

Long Combination Vehicles, Turnpike Doubles, Rocky Mountain Doubles, and Queen City Triples WD 1101

Permit Conditions for a Term Permit

Last Updated: July 2025

(Note: Amendments are in red font)

1. Special Provisions

This permit is subject to the following terms and conditions. Configuration types, dimensions, gross vehicle weight and axle weights that are not specifically identified must comply with the applicable provincial regulations.

1.1 General

- A. Any breakup or makeup of extended length combination units must be done off public roadways on private property or as directed by an authorized official or peace officer.
- B. The vehicles in a combination shall be loaded and coupled together as to ensure that any such combination travelling on a level, smooth, paved surface will follow in the path of the towing vehicle without shifting, swerving, or swaying from side to side over 10 centimetres (cm) to each side of the path of the towing vehicle when it is moving in a straight line.
- C. Drivers shall avoid crossing opposing lanes of traffic unless necessary.
- D. The use of dimensional signs, beacons, or escort vehicles is optional for vehicles operating under this permit.
- E. The maximum speed is the lesser of 100 kilometres/hour (km/h) or the posted speed limit.
 - i Exception: The maximum speed on Pinkie Road is restricted to the lesser of 90 km/h or the posted speed limit (empty or loaded).
- F. Vehicles are not exempt from any order of the minister restricting weights pursuant to *The Highways and Transportation Act, 1997*.
- G. Drivers must produce a valid permit and attachments upon request of a peace officer.
- H. Permits are subject to cancellation or suspension at any time for breach of terms and conditions, reasons of public safety, protection of the highway system or any other reason permitted by law. The permit shall be governed by and interpreted in accordance with the laws in force on the Province of Saskatchewan.
- I. Long Combination Vehicle (LCV) Fleet Permits are renewed annually. Requests for permits renewals should be made to Saskatchewan Government Insurance (SGI) Permit Office at 1-800-667-7575, 30-days prior to the permit expiry date.
- J. Vehicles operating on specific routes are not exempt from any order of the minister restricting weights pursuant to *The Highways and Transportation Act, 1997*.

1.2 Length

- A. Exceptions:
 - i **Rocky Mountain Doubles, Turnpike Doubles, Triple Trailer Units, and Queen City Triples** up to an overall length of 41.0 metre (m) are allowed on Pinkie Road from the Global Transportation Hub to Highway 1.

- ii Items exempt from determining length are as described in Part II, section 4 of *The Vehicle Weights and Dimension Regulations, 2010*.

1.3 Cargo Restrictions

- A. Transportation of livestock:
 - i Large livestock including cattle, horses, bison etc. are not allowed to be transported.
 - ii Small livestock which includes pigs, sheep, goats, and poultry are allowed to be transported.
 - iii On A and C Trains small livestock are allowed to be transported in the lead trailer only.
- B. No bulk liquids (excluding tote tanks between 500 – 1,300 Litres (L)).
- C. No tankers, low beds hauling heavy machinery, or any other unspecified type of vehicles and vehicle combinations.

1.4 Adverse Weather Condition

- A. The company and the driver are required to make a reasonable effort to determine the driving conditions on the route. The company is responsible to identify safe locations along the route for the vehicle to safely pullover when encountering adverse weather and driving conditions.
- B. Vehicles must not be dispatched, or drivers begin their journey, when adverse weather or driving conditions or Highway Hotline postings as outlined in 1.4 D are known to be present on the route or if a highway on route is closed.
- C. Drivers encountering unexpected adverse weather or driving conditions, or Highway Hotline postings as outlined in 1.4 D must stop at the next safe location (or as directed by a peace officer) in accordance with sections 1.4 E, 1.4 F and 1.4 G and wait for the adverse conditions to abate.
- D.
 - i Highway Hotline has posted Highway Visibility Condition as
 - a. “Visibility Poor”, or
 - b. “Visibility Zero”; or
 - ii Highway Hotline has posted highway Primary Conditions as
 - a. “Travel Not Recommended”, or
 - b. “Closed”, or
 - c. “Report Not available.”
- E. LCVs shall not cross oncoming lanes where visibility does not allow it to be done safely.
- F. Where there is accumulated snow on the highway or when the highway is icy, LCVs shall not pass any other vehicle unless that vehicle is traveling at a speed of less than 70 km/hr.
- G. Where a highway becomes impassible due to icy or slippery conditions, LCVs will obey all advisories

posted by the authority of Saskatchewan Ministry of Highways.

1.5 Carrier Safety Requirements

- A. The carrier's safety rating must be "Satisfactory Audited" or "Satisfactory Unaudited." All categories must score below 85%.
- B. Carriers with a "Conditional" rating that have scores below 85% in all categories may receive a probationary permit.
- C. Applications from carriers with a score in any category above 85% will be rejected. The carrier may reapply after three-months.
- D. All thresholds will be monitored. If a carrier's status changes to "Conditional" or a threshold exceeds 85%, the carrier will be placed under probation. Depending on the circumstances, the permit may be revoked immediately, or carriers may have up to six-months to correct the situation before their permit is withdrawn.
- E. The carrier's entire fleet, not just the carrier's LCV operations are considered when reviewing the LCV application.

1.6 Driver Qualifications

- A. Operators of vehicles under this permit must produce a valid LCV Driver's Certificate issued by the carrier upon the demand of a peace officer.
- B. The Driver's Certificate is valid for a period of 12-months after the date of issue and must be in the possession of the driver at all times when operating an LCV.
- C. The LCV Driver's Certificate must show the following information:
 - i Driver's name;
 - ii Company's name;
 - iii Issue and expiry date; and
 - iv Signature and printed name of the person issuing certificate.
- D. Prior to issuing an LCV Driver's Certificate, the carrier must ensure the driver meets the following qualifications:
 - i Holds a valid Class 1 driver's license or equivalent with an airbrake endorsement;
 - ii Has a minimum of 24-months or 150,000 km of driving experience with articulated vehicles;
 - iii Has passed a Professional Driver Improvement Course within the past 48-months;
 - iv Has passed the Canadian Trucking Alliance's (CTA) "Longer Combination Vehicles Driver Training Course," or equivalent;
 - v The driver's abstract, dated not more than one-month prior to the issue date of the Drivers Certificate, must show no driving-related criminal code convictions in the prior 36-months;

no more than two moving violations in the prior 12-months; and no more than three moving violations in the prior 36-months. The date of conviction and the current date will be the dates used to determine time periods; and

- vi In the past 12-months the driver has reviewed all current regulations, permit conditions and issues covering the operation of LCV's.
- E. A driver-in-training who meets the requirements of i, ii, v, and vi, may operate an LCV, while accompanied by a driver who holds a valid LCV Driver's Certificate.
- F. Upon request, the company must be able to produce all documents to support the driver's qualifications.

1.7 Instructor Qualifications

- A. The instructor must be certified in their home jurisdiction to instruct the CTA Longer Combination Vehicle Driver Training Course.
- B. The Instructor's LCV Driver Training Certificate must be renewed every three-years. CTA or its provincial designate is responsible for certifying LCV instructors in the participating provinces.

1.8 Reporting

- A. Notify the Transportation Compliance unit by e-mail (MHITrucking@gov.sk.ca), without delay of any accident involving any of the commercial vehicles to which the permit applies.
- B. The permit holder must investigate and document the findings of every traffic accident involving a vehicle registered to which the permit applies, that resulted in:
 - i The death of a person;
 - ii An injury requiring treatment by a medical doctor;
 - iii A condition that causes an employee to lose consciousness; or
 - iv Damage to all property, including cargo, totaling \$2,000 or more.
- C. Traffic accidents that occurred while operating under this permit must be evaluated by the permit holder and a summary of the findings must be submitted to the Saskatchewan Ministry of Highways at mhitrucking@gov.sk.ca. Each evaluation must use the criteria established by the National Safety Council (www.nsc.org). Each evaluation and follow-up action(s) taken must be fully documented and retained by the permit holder for at least the current year and the following four-years.
- D. Upon request, the carrier will supply any reasonable statistics related to LCV operations.

1.9 Auditing and Probation

- A. Every carrier will be audited during an initial application, renewal or reinstatement of probationary permits. Any contravention of this policy will either result in the carrier being placed under probation or result in denial of permit or revoking of current permit.
- B. Any applicant or permit holder may be placed on probation for a period of six-months if they are

unable to comply with any of the requirements outlined in this policy. The carrier will be notified by a letter from the Saskatchewan Ministry of Highways.

- C. Permit holders under probation must:
 - i Improve or maintain the safety rating thresholds to below 85% in every category; and
 - ii Schedule an audit during the last month of the probationary period and obtain a “Satisfactory Audited” rating.
- D. If a carrier is placed under probation because of a traffic accident as outlined in section 1.8 B, the probation will only be lifted after all follow-up actions required as per section 1.8 C have been completed and reported to the Ministry of Highways at mhitrucking@gov.sk.ca.
- E. Failing to meet the requirements listed in C. and D. will result in the denial or cancellation of the permit.

2. Routes and Hours of Operation

2.1 Restriction Within Urban Limits

- A. Where a route falls within an Urban Municipality boundary, the company is responsible for obtaining permission from cities to operate extended length combinations within the Urban Municipality and must comply with the conditions stipulated by the Urban Municipalities.

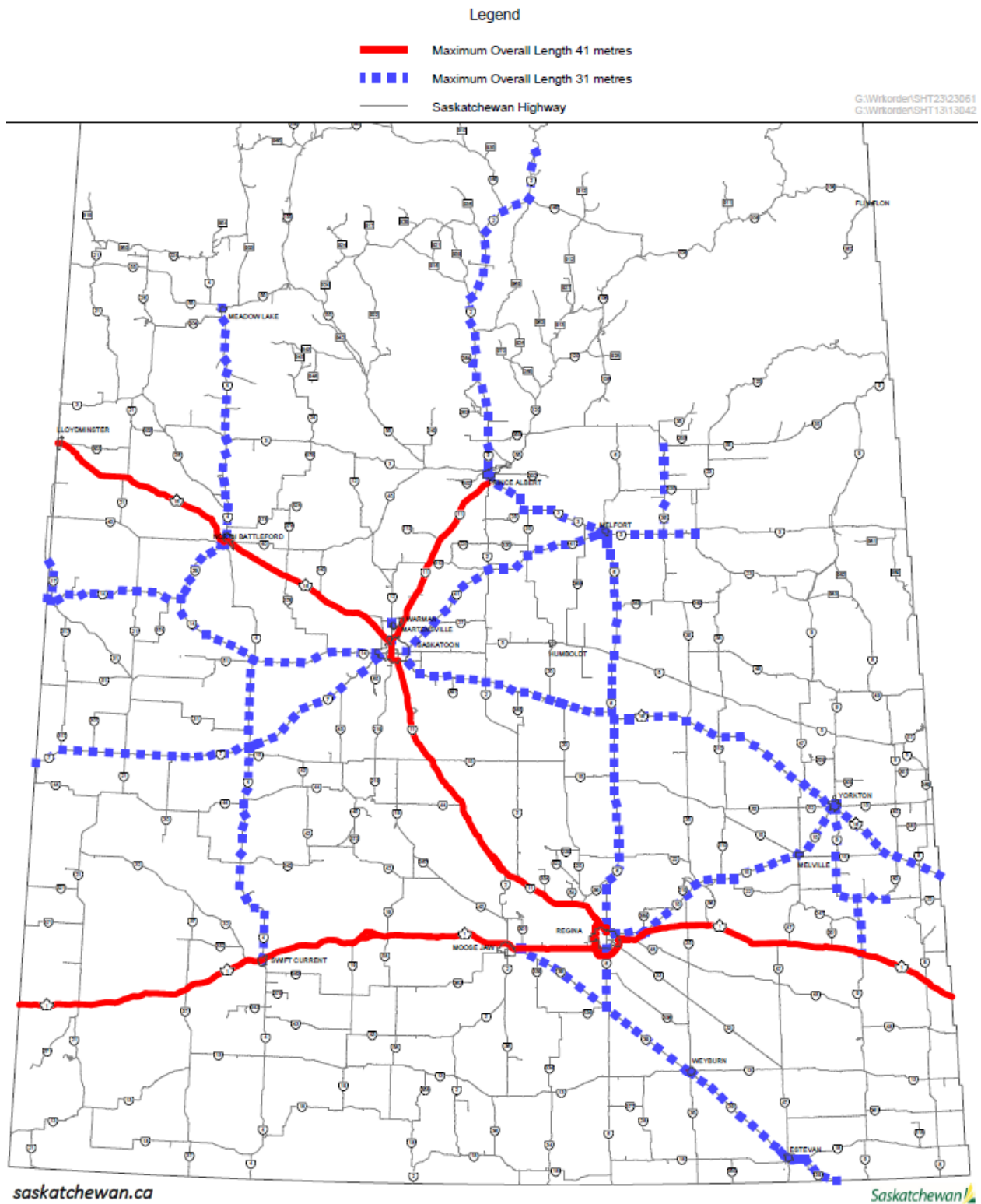
2.2 Approved and Restricted Routes

- A. Designated 4-lane Highways:
 - i Routes approved for Turnpike Doubles, Triple Trailer Units, Queen City Triples, and Rocky Mountains Doubles up to 41.0 m long as follows:
 - o **Highway 1** from the Alberta/Saskatchewan border to the Saskatchewan/Manitoba border (including Highway 1A);
 - o **Highway 6** from Regina to Industrial Drive;
 - o **Highway 11** from Regina to Prince Albert (including Highway 11A);
 - o **Highway 16** from Saskatoon to Lloydminster; and
 - o **Highway 46** from Highway 1 to the Flying J at Balgonie.
 - ii There are no times of day or day of year restrictions on these highways.
- B. 2-lane Routes approved for Rocky Mountain Doubles, Turnpike Doubles, Triple Trailer Units, and Queen City Triples up to 41.0 m long as follows:
 - i **Global Transportation Hub to Highway 1** via Pinkie Road;
 - ii **Rotary Avenue** from Highway 11 to the Global Transportation Hub;
 - iii All public highways within the boundaries of the Global Transportation Hub;

- iv The maximum speed on these routes is restricted to the lesser of 90 km/h or the posted speed limit; and
 - v There are no times of day or day of year restrictions on these highways.
- C. Routes approved for Rocky Mountain Doubles up to 31.0 m long.

Highway	Section
2	Jct 11 (south of Prince Albert) to La Ronge
3	Jct 23 (Crooked River) to Prince Albert
4	Jct 14 (Biggar) to Jct 1 (Swift Current) Jct 16 (North Battleford) to Meadow Lake
6	Jct 39 to Jct 3
7	Saskatoon to Alberta border
9	Jct 1 to Yorkton
10	Jct 1 to Yorkton
12	Saskatoon to Martensville
14	Saskatoon to Alberta border
16	Saskatoon to Manitoba border
17	Jct 14 (Macklin) to Alberta border (south of Highway 40)
22	Jct 9 to Esterhazy
29	Jct 40 to Jct 14
35	Jct 3 to Nipawin
39	United States border to Jct 1
39A	From Jct 39 to Estevan From Estevan to Jct 39
40	Jct. 4 to Jct 29
41	Jct 5 (near Saskatoon) to Jct 6 (Melfort)
41A	Jct 41 to Jct 3
46	Regina to Balgonie

2.3 Approved Routes



3. Weight and Dimension Limits

3.1 General Rules for Long Combination Vehicle Operations

A. Tire and Axle Weight Limits¹

	Limit
Tire loading	Max 10 kg/mm
Steering Axle	Max 6,000 kg
Single Axle	Max 9,100 kg
Tandem Axle: Spread 1.0 m – 1.85 m	Max 17,000 kg
Tridem Axle: Spread 2.4 m ≤ 3.0 m Spread 3.0 m – 3.7 m	Max 21,000 kg Max 24,000 kg

B. Overall Length Limit Determination

- i The overall length limit for Rocky Mountain Doubles on two lane highways is 31.0 m.

C. Vehicle Weights and Dimensions – General Provisions

Dimensions or weights which are not specifically identified in this document must comply with the applicable provincial regulations.

D. Axle Configurations

Rocky Mountain Doubles and Turnpike doubles the axle unit on the second semi-trailer may consist of a single axle, a tandem axle group, or a tridem axle group.

E. Brakes on Air Brake Equipped Converter Dollies

Saskatchewan Government Insurance, as the Administrator under the provisions of section 3 (1) of the Traffic Safety Act and section 167 (3) of The Vehicle Equipment Regulations, 1987, hereby exempts the carrier and driver of the motor vehicle while towing an empty converter dolly behind the combination from section 174(5) of the regulation which states that: The brake system shall be maintained so that the service brakes and, where fitted, parking brakes function as designed.

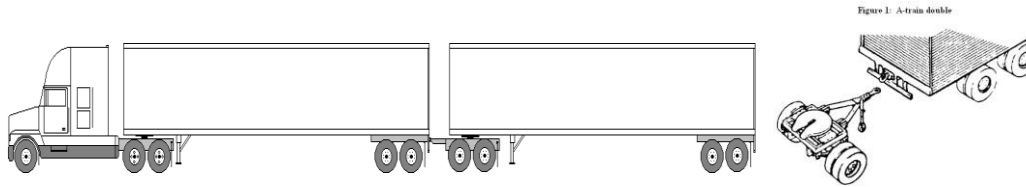
This exemption is valid while operating on Saskatchewan roads and highways and only if the following conditions are adhered to:

- i The trailer converter dolly service brake system must only be deactivated by closing a valve in the service brake airline from the towing vehicle to the converter dolly.
- ii The converter dolly is attached to the towing vehicle with primary and secondary attachments, and the park brake and emergency break-away system remain functional;
- iii The towing vehicle and trailer or semi-trailer has an adequate braking system (all brakes functional and properly adjusted) to control all vehicles in the combination and disabling the converter dolly service brake system does not cause the ABS system to malfunction or illuminate the ABS malfunction lamp on the towing vehicle and trailer;

- iv The driver notes on his trip inspection that he has disabled the converter dolly's service brakes in accordance with this exemption;
- v All lighting requirements including brake, signal, and tail lamps apply;
- vi A copy of permit conditions including this exemption must be carried in the tow vehicle at all times and must be presented to an enforcement officer on request.

¹The tire and axle weight limits may be subject to reduction during periods when seasonal load restrictions are in effect.

3.2 Turnpike Doubles: A Train Configuration



PARAMETER	A Train
Overall Length	Max 41 m
Lead Semi-trailer	
Length	Min 13.7 m
	Max 16.2 m
Wheelbase	Min 9.5 m
	Max 14.0 m
Hitch Offset	Max 2.8 m
Converter Dolly	
<i>Drawbar Length</i>	Not controlled
Max No of Axles	2
Second Semi-trailer or Full Trailer	
Length	Min 12.2 m
	Max 16.2 m
Wheelbase	Min 9.5 m
	Max 12.5 m
<i>Maximum Gross Vehicle Weight</i>	63,500 kg

- A. In all cases, the lead semi-trailer of the configuration must be as heavy as or heavier than the second trailer or semi-trailer.
- B. The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.
- C. The axle unit on the lead semi-trailer and second semi-trailer units may be a single axle, a tandem axle group or a tridem axle group.
- D. Interaxle spacing - Tandem to single:
 - i Interaxle spacing ≥ 3.0 m - maximum combined axle group weight = 26,100 kilogram (kg) (17,000 kg + 9,100 kg); and
 - ii Interaxle spacing < 3.0 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.
- E. Interaxle spacing - Tandem to tandem:
 - i When the spacing between the last axle of the tandem axle group on the lead semitrailer

and the first axle on the tandem axle group on the converter dolly or full trailer is more than 3.0 m but less than 5.0 m, the maximum combined weight of the two tandem axle groups is as follows:

Interaxle Spacing	Combined Weight Limit
< 3.0 m	Max 23,000 kg
3.0 m to < 4.3 m	Max 30,000 kg
4.3 m to < 4.4 m	Max 30,500 kg
4.4 m to < 4.5 m	Max 31,000 kg
4.5 m to < 4.6 m	Max 31,500 kg
4.6 m to < 4.7 m	Max 32,000 kg
4.7 m to < 4.8 m	Max 32,500 kg
4.8 m to < 4.9 m	Max 33,000 kg
4.9 m to < 5.0 m	Max 33,500 kg
5.0 m and greater	Max 34,000 kg

F. Interaxle spacing - Tridem to single:

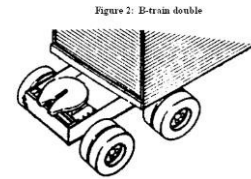
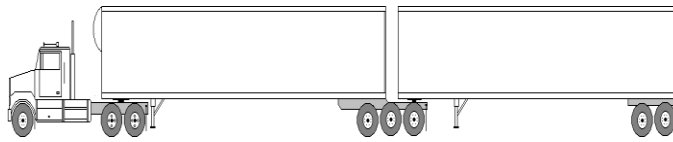
- i Interaxle spacing \geq 3.0 m - maximum combined axle group weight is:
 - o Tridem spread 2.4 m to < 3.0 m: 30,100 kg (21,000 kg + 9,100 kg); and
 - o Tridem spread 3.0 m to 3.7 m: 33,100 kg (24,000 kg + 9,100 kg).
- ii Interaxle spacing < 3.0 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.

G. Interaxle spacing - Tridem to tandem:

- i Interaxle spacing \geq 5.5 m - maximum combined axle group weight is:
 - o Tridem spread 2.4 m to < 3.0 m: 38,000 kg (21,000 kg + 17,000 kg); and
 - o Tridem spread 3.0 m to 3.7 m: 41,000 kg (24,000 kg + 17,000 kg);
- ii Interaxle spacing < 5.5 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.

- H. An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 41.0 m and follows the conditions listed in 3.1(E).

3.3 Turnpike Doubles: B-Train Configuration

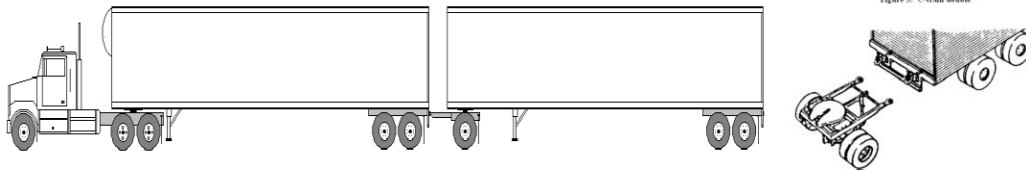


PARAMETER	B Train
Overall Length	Max 41 m
Lead Semi-trailer	
Length ²	Min 12.2 m Max 16.2 m
Wheelbase	Not controlled
Second Semi-trailer or Full Trailer	
Length	Min 12.2 m Max 16.2 m
Wheelbase	Max 12.5 m
Maximum Gross Vehicle Weight	Max 63,500 kg

- A. **In all cases, the lead semi-trailer of the configuration must be as heavy as or heavier than the second trailer or semi-trailer.**
- B. The maximum allowable weight on the center tridem axle group is 24,000 kg (spread 3.0 to 3.1 m).
- C. The drive axle unit on the truck tractor may be a single axle, a tandem drive axle group or a tridem drive axle group.
- D. The axle unit on the lead semi-trailer may consist of either a tandem axle group or a tridem axle group.
- E. The axle unit on the second semi-trailer may consist of a single axle, a tandem axle group, or a tridem axle group.

² Means the longitudinal dimension from the front of the cargo carrying section of the semitrailer to its rear, exclusive of any extension in length caused by the trailer frame at the rear on which a fifth wheel coupling is mounted

3.4 Turnpike Doubles: C Train Configuration

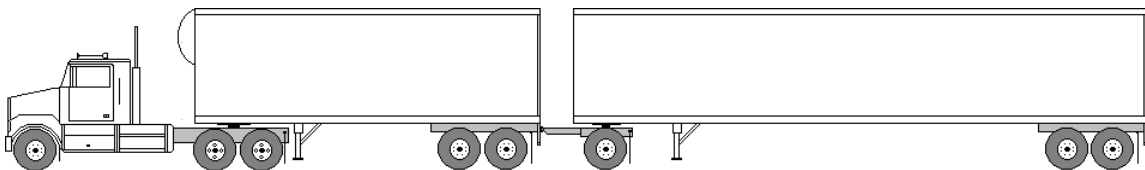
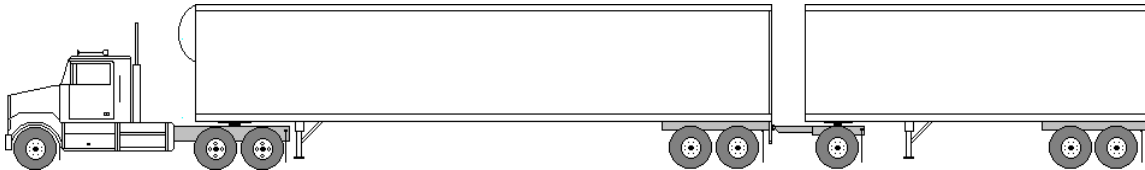


PARAMETER	C Train
Overall Length	Max 41 m
Lead Semi-trailer	
Length	Min 13.7 m Max 16.2 m
Wheelbase	Min 9.5 m Max 14.0 m
Hitch Offset	Max 2.8 m
Converter Dolly	
Drawbar Length	Max 2.0 m
Max No of Axles	1
Second Semi-trailer or Full Trailer	
Length	Min 12.2 m Max 16.2 m
Wheelbase	Min 9.5 m Max 12.5 m
Maximum Gross Vehicle Weight	Max 63,500 kg

- A. In all cases, the lead semi-trailer of the configuration must be as heavy as or heavier than the second trailer or semi-trailer.
- B. Interaxle spacing - Tandem to single:
 - i Interaxle spacing ≥ 3.0 m - maximum combined axle group weight = 26,100 kg (17,000 kg + 9,100 kg); and
 - ii Interaxle spacing < 3.0 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.
- C. An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 41.0 m **and follows the conditions listed in 3.1(E).**
- D. Only "C" dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the *Motor Vehicle Safety Act*, (Canada) will be allowed.
- E. The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.

- F. The axle unit on the lead semi-trailer may consist of a single axle or a tandem axle group.
- G. The axle unit on the second semi-trailer may consist of a single axle, a tandem axle group, or a tridem axle group.

3.5 Rocky Mountain Doubles: A Train Configuration



DIMENSION		A Train
Overall Length		
Two Lane Highways		Max 31.0 m
Multi-lane Highways		Max 41.0 m
Lead Semi-trailer		
Length		Max 16.2 m
Wheelbase		Min 6.25 m
		Max 14.0m
Hitch Offset: Trailer length up to 13.7 m		Max 1.8 m
Trailer length > 13.7 m		Max 2.8 m
Converter Dolly		
Max No of Axles		2
Second Semi-trailer or Full Trailer		
Length		Max 16.2 m
Wheelbase		Min 6.25 m
WEIGHT LIMIT		
Maximum Gross Vehicle Weight		Max 53,500 kg

- A. In all cases, the lead semi-trailer of the configuration must be as heavy as or heavier than the second trailer or semi-trailer and one of the two semitrailers must be at least 12.2 m long.
- B. The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.
- C. The axle unit on the lead semi-trailer and the axle units on the second semi-trailer may be a single axle, a tandem axle group or a tridem axle group.

D. Interaxle spacing - Tandem to Single:

- i Interaxle spacing ≥ 3.0 m - maximum combined axle group weight = 26,100 kg (17,000 kg + 9,100 kg); and
- ii Interaxle spacing < 3.0 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.

E. Interaxle spacing - Tandem to Tandem:

- i When the spacing between the last axle of the tandem axle group on the lead semitrailer and the first axle on the tandem axle group on the converter dolly or full trailer is more than 3.0 m but less than 5.0 m, the maximum combined weight of the two tandem axle groups is as follows:

Interaxle Spacing	Combined Weight Limit
< 3.0 m	Max 23,000 kg
3.0 m to < 4.3 m	Max 30,000 kg
4.3 m to < 4.4 m	Max 30,500 kg
4.4 m to < 4.5 m	Max 31,000 kg
4.5 m to < 4.6 m	Max 31,500 kg
4.6 m to < 4.7 m	Max 32,000 kg
4.7 m to < 4.8 m	Max 32,500 kg
4.8 m to < 4.9 m	Max 33,000 kg
4.9 m to < 5.0 m	Max 33,500 kg
5.0 m and greater	Max 34,000 kg

F. Interaxle spacing - Tridem to Single:

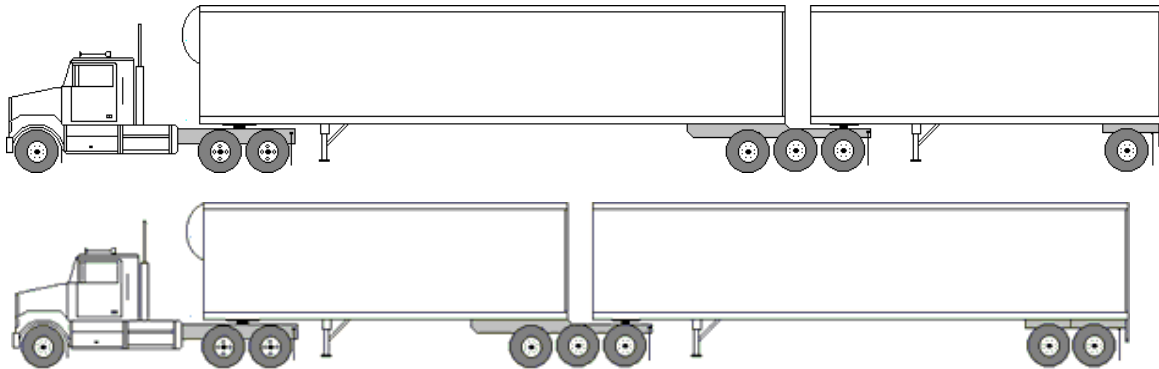
- i Interaxle spacing ≥ 3.0 m - maximum combined axle group weight is:
 - o Tridem spread 2.4 m to < 3.0 m: 30,100 kg (21,000 kg + 9,100 kg);
 - o Tridem spread 3.0 m to < 3.7 m: 33,100 kg (24,000 kg + 9,100 kg)
- ii If the interaxle spacing is less than 3.0 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing.

G. Interaxle spacing - Tridem to Tandem:

- i Interaxle spacing ≥ 5.5 m - maximum combined axle group weight is:
 - o Tridem spread 2.4 m to < 3.0 m: 38,000 kg (21,000 kg + 17,000 kg);
 - o Tridem spread 3.0 m to < 3.7 m: 41,000 kg (24,000 kg + 17,000 kg)
- ii If the interaxle spacing is less than 5.5 m, the maximum combined axle group weight is reduced by 500 kg for each 0.1 m or part thereof shortfall in interaxle spacing.

- H. An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 m on two lane routes or 41.0 m on multi-lane highways **and follows the conditions listed in 3.1(E).**

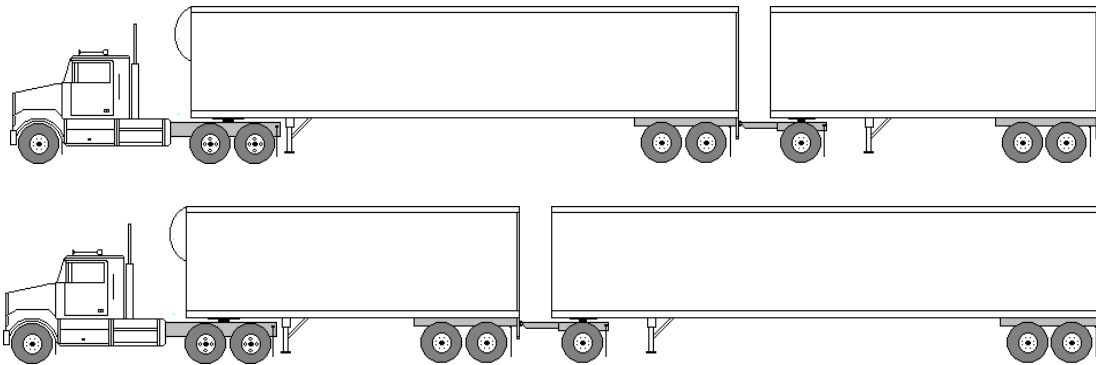
3.6 Rocky Mountain Doubles: B Train Configuration



DIMENSION		B Train
Overall Length		
Two Lane Highways		Max 31.0 m
Multi-lane Highways		Max 41.0 m
Lead Semi-trailer		
Wheelbase		Min 6.25 m Max 14.0 m
Second Semi-trailer		
Wheelbase		Min 6.25m
WEIGHT LIMIT		
Maximum Gross Vehicle Weight		Max 63,500 kg

- A. The maximum allowable weight on the center tridem axle group is 24,000 kg (spread 3.0 to 3.1 m).
- B. The drive axle unit on the truck tractor may be a single axle, a tandem drive axle group or a tridem drive axle group.
- C. The axle unit on the lead semi-trailer may consist of either a tandem axle group or a tridem axle group.
- D. The axle unit on the second semi-trailer may consist of either a single axle, tandem axle group or a tridem axle group.
- E. The lead semi-trailer may be lighter than the second semi-trailer.

3.7 Rocky Mountain Doubles: C Train Configuration



DIMENSION	C Train
Overall Length	
Two Lane Highways	Max 31.0 m
Multi-lane Highways	Max 41.0 m
Lead Semi-trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m
	Max 14.0 m
Hitch Offset: Trailer length up to 13.7 m	Max 1.8 m
Trailer length > 13.7 m	Max 2.8 m
Converter Dolly	
Drawbar Length	Max 2.0 m
Max No of Axles	1
Second Semi-trailer	
Length	Max 16.2 m
Wheelbase	Min 6.25 m
WEIGHT LIMIT	
Maximum Gross Vehicle Weight	Max 60,500 kg

A. In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer and one of the two semitrailers must be at least 12.2 m long.

B. Interaxle spacing - Tandem to Single:

- i Interaxle spacing ≥ 3.0 m - maximum combined axle group weight = 26,100 kg (17,000 kg + 9,100 kg); and
- ii Interaxle spacing < 3.0 m - the maximum combined axle group weight is reduced by 500 kg for each 0.1 m shortfall in interaxle spacing.

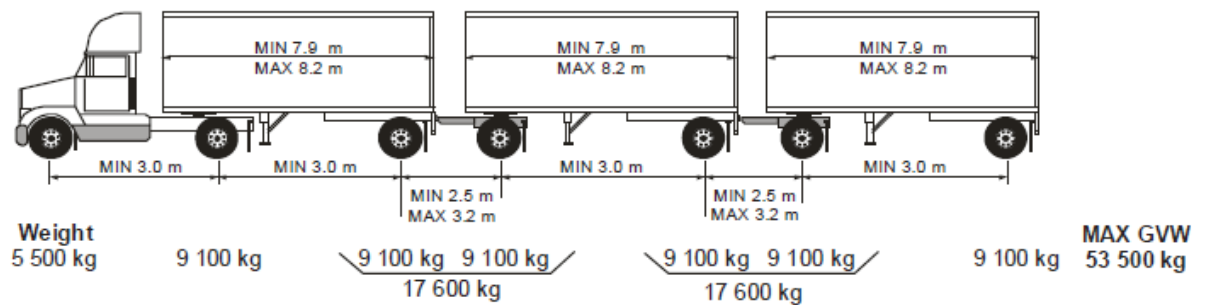
C. An empty converter dolly may be towed behind the combination so long as the overall length does not exceed 31.0 m on two lane routes or 41.0 m on multi-lane highways and follows the conditions

listed in 3.1(E)..

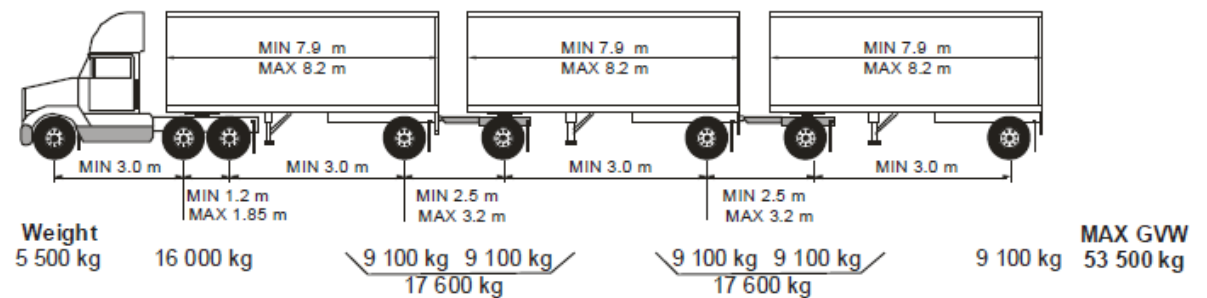
- D. Only “C” dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the *Motor Vehicle Safety Act*, (Canada) will be allowed.
- E. The drive axle unit on the truck tractor may be a single axle or a tandem drive axle group.
- F. The axle unit on the lead semi-trailer may consist of a single axle or a tandem axle group.
- G. The axle unit on the second semi-trailer may consist of a single axle, a tandem axle group, or a tridem axle group.

3.8 Triple Trailer Units: “C” Train Equipped with Self Steering “C” Dollies

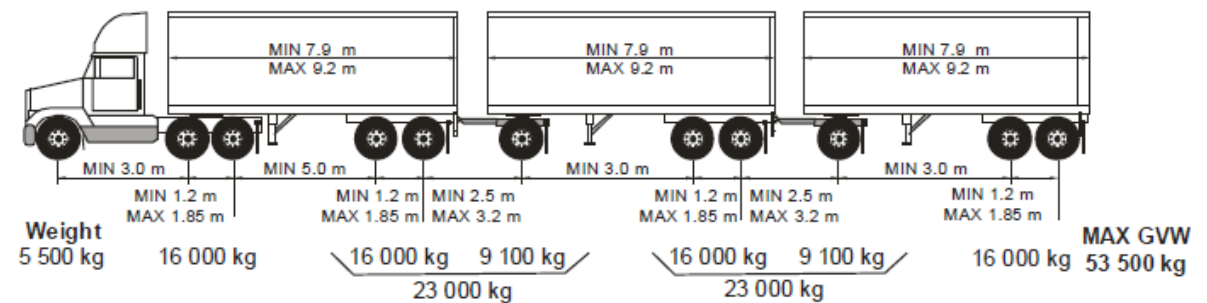
1. Single Axle Power Unit, Single Axle Trailers



2. Tandem Axle Power Unit, Single Axle Trailers



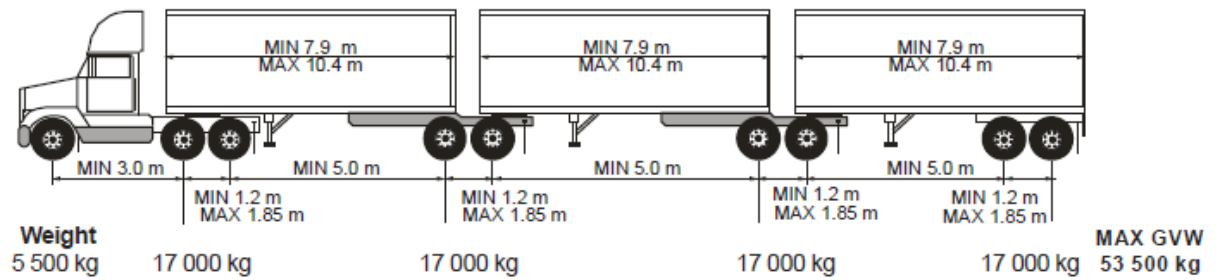
3. Tandem Axle Power Unit, Tandem Axle Trailers



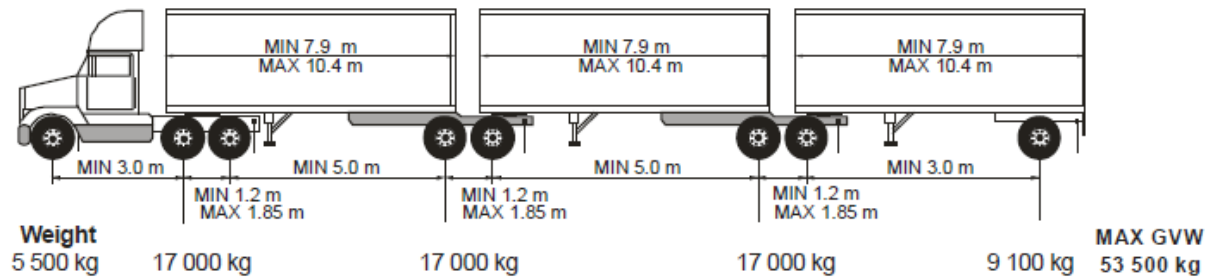
**Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum**

3.9 Triple Trailer Units: “B” Train Equipped with Sliding Axle Assemblies

1. Tandem Axle Power Unit, Tandem Axle Trailers



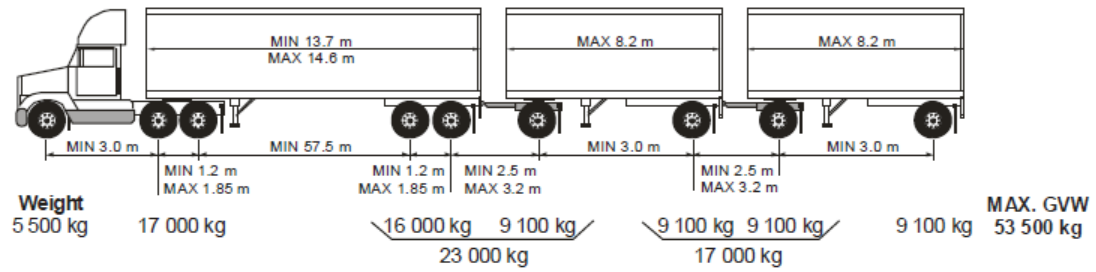
2. Tandem Axle Power Unit, Tandem Axle Trailers, Single Axle Pup



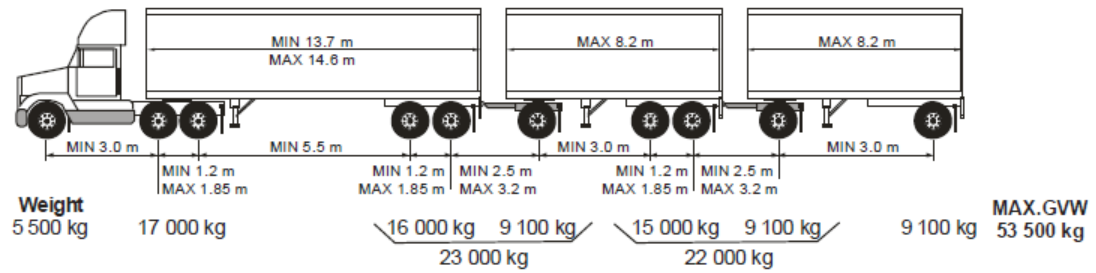
**Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum**

3.10 Queen City Triples: “C – C” Trains Equipped with Self Steering “C” Dollies

1. Tandem Axle Power Unit, Single Axle Pups

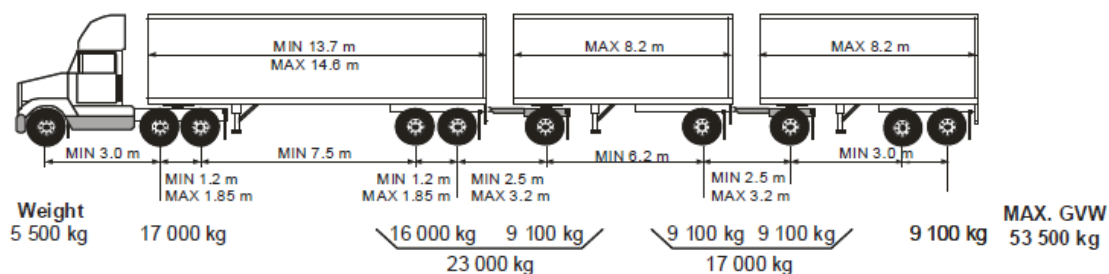


2. Tandem Axle Power Unit, Tandem Axle Pup, Single Axle Pup

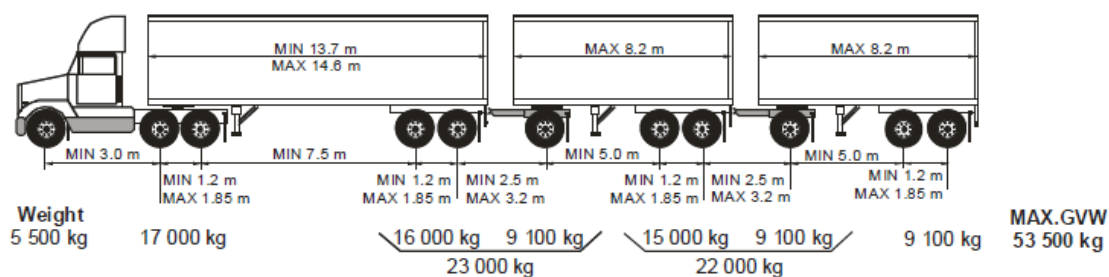


Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum

3. Tandem Axle Power Unit, Single Axle Pup, Tandem Axle Pup



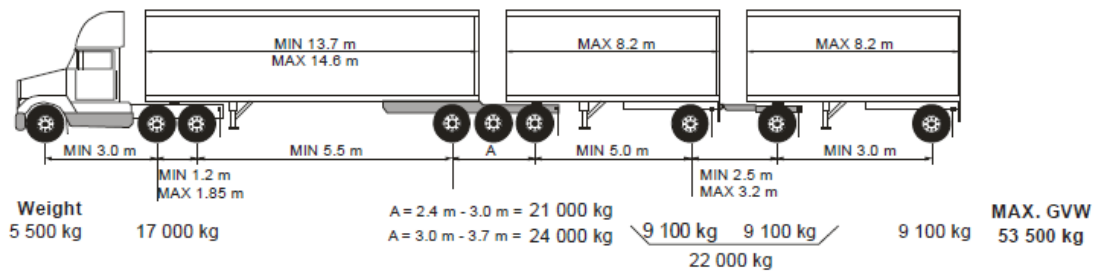
4. Tandem Axle Power Unit, Tandem Axle Pups



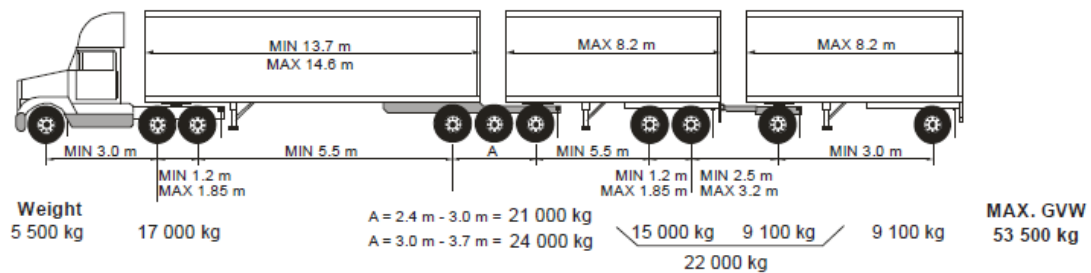
Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum

3.11 Queen City Triples: “B – C” Trains Equipped with Self Steering “C” Dolly

1. Tandem Axle Power Unit, Single Axle Pups

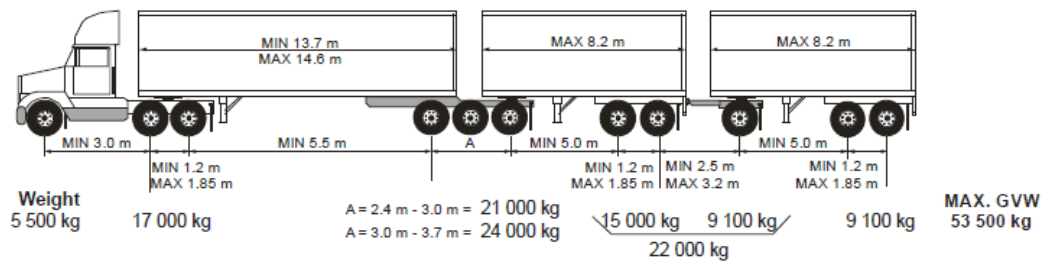


2. Tandem Axle Power Unit, Tandem Axle Pup, Single Axle Pup

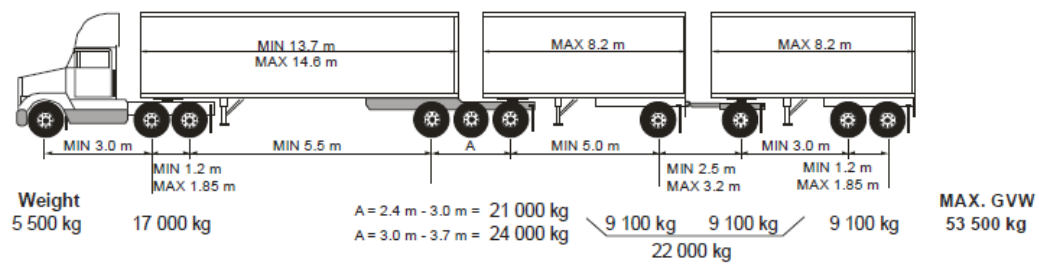


Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum

3. Tandem Axle Power Unit, Tandem Axle Pups



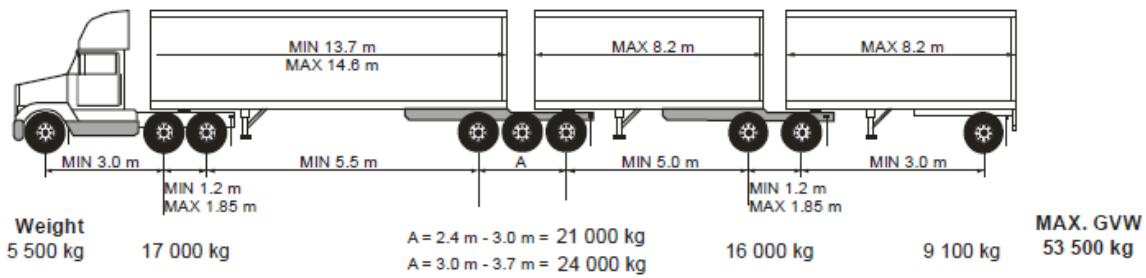
4. Tandem Axle Power Unit, Single Axle Pup, Tandem Axle Pup



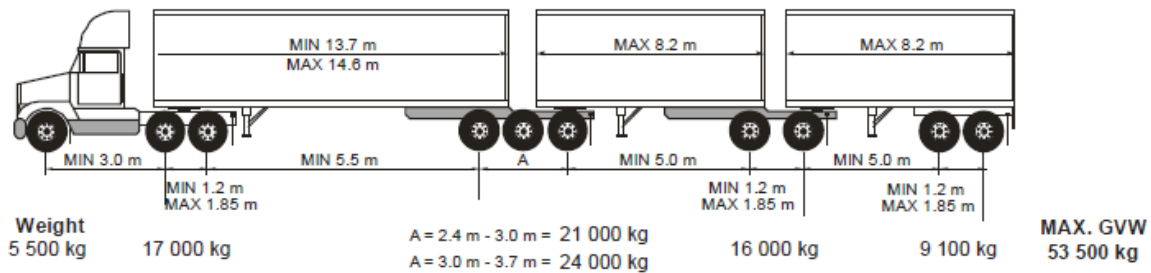
Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum

3.12 Queen City Triples: “B – B” Trains Equipped with Self Sliding Axle Assemblies

1. Tandem Axle Power Unit, Tandem Axle Pup, Single Axle Pup



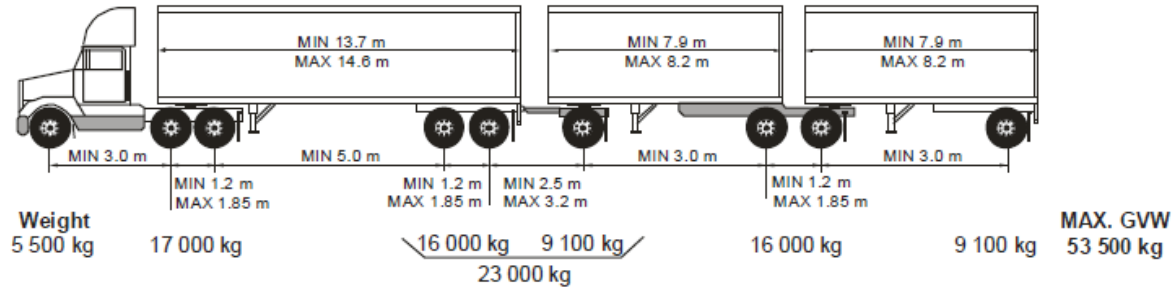
2. Tandem Axle Power Unit, Tandem Axle Pup, Single Axle Pup



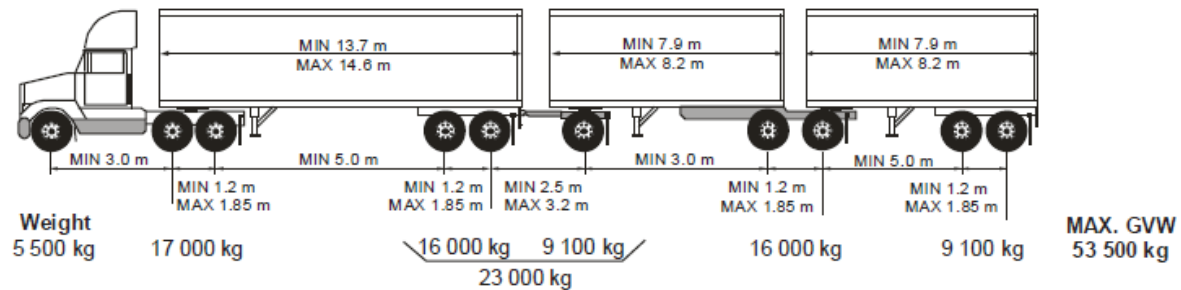
Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum

3.13 Queen City Triples: “C – B” Trains Equipped with Self Steering “C” Dolly and Sliding Axle Assembly

1. Nine Axle, Tandem Axle Power Unit, Tandem Axle Pup, Single Axle Pup



2. Ten Axle, Tandem Axle Power Unit, Tandem Axle Pups



*Axle Weight Dependent On Tire Size As Per Regulation
Overall Length 41.0 m Maximum*

5. Equipment Requirements

Tractor Horsepower	Configurations must feature a maximum gross weight to power ratio of 160 kg per horsepower (120 kg/kW).
Tractor Air Supply	Compressors must be capable of raising the air pressure from 50 PSI to 90 PSI with the engine idling at 1,250 RPM in two minutes or less with the tractor alone and four minutes or less with the trailers hooked up and the complete air system energized.
Air Reservoirs	Tractors must be equipped with at least two air reservoirs. Each reservoir must have at least 41,000 cm ³ (2,500 in ³) of capacity of the two tanks must have a combined capacity of 82,000 cm ³ (5,000 in ³).
Brake Relay Valves	Compatible relay valves (such as SEALCO 3100 mini-valve or Bendix R-12-P Valve) are required to reduce the time lapse between treadle application and brake application at the rear most trailers.
Hitches	The trailers of the combination shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.
Mudflaps/Splashguards	The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mudflaps or splash guards that are constructed to ensure that they remain in a downward position at all times. All mud flaps or splash guards shall be mounted behind the wheels at a distance not exceeding 25.0 cm to the rear of the wheels.
Rear Sign	Allowed but not required

- A. Where equipment specifications are not specifically addressed, it is deemed that the equipment must meet CMVSS standards.

6. Notable Changes and New Amendments

- A. *Removed Commuter Zone restrictions.*
- B. *Revised reporting procedures in Section 1.8.*
- C. *Added Section 1.9, clarifying audit requirements and adding rules regrading probation.*
- D. *Exemptions for towing a converter dolly*