

chapter C-24.2, r. 36

Special Road Train Operating Permits Regulation

Highway Safety Code
(chapter C-24.2, s. 621, pars. 19, 20, 35 and s. 672).



The fees prescribed in the Regulation have been indexed as of 1 January 2019 pursuant to the notice published in Part 1 (French) of the Gazette officielle du Québec of 29 December 2018, page 849A. (s. 6)

O.C. 1874-86; I.N. 2017-11-15.

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1. In this Regulation,

“dolly” means a trailer converter dolly used to convert a semi-trailer into a trailer; (*diabolo*)

“road train” means a combination of road vehicles composed of a tractor, a semi-trailer, and one of the following vehicles: a dolly, a semi-trailer or a trailer; (*train routier*)

“semi-trailer” means a road vehicle the front of which rests on the fifth wheel of the vehicle pulling it; (*semi-remorque*)

“tandem axle” means a group of 2 axles connected to the vehicle by a suspension system consisting of a common suspension or 2 interconnected identical suspensions and designed to equalize at all times, within 1,000 kg, the mass as measured under the wheels of each axle; (*essieu tandem*)

“trailer” means a road vehicle, including a semi-trailer the front of which rests on a dolly, attached to the vehicle pulling it by a coupling device other than a fifth wheel; (*remorque*)

“triple axle” means a group of 3 equally spaced axles connected to a vehicle by a suspension system consisting of 3 interconnected identical suspensions and designed to equalize at all times, within 1,000 kg, the mass as measured under the wheels of each axle. (*essieu triple*)

O.C. 1874-86, s. 1; O.C. 502-2005, s. 1.

2. A special road train operating permit may be issued to authorize the operation of the following road trains on the condition that they meet the characteristics specified in sections 3 and 3.1:

(1) an A train double: a road train composed of a tractor, a semi-trailer and a tandem-axle single drawbar dolly that converts the second semi-trailer into a trailer;

(2) a B train double: a road train composed of a tractor, a semi-trailer and a second semi-trailer resting on a fifth wheel mounted at the rear of the first semi-trailer;

(3) a C train double: a road train composed of a tractor, a semi-trailer and a tandem-axle double drawbar dolly that converts the second semi-trailer into a trailer; and

(4) a train double: a road train composed of a tractor, a semi-trailer and a tandem-axle dolly.

O.C. 1874-86, s. 2; O.C. 502-2005, s. 2.

3. The following are the characteristics of road trains for which a special permit may be issued:

(1) the total loaded mass of the tractor and semi-trailer in a train double referred to in paragraph 4 of section 2 is within the limits authorized by the Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31), plus 2,000 kg, and, in the case of other road trains, the total loaded mass does not exceed 67,500 kg;

(2) the tractor has a minimum horsepower of 1 hp per 180 kg of the road train’s total loaded mass and is equipped with an air compressor with a capacity of at least 425 litres per minute supplying the braking system;

(3) the first semi-trailer has a maximum length of 16.20 m and, in the case of the first semi-trailer in a B train double, a minimum length of 12 m, and a minimum length of 13.50 m in all other cases;

(4) the second semi-trailer has a maximum length of 16.20 m and a minimum length of 12 m;

(5) the combination of vehicles is equipped with a driver monitoring system that records significant speed variations and relevant data on the date, time and speed;

(6) the combination of vehicles constitutes an oversized vehicle only as regards its length and, where applicable, its total loaded mass;

(7) in the case of a train double referred to in paragraph 1, 2 or 3 of section 2, the rear of the second semi-trailer is equipped with a sign bearing the message referred to in Schedule 3 and meeting the characteristics referred to in Schedule 4;

(8) the semi-trailer with the greatest total loaded mass must be hitched to the tractor, except where the difference in mass is less than 10%;

(9) the vehicles are positioned in such a manner that when the road train travels in a straight line, no semi-trailer can swing more than 80 mm to either side of the tractor; and

(10) where relevant, the dolly is equipped with a pilot relay valve designed to boost the braking signal of the second semi-trailer and, in the case of a C train double, the dolly meets the requirements of section 903 of the Motor Vehicle Safety Regulations (C.R.C., c. 1038) made under the Motor Vehicle Safety Act (S.C. 1993, c. 16).

The dimensions referred to in subparagraphs 3 and 4 of the first paragraph do not include the auxiliary equipment at the front of the semi-trailer insofar as the equipment does not increase the load volume of the road vehicle or, in the same conditions, the space reserved for the fifth wheel at the rear of the first semi-trailer in a B train double.

The sign referred to in subparagraph 7 of the first paragraph must be installed horizontally at an angle of 90 ° to the semi-trailer longitudinal axis and be free of any object or substance that could impair its legibility. If the sign is made out of a banner, it must be tightly stretched.

When the sign does not respect the provisions of the third paragraph or the presence of dirt on the sign makes it difficult to read, a peace officer may require the driver of a road train to correct the deficiency found or clean the sign. The driver must comply with the requirement of the peace officer.



(See chapter C-24.2, r. 43.1).

O.C. 1874-86, s. 3; O.C. 502-2005, s. 3; O.C. 604-2014, s. 1.

3.1. In addition to the characteristics described in section 3, the road trains must have the following axle characteristics:

(1) the tractor has a single front axle and a tandem axle, interaxle spacing of not less than 3.5 m measured from the axis of rotation of the single axle to the axis of rotation of the first axle of the tandem axle, and a wheel base of 6.2 m or less measured from the axis of rotation of the single axle to the centre of the tandem axle;

(2) the first semi-trailer in a B train double has a tandem axle or a triple axle, and the first semi-trailer in an A or C train double has a tandem axle, a triple axle or a Class B.44 or B.45 four-axle group referred to in the Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31);

(3) the second semi-trailer is equipped with a tandem axle or a triple axle; and

(4) the interaxle spacing of the tandem axle or triple axle, measured between the axis of rotation of each axle, does not exceed 1.85 m.

O.C. 502-2005, s. 4; O.C. 604-2014, s. 2.

4. To obtain a special permit the applicant must register on the website for the management of permits of the Ministère des Transports, pay the fees payable and provide the following information:

(1) the applicant's name and address, telephone number and, where applicable, identification number in the register of owners and operators of heavy vehicles, number of the safety fitness certificate or a similar document recognized under the Motor Vehicle Transport Act (R.S.C. 1985, c. 29 (3rd Suppl.));

(1.1) the name of the person responsible for the customer account, the person's telephone number and email address;

(2) the licence plate number of a vehicle of the road train or, if the vehicle has no licence plate, the identification number of the vehicle; the number provided must be entered on the special permit to identify the road train whose operation is authorized by the permit; and

(3) the period for which the permit is applied for.

When an applicant holds a safety fitness certificate or a similar document recognized under the Motor Vehicle Transport Act issued by another administrative authority under that Act and authorizing the holder to operate a heavy vehicle, the applicant can give a copy of either document in lieu of the identification number in the Register of Owners and Operators of Heavy Vehicles.

The information must be provided on the form prescribed by the Minister of Transport, and the form must be signed by the applicant or the applicant's authorized representative.

O.C. 1874-86, s. 4; O.C. 502-2005, s. 5; O.C. 604-2014, s. 3; O.C. 1488-2018, s. 1; O.C. 1117-2019, s. 1.

5. *(Revoked).*

O.C. 1874-86, s. 5; O.C. 1488-2018, s. 2; O.C. 1117-2019, s. 2.

6. The fees for the issue of a special permit are those obtained by adding

(1) the fees provided for in subparagraph 1 of the first paragraph of section 16 of the Regulation respecting special permits (chapter C-24.2, r. 35); and

(2) the product obtained by multiplying the number of months to be authorized by the monthly fees. The monthly fees are those obtained by dividing by 12 the difference between the fees provided for in subparagraph 1 of the first paragraph of section 17 of the Regulation respecting special permits and the fees provided for in subparagraph 1 of the first paragraph of section 16 of that Regulation.

O.C. 1874-86, s. 6; O.C. 502-2005, ss. 6 and 14; O.C. 1117-2019, s. 3.

7. The holder of a special permit must

(1) sign the permit or have it signed by the holder's representative;

(2) on request by a highway controller or any other peace officer and according to the controller or officer's instructions, provide the data recorded and kept by the system referred to in subparagraph 5 of the first paragraph of section 3 in the vehicle that has been stopped;

(3) notify the Minister of Transport within 2 days of any accident or traffic jam caused by the road train;

(4) operate the tractor forming part of the road train as an "operator" within the meaning of section 2 of the Act respecting owners, operators and drivers of heavy vehicles (chapter P-30.3);

(5) ensure that the driver of the road train complies at all times with the provisions of paragraphs 3 to 5 of section 9 and section 9.0.0.1;

(6) ensure that the road train is referred to in any of paragraphs 1 to 4 of section 2 and that it meets at all times the characteristics specified in subparagraphs 2 to 10 of the first paragraph of section 3 and in section 3.1; and

(7) ensure that the road train is permitted to travel on the roads referred to in subparagraphs 2, 3, 4 and 5 of the first paragraph of section 9.0.1, having regard to authorized dimensions.

O.C. 1874-86, s. 7; O.C. 383-99, s. 1; O.C. 502-2005, s. 7; O.C. 1488-2018, s. 3; O.C. 1117-2019, s. 4.

7.1. Where the permit includes a period between 1 December and 29 February, the permit holder must draw up, for each planned trip, a list of the safe stopping locations including the address where the trip begins, the number of each autoroute used, the address of the destination and the safe stopping locations allowing to stop the road train in the event of unforeseeable deterioration of the weather, road conditions or visibility.

Those stopping locations must comply with the following requirements:

- (1) allow safe parking or uncoupling of the road train;
- (2) be accessible by an authorized road offering the necessary space to safely manoeuvre the road train;
- (3) be opened and accessible at all times;
- (4) be situated 50 km or less from the departure location, another stopping location or the destination.

Each stopping location must be identified by using its address or, failing such address, by a description making it easy to find the stopping location in case of emergency and the route to follow to get there from the autoroute exit ramp.

The stations used for the control of highway transportation of persons and goods, autoroute exit or access ramps, autoroute shoulders, including that of autoroute 40, called autoroute Félix-Leclerc, situated near kilometre posts 216 and 217 in Municipalité de Saint-Luc-de-Vincennes may not be indicated as safe stopping locations.

O.C. 1117-2019, s. 5.

7.2. A permit holder must provide, at the request of the Minister of Transport, a highway controller or any other peace officer and according to the Minister, controller or officer's instructions, for each trip planned between 1 December and 29 February, a list of the safe stopping locations.

O.C. 1117-2019, s. 5.

7.3. A permit holder who operates a road train during the period included between 1 December and 29 February must also

- (1) update, between 1 and 30 November, the list of safe stopping locations;
- (2) give the driver of a road train a copy of the list of safe stopping locations updated in accordance with paragraph 1;
- (3) keep for at least 90 days the data that must be recorded by the system referred to in subparagraph 5 of the first paragraph of section 3 and of which the combination of vehicles is equipped;
- (4) provide, at the request of the Minister of Transport and within the prescribed time, the data provided for in paragraph 3;
- (5) provide, at the request of the Minister of Transport and within the prescribed time, the data on the carrying out of the transportation, that is,

- (a) the registration number of the tractor;
- (b) the number of the special permit;
- (c) the date of the trip;
- (d) the place and time of departure;
- (e) the place and time of arrival;
- (f) the number of each autoroute used;

(g) the name of 2 sources consulted to verify the weather forecasts, the date and time of each consultation and the weather forecasts by those sources at the time of operation of the road train;

(h) the date and time of consultation of the road conditions with the Ministère des Transports through its information service known under the name Québec 511 and the road conditions indicated by the service at the time of consultation.

O.C. 1117-2019, s. 5.

8. A special permit is valid for a maximum of 12 consecutive months.

O.C. 1874-86, s. 8; O.C. 502-2005, s. 8; O.C. 1117-2019, s. 6.

9. The driver of a road train shall:

- (1) travel at a maximum speed of 90 km per hour;
- (2) travel at least 150 m from any road vehicle preceding it, except where passing is necessary;

(3) refrain from travelling on 26 December and the holidays listed in subparagraphs *b* to *j* of paragraph 23 of section 61 of the Interpretation Act (chapter I-16);

(3.1) travel only on authorized roads as provided in section 9.0.1;

(4) from Monday to Friday, refrain from travelling on autoroutes in Ville de Québec from 6:30 a.m. to 9:00 a.m. and from 3:30 p.m. to 6:00 p.m. and on autoroutes on Île de Montréal from 5:30 a.m. to 9:30 a.m. and from 3:00 p.m. to 7:00 p.m.

(5) travel only when visibility is not less than 500 m and when the roadway is free from snow and ice;

(6) *(paragraph revoked)*.

O.C. 1874-86, s. 9; O.C. 383-99, s. 2; O.C. 502-2005, s. 9; O.C. 1117-2019, s. 7.



The application of paragraph 4 of this section is suspended until 10 October 2023. See M.O. 2021-01, 2021-02-01, (2021) 153 G.O. 2, 661.

9.0.0.1. During the period included between 1 December and 29 February, the driver must also

(1) keep in the vehicle, at a location that is easily accessible, a copy of the list of the safe stopping locations given by the permit holder and provide it at the request of a highway controller or any other peace officer and according to the controller or officer's instructions;

(2) drive on autoroutes for which safe stopping locations are identified on the list;

(3) verify, not more than 3 hours before each departure, the weather forecasts with 2 different sources, refrain from operating if they are not favourable and keep the data and the date and time of each consultation;

(4) verify, not more than 3 hours before each departure, the condition of the road network with the Ministère des Transports through its information service known under the name Québec 511, in particular road conditions, road work and warnings in force, and keep the data and the date and time of each consultation.

O.C. 1117-2019, s. 8.

9.0.1. A special operating permit authorizes a road train to travel only on the following roads:

- (1) divided lane autoroutes and their entrance and exit ramps;
- (2) road segments linking the exit and entrance ramps of an autoroute in opposite directions;
- (3) roads giving access to a municipal industrial park from an autoroute exit or entrance ramp, for a distance of not more than 2 km;
- (4) roads not referred to in subparagraph 3 from an autoroute exit or entrance ramp, for a distance of not more than 500 m;
- (5) roads in a municipal industrial park;
- (6) *(subparagraph revoked)*;
- (7) a road or portion of road referred to in Schedule 1.

The special operating permit does not authorize the holder of the permit to take Exit 174 or 203 on Autoroute 40 to enter or exit the autoroute.

For the purposes of subparagraphs 3 and 4 of the first paragraph, the distance from the autoroute is measured at the junction of the autoroute exit or entrance ramp with another road.

For the purposes of subparagraph 3 of the first paragraph, “municipal industrial park” means an industrial or technological zone designated by a municipality as an industrial or technological park.

O.C. 502-2005, s. 10; O.C. 604-2014, s. 4.

9.1. The holder of a special road train operating permit who contravenes subparagraph 1 of the first paragraph of section 3 commits an offence and is liable to a fine referred to in subparagraph 3 of the third paragraph of section 513 of the Highway Safety Code (chapter C-24.2).

The driver of a road train who contravenes the provisions of the fourth paragraph of section 3 commits an offence and is liable to a fine of \$90 to \$270.

O.C. 383-99, s. 3; O.C. 604-2014, s. 5.

9.2. Every holder of a special road train operating permit who contravenes any of the provisions of paragraphs 4, 5, 6 and 7 of section 7 commits an offence and is liable to a fine of \$350 to \$1,050 or sections 7.1 to 7.3.

O.C. 383-99, s. 3; O.C. 502-2005, s. 11; O.C. 1117-2019, s. 9.

9.3. Every driver of a road train who contravenes any of the provisions of section 9 or 9.0.0.1 commits an offence and is liable to a fine of \$175 to \$525.

O.C. 383-99, s. 3; O.C. 502-2005, s. 12; O.C. 1117-2019, s. 10.

10. *(Omitted).*

O.C. 1874-86, s. 10.

SCHEDULE 2

(Replaced)

O.C. 1874-86, Sch. 2; O.C. 502-2005, s. 13.

SCHEDULE 3

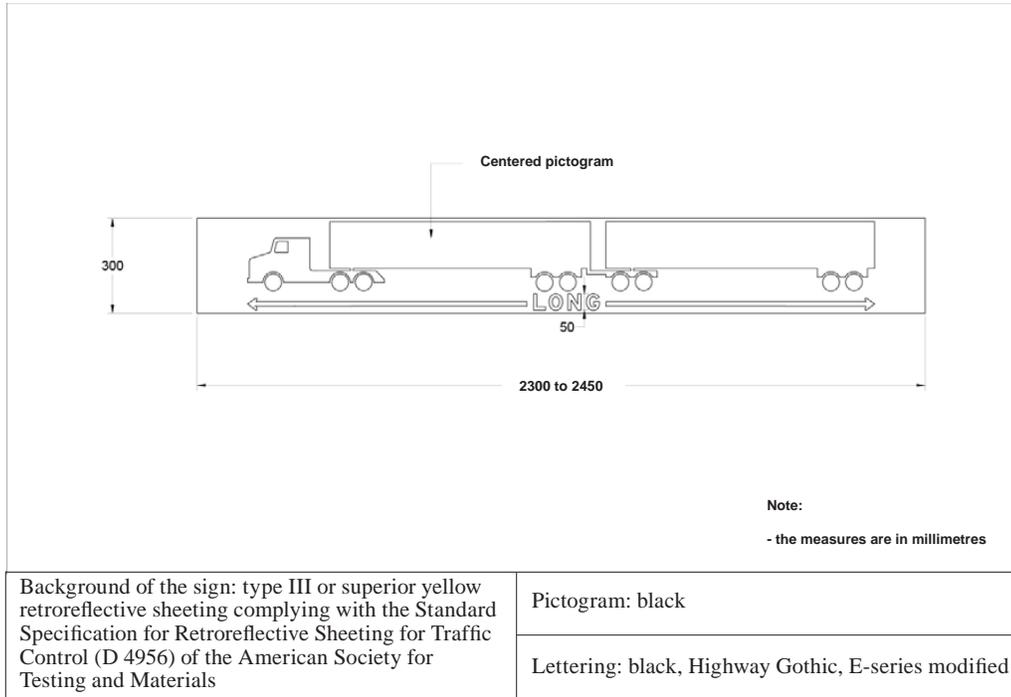
(s. 3, 1st par., subpar. 7)



O.C. 604-2014, s. 7.

SCHEDULE 4

(s. 3, 1st par., subpar. 7)



O.C. 604-2014, s. 7.

TRANSITIONAL

2014

(O.C. 604-2014) SECTION 8. Until 17 January 2016, the sign referred to in subparagraph 7 of the first paragraph of section 3 may be replaced by a traffic sign that complies with the provisions of that subparagraph, as they read before being replaced by this Order in Council.

UPDATES

O.C. 1874-86, 1987 G.O. 2, 16

S.Q. 1990, c. 19, s. 11

O.C. 383-99, 1999 G.O. 2, 477

O.C. 502-2005, 2005 G.O. 2, 1669

O.C. 604-2014, 2014 G.O. 2, 1409

O.C. 1488-2018, 2019 G.O. 2, 28

O.C. 1117-2019, 2019 G.O. 2, 2789