from the turn centre of the truck or semi-trailer to the articulation point of the hitch;

“interaxle spacing” means the longitudinal distance between the centre of the rearmost axle of an axle group and the centre of the foremost axle of the next axle group to the rear, within a vehicle or combination of vehicles;

“intermediate weight road” means a highway listed in Schedule D to the *Road List Regulations*;

“kingpin” means the pin that couples a semi-trailer to the lower half of a fifth wheel assembly;

“kingpin setback” means the horizontal distance from the vertical axis through the centre of the kingpin to the furthest point on the semi-trailer or cargo ahead of the kingpin;

“length” means

(i) for a full trailer, the external longitudinal distance from the foremost point of the cargo-carrying section of the full trailer or cargo to the rearmost point of the full trailer or cargo, exclusive of any extension in distance caused by equipment or machinery at the front that is not designed or used for carrying cargo or by an aerodynamic device at the rear,

(ii) for a pony trailer, the external longitudinal distance from the front foremost point of its drawbar or the foremost point on its cargo to the rearmost point of the pony trailer or cargo, exclusive of any extension in the distance caused by an aerodynamic device at the rear,

(iii) for a semi-trailer, the external longitudinal distance from the front foremost point of the cargo-carrying section of the semi-trailer or cargo to the rearmost point of the semi-trailer or cargo, exclusive of any extension in distance caused by equipment or machinery at the front that is not designed or used for carrying cargo or by an aerodynamic device at the rear, and

(iv) for a truck, the external longitudinal distance from the foremost point of the truck to the rearmost point of the truck, including cargo, exclusive of any extension in the distance caused by an aerodynamic device at the rear;

“lift axle” means an axle fitted with a device operated by the vehicle operator that may adjust the amount of support provided to the load and may enable the axle to be removed from contact with the ground;

“liquid bulk products” mean products consisting of unpackaged free-flowing liquids that are loaded in an approved tanker trailer without being placed in bottles, bags, boxes, barrels, small tanks or any other similar containers, or hand-stowed, including all of the following:

(i) water,

(ii) milk,

(iii) petroleum products, including

(A) heating oil,

(B) fuel oil,

(C) gasoline,

(iv) liquid fertilizer,

(v) liquid chemicals,

(vi) compressed gas, including

(A) liquid oxygen,

(B) propane;

“load equalization” means the weight on axle groups does not vary by more than 1000 kg between adjacent axles;

“long combination vehicle” means a combination of vehicles composed of a truck-tractor towing 2 semi-trailers that exceeds the maximum overall length permitted under Schedule A for a vehicle combination of that type or configuration;

“non-conforming vehicle” means a vehicle or a combination of vehicles that is 1 of the following

(a) a Schedule A vehicle and either of the following apply:

(i) it does not meet the specifications of Schedule A for maximum axle weight or maximum GVW for a vehicle of that type or configuration, or

(ii) it is not 1 of the configurations described in Schedule A;

(b) a vehicle that is miscellaneous powered equipment or miscellaneous towed equipment that is not a vehicle that is included in 1 of the configurations described in Schedule A.

“maximum weight road” means a highway listed in Schedule C to the *Road List Regulations*;

“model year” means the year used to designate a discrete vehicle model irrespective of the calendar year in which the vehicle was actually produced, as indicated by the original vehicle manufacturer in the vehicle identification number;

“overall height” means the vertical distance between the highest point on a vehicle or other conveyance or combination of vehicles or other conveyances, including its load, and the surface of the road;

“overall length” means the longitudinal distance from the foremost point of a vehicle or a combination of vehicles to the rearmost point of a vehicle or other conveyance or combination of vehicles or other conveyances, including its load, exclusive of any extension in the distance caused by an aerodynamic device at the rear;

“overall width” means the greatest transverse dimension of a vehicle or other conveyance or combination of vehicles or other conveyances, including its load;

“overdimensional vehicle” means a vehicle or other conveyance or a combination of vehicles or other conveyances that, including any load, exceeds the dimension limits prescribed in the regulations for a vehicle or conveyance or a combination of vehicles or other conveyances of that type or configuration, including any load, must conform;

“overweight vehicle” means a vehicle or other conveyance or a combination of vehicles or other conveyances that, including any load, exceeds the maximum GVW prescribed in the regulations for a vehicle or other conveyance or combination of vehicles or other conveyances of that type or configuration, including any load, must conform;

“pony trailer” means a vehicle with one axle group close to the centre of its chassis that carries the preponderance of its weight and load, and that is towed by a drawbar that is rigidly attached to the structure of the trailer;

“Road List Regulations” mean the *Road List Regulations* made under the Act;

“raw forest products” includes saw logs, pulpwood, stud wood, round wood, veneer wood, wood chips, hog fuel and Christmas trees;

“rear overhang” means the longitudinal distance from the rearmost point of the bed or body of a vehicle or other conveyance, according to the original design of the vehicle or other conveyance, to the rearmost point of its load , exclusive of any extension in the distance caused by an aerodynamic device at the rear;

“scout vehicle” means a vehicle that is required to drive in advance of an overdimensional or overweight vehicle in accordance with conditions set out in Schedule “B”;

“Schedule A vehicle” means a vehicle of 1 of the following types or a combination of the following types of vehicles:

(a) truck;

(b) truck-tractor;

(c) semi-trailer;

(d) full trailer;

(e) pony trailer;

(f) bus;

(g) Class “A” recreational vehicle.

“self-steering axle” means an axle whose wheels can steer in response to forces generated between its tires and the road, or through mechanisms and linkages that operate independently of the driver, regardless of whether the self-steering mechanism may be rendered inoperative;

“self-steering quad axle” means an axle group composed of a self-steering axle in front of and pneumatically connected to a tridem axle or a tridem equivalent axle;

“single axle” means 1 or more axles whose centres are included between 2 parallel transverse vertical planes up to but not including 1.2 m apart and that have the same number and size of tires on each side of the axle(s);

“stinger steer carrier” means a truck-tractor semi-trailer that has a fifth wheel located on a drop frame behind and below the centre of the rearmost axle of the truck-tractor and that is designed and intended to carry multiple vehicles or boats;

“steering axle” means an axle whose steering is controlled by the driver of a vehicle in order to control the direction of travel of the vehicle;

“straight truck” means a truck that has its driver’s compartment, cargo carrying unit and axles attached to a single frame;

“tandem axle” means an axle group containing 2 consecutive axles that does not include any liftable or self-steering axles, and that has the same number and size of tires on each axle;

“tandem equivalent axle” means an axle group of 2 consecutive axles within a vehicle, one of which is a lowered lift axle, that has the same number and size of tires on each axle;

“tandem steering axle” means a tandem axle whose axles are both steering axles;

“tandem steering axle truck-full trailer” means a combination of vehicles composed of a truck with a tandem steering axle and a full trailer;

“tandem steering axle truck-pony trailer” means a combination of vehicles composed of a truck with a tandem steering axle and a pony trailer;

“tire” means that part of a wheel, roller or other contrivance for the moving of any object upon a highway that comes into direct contact with the surface of the road;

“tire load rating” means the maximum load that a tire is rated to carry at a given inflation pressure, as determined by the manufacturer and stamped on the side of the tire at the time of manufacture;

“tire loading” means the weight transmitted to the road by a tire;

“track width” means the overall width of an axle across the outside faces of the tires;

“trailer”, with respect to Schedule A requirements, means a semi-trailer, a full trailer or a pony trailer;

“trailer wheelbase” means the longitudinal distance from the trailer turn centre to 1 of the following:

(i) the kingpin of a semi-trailer,

(ii) the turntable of a full trailer, or

(iii) the hitching device on a pony trailer;

“triaxle” means an axle group of 3 consecutive axles, 1 of which is a lowered lift axle, that has the same number and size of tires on each axle;

“tridem axle” means an axle group of 3 consecutive, equally spaced axles within a vehicle that does not include any liftable or self-steering axles, and that has the same number and size of tires on each axle;

“tridem drive truck-tractor semi-trailer” means a combination of vehicles composed of a truck-tractor with a tridem drive axle and a semi-trailer:

“tridem equivalent axle” means an axle group that is made up of 3 consecutive, equally spaced axles within a vehicle and that has

(i) all lift axles lowered,

(ii) the same number and size of tires on each axle, and

(iii) each of its axles attached to the vehicle by identical pneumatic suspensions that automatically provide load equalization;

“truck full trailer” means a combination of vehicles composed of a truck and a full trailer;

“truck pony trailer” means a combination of vehicles composed of a truck and a pony trailer;

"truck-tractor semi-trailer" means a combination of vehicles composed of a truck-truck-tractor and a semi-trailer;

"truck-tractor self-steering quad axle semi-trailer" means a combination of vehicles composed of a truck-tractor and a semi-trailer with a self-steering quad axle;

"truck-tractor wheelbase" means the longitudinal distance from the centre of the steering axle to the geometric centre of the drive axle of a truck-tractor;

"turn centre" means the geometric centre of the axle group on a semi-trailer or pony trailer or the geometric centre of the rear axle group on a truck, truck-tractor or full trailer;

"turntable" means a device at the front of a full trailer that permits articulation of the front axle or axle group on the full trailer;

"wide base single tire" means a tire with a width of 445 millimetres or greater;

"width of tire" means the width of a tire as customarily measured and rated by manufacturers of motor vehicles and tires and stamped on the tire at the time of manufacture.

(2) An aerodynamic device must meet all of the following criteria:

(a) it complies with CMVSS 223;

(b) it does not obstruct or diminish lighting and conspicuity markings required by the Act and its regulations;

(c) it is not designed or used for carrying cargo;

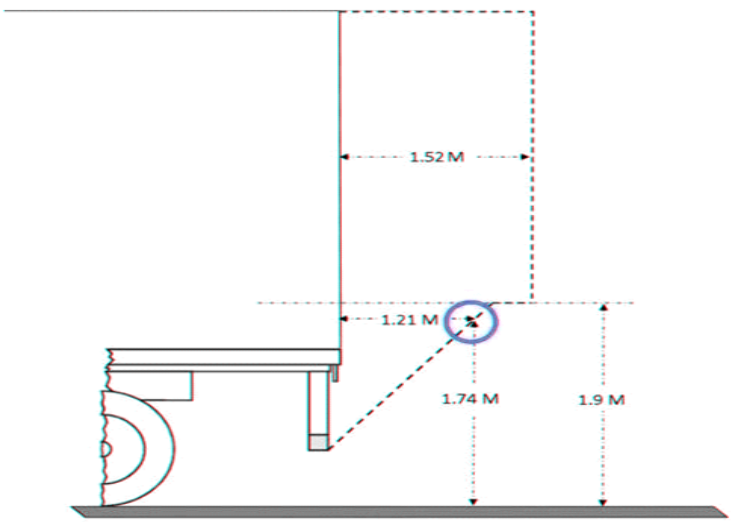
(d) it is capable of being folded to within 0.305 m of the rear of the vehicle;

(e) when it is deployed,

(i) any portion of the device that is more than 1.9 m above the ground does not protrude more than 1.52 m beyond the rear of the vehicle to which it is attached, as depicted in the following Diagram A, and

(ii) any portion of the device that is 1.9 m or less above the ground does not protrude beyond a transverse plane starting from the rear bottom edge of the rear impact guard or, if not so equipped, the lowest point at the rear of the vehicle and intersecting with a point that is 1.74 m above the ground and 1.21 m behind the rear of the vehicle to which it is attached, as depicted in the following Diagram A.

Diagram A



Application of Regulations

3 Application of Regulations

Except as provided in Sections 4 and 5, the regulations apply to a vehicle or other conveyance or a combination of vehicles or other conveyances, driving on a highway, laden or unladen.

4 Regulations not applicable if special move permit issued

Except as provided in Sections 39 to 41 and Schedules B and C, the regulations do not apply to a vehicle or other conveyance or a combination of vehicles or other conveyances for which a special move permit has been issued to the extent that the special move permit authorizes non-compliance with the regulations.

5 Designation of highway construction area and exemption of certain vehicles

(1) The Minister may designate a portion of a provincial highway for purposes incidental to the construction of the highway as a highway construction area.

(2) These regulations do not apply to a vehicle that is driven on a portion of provincial highway designated as a highway construction area, if both of the following criteria are met:

(a) the maximum weight allowed for the vehicle under the regulations is shown on the vehicle permit;

(b) the vehicle is carrying gravel, sand, stone, asphalt, cement, paving material or other material to be used in highway construction.

Schedule A Configurations

6 Allowable vehicle configurations for Schedule A vehicles

(1) Except as provided in this Section, the only configurations of Schedule A vehicles which are permitted to be driven on a highway, laden or unladen, are the configurations described in Schedule A.

(2) Iin addition to the configurations described in Schedule A, a B-train double is permitted to be driven on a highway, laden or unladen, with a configuration that meets the following criteria:

(a) it includes a tridem axle group on the second semi-trailer instead of on the first semi-trailer;

(b) the number of axles on the combination of vehicles does not exceed 8 axles.

(3) A Schedule A vehicle, other than a bus or a Class A recreational vehicle, is permitted to be driven on a highway, laden or unladen, with a configuration that includes an axle that is additional to a configuration described in Schedule A, if all of the following criteria are satisfied:

(a) the additional axle is a lift axle;

(b) the lift axle is not in the lowered position;

(c) it complies with all other prescribed requirements and limits that apply to that type or configuration of vehicle.

(4) Subject to subsection (5), the following vehicles are permitted to be driven on a highway, laden or unladen, with a configuration that includes a lift axle other than in a tandem equivalent axle group or in a tridem equivalent axle group:

(a) an A-train double;

(b) a B-train double;

(c) a C-train double;

(d) a 3 axle pony trailer;

(e) a 16.2 m semi-trailer.

(5) A configuration described in subsection (4) is permitted only if the vehicle or vehicle combination meets the following applicable criteria:

(a) it is a vehicle described in subsection (4), with an axle group weight and a GVW that does not take into consideration the lift axle, but conforms to all other prescribed requirements and limits that apply to that type or configuration.

(b) it is a 3 axle pony trailer, model year 2002 and earlier, that is equipped with a lift axle other than in a tridem equivalent axle group, if it meets all of the following criteria:

(i) it conforms to the dimension limits, including axle spreads and interaxle spacings specified in the 1997 regulations,

(ii) it was issued a vehicle permit in the Province before November 12, 2001,

(iii) it has an axle group weight and a GVW that take into consideration the lift axle;

(c) it is a 16.2 m semi-trailer, model year 2002 and earlier, that is equipped with a lift axle other than in a tandem equivalent axle group or in a tridem equivalent axle group, if it meets all of the following criteria:

(i) it conforms to all other prescribed requirements and limits that apply to that type or configuration of vehicle,

(ii) it was issued a vehicle permit in the Province before November 15, 2001

(iii) it has an axle group weight and a GVW that take into consideration the lift axle.

(6) A truck-tractor that is not pulling a semi-trailer is a permitted configuration provided that it complies with the dimension limits set out in Category 1 or 1A of Schedule A.

Dimensions

7 Dimension limits applicable to all vehicles or other conveyances

Subject to Sections 8 to 11 and except as provided in Sections 12 to 16 and Sections 19 and 20, a person must not drive a vehicle or other conveyance or a combination of vehicles or other conveyances on a highway if the vehicle or other conveyance or combination of vehicles or other conveyances, together with any load, exceeds a dimension limit in the following table:

Dimension	Maximum
Overall Length Limit	12.5 m
Overall Height Limit	4.15 m
Overall Width Limit	2.6 m
Rear Overhang	2.0 m
Front Overhang	1.0 m

8 Prohibition on towing more than one vehicle or other conveyance

A person must not drive a vehicle or other conveyance on a highway while towing more than 1 other vehicle or other conveyance, except if the combination of vehicles is

(a) a configuration described in Schedule A; or

(b) expressly permitted in writing by the Registrar.

9 Front overhang limit conditions

(1) Subject to subsection (2), cargo may overhang the front of a vehicle or other conveyance, only if the overall length limit for the vehicle or other conveyance or the combination of vehicles or other conveyances, is not exceeded.

(2) Cargo on a semi-trailer must not extend beyond a 2.0 m radius about the kingpin.

10 Conditions applying to rear overhang limit

Cargo may overhang the rear of a vehicle or other conveyance to a limit of 2.0 m, only if all of the following criteria are met:

(a) the vehicle or other conveyance complies with the overall length and effective rear overhang limits applicable to that type or configuration;

(b) warning flags are attached to the rear of the cargo when the rear overhang exceeds 1.0 m.

11 Overhang width of load for non-commercial vehicle

(1) Subject to subsection (2), a person must not drive a vehicle or other conveyance, or a combination of vehicles or other conveyances, on a highway if its load extends

(a) beyond the line of the fenders on the left side of the vehicle or other conveyance; or

(b) extends more than 150 mm beyond the line of the fender on the right side of the vehicle or other conveyance.

(2) Subsection (1) does not apply to a load on a commercial vehicle.

12 Overall width limit exceptions

The overall width limit of a vehicle or other conveyance is subject to both of the following exceptions:

(a) an outside rear-vision mirror may extend up to 300 mm on each side of a vehicle or other conveyance; and

(b) auxiliary equipment or devices not designed or used to carry cargo may extend up to 100 mm on each side of a vehicle or other conveyance.

13 Overall length limit exception for Schedule A vehicles

The overall length limit of 12.5 m in Table A does not apply to a Schedule A vehicle, unless it is expressly stated in Schedule A or the table in Section 17 to be the limit for that configuration.

14 Dimension limit exceptions for snow clearing vehicle or ice control vehicle

The dimension limits in Table A do not apply to a snow clearing vehicle or ice control vehicle being driven on a highway being operated by or on behalf of the Department or a municipality.

15 Dimension limit exceptions for farm implements

The dimension limits in Table A do not apply to a farm implement that is being towed on a highway if it meets all of the following criteria:

(a) if it has an overall width greater than 2.6 m, it is equipped with and displays or activates all of the following:

(i) a slow-moving vehicle sign that meets the requirements of the *Using the Road Regulations*,

(ii) fluorescent warning flags or flashing amber lamps mounted at the extremities of the farm implement that emit light visible from a distance of 300 m;

(iii) if it has motive power, a flashing amber warning lamp that emits a light visible in all directions from a distance of 300 m.

(b) if it does not have motive power, then the motor vehicle towing the farm implement must be equipped with and activate a flashing amber warning lamp that emits a light visible in all directions from a distance of 300 m;

(c) if it has an overall width greater than 4.27 m and any portion of the farm implement extends over the center line of the highway, the vehicle towing the farm implement is preceded by an escort vehicle that is equipped with and displays or activates both of the following:

(i) a D-sign, mounted on the front of the vehicle;

(ii) a flashing amber warning lamp mounted on top that emits a light visible in all directions from a distance of 300 m.

16 Dimension limit exceptions for road building vehicles

The dimension limits in Table A do not apply to a vehicle that is engaged in road building activities within a construction area.

17 Dimension Limits for Schedule A vehicles

Subject to Section 18 and except as provided in Sections 19 and 20, a person must not drive a Schedule A vehicle on a highway if the Schedule A vehicle, together with any load, does not comply with a dimension limit set out in Schedule A or in the following table for a vehicle or a vehicle combination of that type or configuration.

Dimension	**Limit**
Overall Length	**Maximum**
Straight Truck or Truck-Tractor	12.5 m
Truck-Tractor Semi-Trailer	23 m
Tridem Drive Truck-Tractor Semi-trailer	23.5 m
A or C Train Double	25 m
B Train Double	27.5 m
Truck - Pony Trailer Combination	23 m
Truck - Full Trailer Combination	23 m
Box Length	**Maximum**
A, B or C Train Double	20.0 m
Truck - Pony Trailer Combination	20.0 m
Truck - Full Trailer Combination	20.0 m
Trailer Length	**Maximum**
Semi-trailer	16.2 m
Full Trailer	12.5 m
Pony Trailer	12.5 m
Truck-Tractor Wheelbase	**Maximum**
	6.2 m
if towing a semi-trailer in accordance with wheelbase limits in Schedule A-1	7.2 m
Trailer Wheelbase	**Limit**
Semi-trailer	Minimum 6.25 m/Maximum 12.5 m
Semi-trailer, model year 2002 or earlier	Minimum 3.75
Full Trailer	Minimum 6.25 m
Pony Trailer	Minimum 6.25 m
Effective Rear Overhang	**Maximum**
Straight Truck	4.0 m
Semi-trailer	35% of wheelbase
Full Trailer	35% of wheelbase
Pony Trailer	4.0 m

Kingpin Setback	**Maximum**
Semi-trailer	2.0 m radius
Track Width	**Limit**
Semi-trailer, Full Trailer or Pony Trailer	Minimum 2.5 m/Maximum 2.6 m
Semi-trailer, Full Trailer or Pony Trailer retrofitted with wide base single tires	Minimum 2.3 m
Interaxle Spacing	**Minimum**
Single Axle to Single Axle Single Axle to Tandem Axle Single Axle to Tridem Axle Tandem Axle to Tandem Axle Tandem Axle to Tridem Axle	3.0 m 3.0 m 3.0 m 5.0 m 5.5 m

18 Interaxle spacing exception

A Schedule A vehicle that does not meet the minimum interaxle spacing requirement set out in Schedule A or in the table in Section 17 for a vehicle or a vehicle combination of that type or configuration is permitted to be driven on a highway if both of the following criteria are met:

(a) the vehicle or the towing vehicle is a truck with a single steering axle or a truck-tractor;

(b) the maximum GVW for the configuration of the vehicle set out in Schedule A is reduced as required in subsection 29.

19 Overall length limit exception for truck-tractor semi-trailer

A truck-tractor semi-trailer may have a maximum overall length of 25 m if it is transporting transport poles, pipe or material that cannot be disassembled.

20 Exceptions for stinger steer carrier and other Schedule A vehicle designed and used as auto/boat carrier

(1) Except as provided in this Section, the dimension limits in Tables A and B apply to the following Schedule A vehicles, designed and being used as a vehicle or boat carrier:

(a) stinger-steer carrier;

(b) straight truck;

(c) truck-tractor-semi-trailer.

(2) The vehicle or vehicle combination must not have

(a) a front overhang that exceeds 1.0 m; or

(b) a rear overhang that exceeds 1.2 m.

(3) When it is loaded, the vehicle or vehicle combination

(a) may have a maximum effective rear overhang of 42% of the wheelbase;

(b) may exceed the overall height limit of 4.15 m if the following criteria are met:

(i) the vehicle combination, including its load, does not exceed 4.30 m in overall height, and

(ii) the driver has ensured that there is a safe clearance under any physical overpass, including structures and utility lines; and

(c) may have an overall length of 25 m.

(4) If its load overhangs the front or rear of the vehicle or vehicle combination, the vehicle or vehicle combination must not have an overall width that exceeds 2.1 m.

Weights

21 Maximum GVW for Schedule A vehicles

Subject to Sections 25 to 34, a person must not drive a Schedule A vehicle on a highway, laden or unladen, if the GVW of the vehicle exceeds the maximum GVW set out in Schedule A for that configuration of vehicle travelling on that class of highway

22 Axle Weight Limits for Schedule A vehicles

Except as otherwise provided in Sections 23 and 24 and subject to Sections 25, 26 and 30 to 33, a person must not drive a Schedule A vehicle on a highway, laden or unladen, if the axle weights on the vehicle exceed the axle weight limit set out in Schedule A or in the following table for a vehicle of that type and configuration travelling on that class of highway.

Axle Weight Limits – by class of highway				
Maximum Weight Roads				
Vehicle Type	**Axle Group**	**Tires**	**Axle Spread**	**Weight Limit (Maximum)**
Straight Truck	**Single Steering**		N/A	8 000 kg
Bus &	**Single Steering**		N/A	7 250 kg

Class "A" RV				
Truck-Tractor	**Single Steering**		N/A	5 500 kg
Straight Truck	**Tandem Steering**		1.2 m to 1.85 m	16 000 kg
Straight Truck, Truck-Tractor, Trailer & Semi-trailer	**Tandem & tandem equivalent**	single tires <445 mm	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 12 000 kg 12 000 kg
		single tires ≥ 445 mm	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 15 400 kg 15 400 kg
		single tires < 445 mm & dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 15 000 kg 15 000 kg
		single tires ≥ 445 mm & dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 16 700 kg 16 700 kg
		dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 18 000 kg 18 000 kg
Semi-trailer	**Tridem & tridem equivalent**	single tires < 445 mm	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	12 000 kg 18 000 kg 18 000 kg 18 000 kg 12 000 kg
		single tires ≥ 445 mm	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	15 400 kg 21 000 kg 23 100 kg 23 100 kg 15 400 kg
		lead axle with single tires < 445 mm and 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 20 000 kg 22 000 kg 23 324 kg 18 000 kg
		lead axle with single tires ≥ 445 mm & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 21 000 kg 23 700 kg 25 034 kg 18 000 kg
		dual tires	< 2.4 m 2.4 m < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 21 000 kg 24 000 kg 26 000 kg 18 000 kg
	Triaxle	single tires < 445 mm	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 12 000 kg 12 000 kg 12 000 kg
		single tires ≥ 445 mm	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 15 400 kg 15 400 kg 15 400 kg

		lead axle with single tires < 445 mm & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 18 000 kg 18 000 kg 18 000 kg
		lead axle with single tires ≥ 445 mm & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 18 000 kg 18 000 kg 18 000 kg
		dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	18 000 kg 18 000 kg 18 000 kg 18 000 kg
Intermediate Weight Roads				
Vehicle Type	**Axle Group**	**Tires**	**Axle Spread**	**Weight Limit (Maximum)**
Straight Truck	**Single Steering**		N/A	8 000 kg
Bus & Class "A" RV	**Single Steering**		N/A	7 250 kg
Truck-Tractor	**Single Steering**		N/A	5 500 kg
Straight Truck	**Tandem Steering**		1.2 m to 1.85 m	16 000 kg
Straight Truck, Truck-Tractor, Trailer & Semi-trailer	**Tandem & tandem equivalent**	single tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 12 000 kg 12 000 kg
		single tires & dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 15 000 kg 15 000 kg
		dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9 100 kg 18 000 kg 18 000 kg
Semi-trailer	**Tridem & tridem equivalent**	single tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	12 000 kg 18 000 kg 18 000 kg 18 000 kg 12 000 kg
		lead axle with single tires & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 20 000 kg 22 000 kg 22 000 kg 18 000 kg
		dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 21 000 kg 24 000 kg 26 000 kg 18 000 kg
	Triaxle	single tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 12 000 kg 12 000 kg 12 000 kg
		lead axle with single tires & 2	< 2.4 m 2.4 m to < 3.0 m	9 100 kg 18 000 kg

		axles with dual tires	3.0 m to < 3.6 m 3.6 m to 4.9 m	18 000 kg 18 000 kg
All other highways				
Vehicle Type	**Axle Group**	**Tires**	**Axle Spread**	**Weight Limit (Maximum)**
Straight Truck	**Single Steering**		N/A	8000 kg
Bus & Class "A" RV	**Single Steering**		N/A	7250 kg
Truck-Tractor	**Single Steering**		N/A	5500 kg
Straight Truck	**Tandem Steering**		1.2 m to 1.85 m	16 000 kg
Straight Truck, Truck-Tractor, Trailer & Semi-trailer	**Tandem & tandem equivalent**	single tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9100 kg 12 000 kg 12 000 kg
		single tires & dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9100 kg 15 000 kg 15 000 kg
		dual tires	< 1.2 m 1.2 m to 1.85 m > 1.85 m	9100 kg 18 000 kg 18 000 kg
Semi-trailer	**Tridem & tridem equivalent**	single tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	12 000 kg 12 000 kg 12 000 kg 12 000 kg 12 000 kg
		lead axle with single tires & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 18 000 kg 18 000 kg 18 000 kg 18 000 kg
		dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 3.7 m > 3.7 m	18 000 kg 18 000 kg 18 000 kg 18 000 kg 18 000 kg
	Triaxle	single tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 12 000 kg 12 000 kg 12 000 kg
		lead axle with single tires & 2 axles with dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	9 100 kg 18 000 kg 18 000 kg 18 000 kg
		dual tires	< 2.4 m 2.4 m to < 3.0 m 3.0 m to < 3.6 m 3.6 m to 4.9 m	18 000 kg 18 000 kg 18 000 kg 18 000 kg

23 Steering Axle Limit Exception

(1) A steering axle limit may be increased to 9,100 kg if all of the following limits are not exceeded for the vehicle:

(a) the carrying capacity of all components of the vehicle, including axles and tires, as specified by the vehicle equipment manufacturer;

(b) 10 kg of tire loading per mm of tire width;

(c) the maximum GVW limit for that configuration as stated in Schedule A.

(2) If a steering axle weight has been increased in accordance with this Section, the owner must notify the Registrar using a form approved by the Registrar.

24 Maximum axle weight limit exceptions for semi-trailers with model year 2002 or earlier

For a semi-trailer that is model year 2002 or earlier, the maximum axle weight limit may be increased to the maximum limit for that configuration as shown in Schedule A-3.

25 Schedule A weight limits apply to vehicles equipped with only dual tires

Except as provided in Categories 10 and 10A for a bus or a Class A recreational vehicle, the maximum axle weight limits and maximum GVW limits set out in Schedule A apply to a vehicle equipped, except for the steering axle, with only dual tires.

26 Calculation of axle group weight and GVW of Schedule A vehicle not to include lift axle

(1) Except as provided in subsection (2), the determination of an axle group weight and a GVW must not take into consideration a lift axle, other than as part of a tandem equivalent axle group or a tridem equivalent axle group.

(2) Subsection (1) does not apply to:

(a) a 3 axle pony trailer or a 16.2 m semi-trailer, model year 2002 or earlier as referred to in subsection 6(5); or

(b) a truck-tractor self-steering quad axle semi-trailer.

27 Calculation of maximum GVW limit for vehicles with single tires

For a vehicle with axles equipped with single tires or a combination of single tires and dual tires, the maximum GVW limit for a specified class of highway is the lesser of the following amounts:

(i) the sum of the maximum axle weight limits in the table in Section 22 for the specific type of axles;

(ii) the maximum GVW limit for a specified class of highway of the same vehicle equipped, except for the steering axle, with only dual tires.

28 Steering Axle weight in calculation of maximum GVW limit of Schedule A vehicle

The maximum GVW of a Schedule A vehicle must be calculated based on a steering axle weight of 5500 kg, except for the following configurations, for which the maximum GVW must be calculated based on the applicable steering axle weights in the following table:

Configuration	Steering Axle Weight
Tridem drive truck-tractor semi-trailer	7 300 kg
Straight truck with single steering axle	8 000 kg
Truck-pony trailer	8 000 kg
Truck-Full Trailer	8 000 kg
Bus or Class “A” RV	7 250 kg
Bus or Class “A” RV with pony trailer	7 250 kg

29 Reduction in maximum GVW if minimum interaxle spacing not met

(1) If a Schedule A vehicle does not meet the minimum required interaxle spacing set out in Schedule A for that configuration, the maximum GVW of that vehicle must be reduced by 1000 kg for each 0.5 m, or part thereof, of shortfall in the minimum required interaxle spacing.

(2) Despite subsection (1), the requirement to reduce the maximum GVW does not apply to

(a) a pony trailer, model year 2002 and earlier, if its axle group weight is not more than the maximum weight limits set out in Schedule A-2; and

(b) a semi-trailer, model year 2002 and earlier, if the following criteria apply:

(i) its axle group weight is not more than the maximum weight limits set out in Schedule A-3; and

(ii) it meets the wheelbase limits set out in the table in Section 17.

30 Weight Related Conditions

A person must not drive a Schedule A vehicle on a highway, laden or unladen, it the vehicle exceeds any of the limits in the following table:

Weight Related Condition	Limit (maximum)
Load Equalization	a static weight on any axle of an axle group that is 1000 kg more or less than the weight of an adjacent axle in the same axle group
Tire Loading	10 kg/mm of tire width
Wheel weight	55% of the weight permitted for any axle upon which the wheel is mounted

31 Weight related Conditions for Truck-Tractor Self-Steering Quad Axle Semi-trailer

(1) The conditions in this Section are weight related conditions that apply to a truck-tractor self-steering quad axle semi-trailer.

(2) The self-steering quad axle must meet all of the following criteria:

(a) it is equipped with

(i) single tires with a minimum width of 365 mm, or

(ii) dual tires;

(b) if it is liftable, the controls for the axle, including remote and manual controls, must be located on the semi-trailer;

(c) despite clause (b), the controls for the axle may be in the cab of the truck-tractor if the semi-trailer is used to carry raw forest products.

(d) it may be automatically raised when the vehicle is reversing;

(e) it may be manually raised to provide emergency drive axle traction, but only if the controls to manually raise the self-steering axle meet the following criteria:

(i) they do not activate unless the emergency 4-way flashers are activated, and

(ii) they include a device which prevents the self-steering axle from being raised if the vehicle is travelling at any speed greater than 60 km/hr.

(3) The tridem axle must utilize a full air suspension system.

(4) The semi-trailer must be equipped with

(a) 1 of the following:

(i) a device that accurately displays the total weight on the self-steering quad axle in kilograms, or

(ii) a device and a table or chart from the combined use of which the total weight on the self-steering quad axle in kilograms may be readily and accurately obtained; and

(b) an electronic vehicle stability system, if it is loaded with liquid bulk products.

32 Weight limits for vehicles with pneumatic tires

(1) Except as otherwise provided in this Section, a person must not drive a vehicle or combination of vehicles that is equipped with pneumatic tires on a highway, laden or unladen, if any of the following criteria apply:

(a) it weighs more than the weight indicated in the vehicle permit issued in respect of the vehicle or combination of vehicles by the jurisdiction that issued the permit;

(b) it has an axle weight that is more than the manufacturer's gross axle weight rating;

(c) it has an axle weight that is more than the lowest weight of any of the following:

(i) the sum of the tire load ratings of all tires installed on the wheels of any axle,

(ii) the sum of 10 kg per mm of tire width of all tires installed on the wheel of an axle for tires in excess of 150 mm in width,

(iii) except as provided in clause (iv) for an axle equipped with wide base single tires, the following weight that is applicable to the axle:

(A) 9100 kg, for an axle equipped with 4 tires,

(B) 9100 kg, for an axle equipped with 2 tires that is a steering axle, or

(C) 6000 kg, for an axle equipped with 2 tires, other than a steering axle;

(iv) for an axle equipped with wide base single tires, the following weight applicable to the tire width:

(A) 8900 kg, for an axle equipped with wide base single tires, or

(B) 9100 kg, for an axle equipped with wide base single tires that are 455 mm or wider.

(d) it has an axle group weight that is more than the maximum axle weight limits specified in Schedule A for an axle group for that configuration;

(e) it has a static weight on any axle of an axle group that is 1000 kg greater or less than the weight of an adjacent axle in the same axle group;

(f) it has a weight in excess of 4500 kg on any axle of an assembly of 2 or more consecutive axles that is not an axle group;

(g) it has a GVW that is more than the manufacturer's GVWR;

(h) it has a GVW that is more than the maximum GVW limit specified in Schedule A for that configuration travelling on that class of highway.

(2) Clauses (1)(d) and (h) do not apply to a snow clearing vehicle or an ice control vehicle being operated by or on behalf of the Department or a municipality, if the axle and GVWs do not exceed any of the following ratings:

(a) the manufacturer's axle weight ratings,

(b) the manufacturer's tire load ratings, and

(c) the manufacturer's GVWRs.

(3) Clause (1)(a) does not apply to a snow clearing vehicle or an ice control vehicle being operated by or on behalf of the Department or a municipality, if the vehicle is registered for the maximum GVW of that configuration specified in Schedule A.

33 Weight limits for vehicles with solid vehicle tires

(1) A person must not drive on a highway a vehicle equipped with solid rubber tires, laden or unladen, if either of the following criteria apply:

(a) the vehicle weighs more than the weight indicated on the vehicle permit issued for the vehicle;

(b) the vehicle has an axle weight that is more than 75% of the axle weight specified by the original manufacturer if the vehicle were equipped with pneumatic tires.

34 Weight restrictions relating to vehicle permits

(1) Except as otherwise provided in subsection (2), a person must not drive a combination of vehicles on a highway if a vehicle permit has been issued for 1 of the vehicles but not for the other vehicles in the combination and the combination of vehicles, laden or unladen, weighs more than the weight for which the vehicle permit was issued.

(2) Subsection (1) does not apply to a combination of vehicles consisting of a farm tractor or farm machine that is towing a farm implement, if it is being driven for 1 of the following purposes:

(a) to haul the owner's farm supplies or produce;

(b) to tow farm equipment to or from a field or farm for the purpose of doing work on the field or farm.

(3) A person must not drive, allow nor require a vehicle or combination of vehicles to be driven on a highway, laden or unladen, if no vehicle permit has been issued for the vehicle or combination of vehicles if both of the following apply:

(a) the vehicle or combination of vehicles is required to be registered under the Act;

(b) the vehicle or combination of vehicles weighs more than 1500 kg.

35 Weight Limits for vehicle registered in other jurisdiction

A person must not drive on a highway a vehicle for which a vehicle permit has been issued in a state or another Canadian jurisdiction and that is exempt from the requirement to have a vehicle permit issued in the Province, if its axle weight or GVW is more than the maximum weight set out in Schedule A for that type or configuration of vehicle.

36 Vehicle permit- calculation of registered weight for Schedule A vehicles

(1) The maximum registered weight for which a vehicle permit may be issued for a Schedule A vehicle must be calculated using the axle weight limits set out in Schedule A for that configuration of vehicle.

(2) Despite subsection (1), the maximum registered weight of the following vehicles must be calculated using the applicable steering axle weight in the following table:

Type of vehicle or combination of vehicles	Steering Axle Weight to be used in calculation
truck-tractor	5500 kg
tridem drive truck-tractor semi-trailer	7300 kg
truck, bus or Class "A" RV	5500 kg, unless the Registrar is satisfied that a different steering axle weight can be safely used in the calculation, based upon certification from the vehicle or axle manufacturer

(3) Despite subsections (1) and (2), the maximum registered weight for which a vehicle permit may be issued for a Schedule A vehicle must not be more than the maximum GVW set out in Schedule A for that configuration of vehicle.

37 Highway weights

(1) All of the following are the classes of highways for determining permissible configurations and maximum axle weights and maximum GVWs of vehicles travelling on the highway:

(a) maximum weight roads;

(b) intermediate weight roads;

(c) B-train routes;

(d) all other highways.

(2) Subject to subsections (3) and (4), a Schedule A vehicle may travel only on the class of highway specified in Schedule A for a vehicle or combination of vehicles of its weight and configuration.

(3) In exceptional circumstances, the Minister may temporarily permit Schedule A vehicles to drive on a class of highway other than a highway specified in Schedule A for vehicles or combinations of vehicles of their weight and configuration.

(4) The Department may determine and fix a maximum load that may be carried over any bridge or section of highway and may erect and maintain signs giving notice of the lesser maximum load.

(5) If signs have been erected and maintained under subsection (4), a person must not drive a vehicle or other conveyance or a combination of vehicles or other conveyances over the bridge or section of the highway if the vehicle or other conveyance or combination of vehicles or other conveyances, laden or unladen, weighs more than the maximum load stated on the sign.

38 Prohibitions on driving on portion of Trunk 4

Except for the limited purpose of making a local delivery, a person must not drive or cause to be driven on Trunk 4 between Exit 7 of Highway 104 at Thomson Station and Exit 11 of Highway 104 at Glenholme a vehicle or combination of vehicles that has a registered weight of greater than 3000 kg and that is 1 of the following:

(a) a truck, with or without a trailer;

(b) a truck-tractor, with or without a trailer.

Special Move Permits

39 Eligibility for special move permits

(1) Subject to subject (2), the Registrar may issue a special move permit authorizing the driving or moving on a highway of a vehicle or other conveyance or a combination of vehicles or other conveyances that is 1 of the following:

(a) an overdimensional vehicle;

(b) an overweight vehicle;

(c) a vehicle that is transporting or towing an object or structure that does not comply with the dimensional or weight requirements and limits for vehicles or other conveyances, including any load, set out in these regulations;

(d) a long combination vehicle;

(e) a non-conforming vehicle.

(2) The Registrar may not issue a special move permit if the applicant for the permit is not able to meet the conditions required by the regulations or the Registrar.

40 Application for special move permit

An applicant for a special move permit must provide all of the following information:

(a) information about the vehicle or other conveyance or combination of the vehicles or combination and its load including

(i) dimensions;

(ii) estimated maximum axle weight; and

(iii) maximum GVW;

(b) the highways or parts of highways over which the vehicle or other conveyance or the combination of vehicles is intended to be operated or moved;

(c) all other information and documentation relating to the applicant and the vehicle or other conveyance or combination of vehicles and other conveyances, and its load, that is required by Schedule B, or if it is a long combination vehicle, by Schedule C;

(d) any other information the Registrar requires to issue the permit to adequately protect the highway and persons, property, infrastructure or other traffic on or near the highway.

41 Conditions for special move permit

(1) The Registrar must issue a special move permit subject to all of the following conditions:

(a) 1 of the following applies:

(i) it must be registered for 62,500 kg or its actual gross vehicle weight, whichever is lower;

(ii) an in-transit permit must be issued to move the vehicle or other conveyance or combination of vehicles or other conveyance, together with its load;

(b) except as provided in clause (c), the conditions required by Schedule B;

(c) if it is a long combination vehicle, the conditions required by Schedule C;

(d) any conditions determined by the Registrar to be necessary to adequately protect the highway and persons, property, infrastructure or other traffic on or near the highway.

(2) A special move permit may specify the maximum axle weights of any or all axles or of a combination of axles of the vehicle or other conveyance or combination of vehicles or other conveyances, either in addition to or in lieu of specifying the total maximum GVW of the vehicle or combination of vehicles.

(3) A special move permit may be in respect of 1 operation or movement of the vehicle, combination of vehicles, or may be for operations or movements for any limited period of time or during any season of the year.

(4) A special move permit must be carried in the vehicle or other conveyance or combination of vehicles or other conveyances for which it provides authorization and must be produced at the request of any peace officer.

(5) A person who operates or causes to be operated a vehicle or other conveyance or combination of vehicles or other conveyances, laden or unladen, on or over a highway is liable for any damage thereby caused to that highway even if it is the operation is authorized by a special move permit.

(6) The Registrar may revoke any special move permit if, in the opinion of the Registrar a condition under which the permit was issued has not been complied with, or if the vehicle or other conveyance or combination of vehicles or other conveyances authorized by the permit has not been operated in compliance with the Act or regulations.