

SCHEDULE "T"
to Traffic By-law No. 5463/16/87, s. 54.6
[EN. B/L 5810/85/90; AML B/L 6098/47/93]

THE CITY OF BRANDON
DEPARTMENT OF ENGINEERING AND OPERATIONS
APPLICATION AND PERMIT FOR CROSSING

PERMIT NO. _____

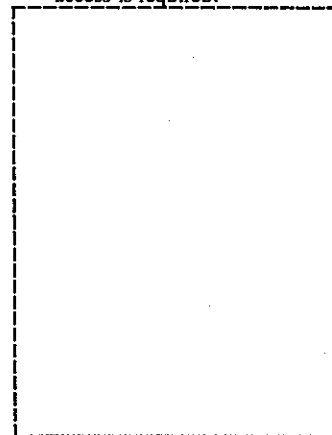
RECEIPT # _____

General Information: [please print]

APPLICANT: _____
BILLING _____
ADDRESS: _____

PHONE NO.: _____

Site Plan
Show location of desired crossing in relation to street(s) and lane(s) and property for which access is required.



Application is hereby made for a crossing permit to access property at:

(Civic Address)

(Legal Description)

Details of location:
(boulevard, sidewalk, type of curb, etc.)

Reason for requested Crossing Permit: _____

Conditions and Regulations:

1. Payment of the application fee as set out in the Traffic By-law.
2. The applicant shall be responsible for any damage done to the boulevard, sidewalk or curb. Any required repairs will be carried out by the City and the costs paid by the applicant.
3. The applicant shall provide the City Engineer with a damage deposit, in such amount as determined by the City Engineer, to cover possible damage resulting from such action. Said deposit may be retained by the City until the Crossing Permit is no longer required and any necessary repairs have been completed. All costs incurred by the City in repairing any damage to the boulevard, sidewalk, or curb, shall be deducted from the deposit.

Request for Permit

The undersigned, being the applicant, hereby agrees to comply with all conditions and regulations set out herein, submits the required fees, and requests issuance of a Crossing Permit.

Date: _____ Signature of Applicant: _____

Approval

The above application for a Crossing Permit is hereby:
Approved Not Approved Amount of damage deposit required: \$ _____

Comments: _____

Date: _____

CITY ENGINEER

THE CITY OF BRANDON

Application for Release of Damage Deposit Required for Crossing Permit

Crossing Permit No. _____

Civic Address: _____

Legal Description: _____

Crossing Permit Permittee: _____

_____ I hereby certify that the construction and related work for which the above noted Crossing Permit was issued is now complete.

_____	_____
Date	Permittee

_____ I hereby certify that I have inspected the above noted property and there is no damage to sidewalks, curbs, pavement, street, underground services, and any other appurtenances.

_____ Damage has been done re the above, the costs for repair and nature of damage are as follows:

Nature of Damage _____

Cost of Repair _____

Note: Final Inspection will be provided between May 1st and November 15th, or as the weather conditions permit. Deposit refund will not be processed until final inspection has taken place.

Amount of Deposit _____

Date of Deposit _____

Date of Release _____

Interest _____

Subtotal _____

Amount of Damage Repair _____

Total _____

SCHEDULE "T"
to Traffic By-law No. 5463/16/87, s. 54.6

THE CITY OF BRANDON
DEPARTMENT OF ENGINEERING AND OPERATIONS
APPLICATION AND PERMIT FOR CROSSING

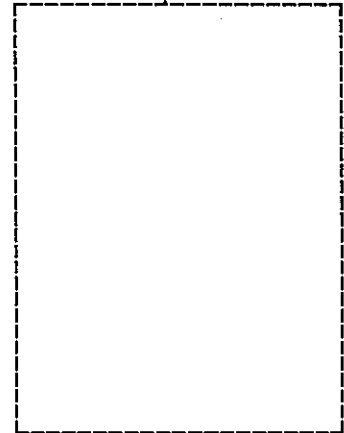
PERMIT NO. _____

RECEIPT # _____

General Information: [please print]

APPLICANT: _____
BILLING ADDRESS: _____
PHONE NO.: _____

Site Plan
Show location of desired crossing in relation to street(s) and lane(s) and property for which access is required.



Lot
Line

Application is hereby made for a crossing permit to access property at:

(Civic Address)

(Legal Description)

Details of location:
(boulevard, sidewalk, type of curb, etc.)

Reason for requested Crossing Permit: _____

Conditions and Regulations:

1. Payment of the application fee as set out in the Traffic By-law.
2. The applicant shall be responsible for any damage done to the boulevard, sidewalk or curb. Any required repairs will be carried out by the City and the costs paid by the applicant.
3. The applicant shall provide the City Engineer with a damage deposit, in such amount as determined by the City Engineer, to cover possible damage resulting from such action. Said deposit may be retained by the City until the Crossing Permit is no longer required and any necessary repairs have been completed. All costs incurred by the City in repairing any damage to the boulevard, sidewalk, or curb, shall be deducted from the deposit.

Request for Permit

The undersigned, being the applicant, hereby agrees to comply with all conditions and regulations set out herein, submits the required fees, and requests issuance of a Crossing Permit.

Date: _____ Signature of Applicant: _____

Approval

The above application for a Crossing Permit is hereby:

Approved Not Approved Amount of damage deposit required: \$ _____

Comments: _____

Date: _____

CITY ENGINEER

THE CITY OF BRANDON

Application for Release of Damage Deposit Required for Crossing Permit

Crossing Permit No. _____

Civic Address: _____

Legal Description: _____

Crossing Permit Permittee: _____

_____ I hereby certify that the construction and related work for which the above noted Crossing Permit was issued is now complete.

_____	Date	_____	Permittee
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_____ I hereby certify that I have inspected the above noted property and there is no damage to sidewalks, curbs, pavement, street, underground services, and any other appurtenances.

_____ Damage has been done re the above, the costs for repair and nature of damage are as follows:

Nature of Damage _____

Cost of Repair _____

Note: Final Inspection will be provided between May 1st and November 15th, or as the weather conditions permit. Deposit refund will not be processed until final inspection has taken place.

Amount of Deposit _____

Date of Deposit _____

Date of Release _____

Interest _____

Subtotal _____

Amount of Damage Repair _____

Total _____

SCHEDULE "U"
Traffic By-law No. 5463/16/87, Section 10.5
[EN. B/L 5810/85/90, AM. B/L 6098/47/93; 6612]

APPLICATION AND PERMIT FOR CONDUCTING A SPECIAL EVENT

General Information:

APPLICANT: _____

ADDRESS: _____ PHONE: _____

REPRESENTATIVE'S NAME: _____

ADDRESS: _____ PHONE: _____

NATURE OF SPECIAL EVENT: _____
(sidewalk sale, block party, etc.)

HOURS OF SPECIAL EVENT: _____

DATE OF SPECIAL EVENT: _____ RAIN DATE: _____

LOCATION OF SPECIAL EVENT: _____

Conditions and Regulations:

1. Payment of the required permit fee as set out in the City's annual fee schedule. [AM. B/L 6612]
2. Where blocking of streets is requested and approved, proper barricades shall be obtained from the Civic Works Complex at a cost set out in the City's annual fee schedule. Such barricades shall be picked up and returned at the convenience of the Manager of Public Works. [AM. B/L 6612]
3. Payment of any additional fees respecting such authorization as determined in the sole discretion of the TAAC as same may pertain to each individual application.

Request for Permit:

The undersigned, being the applicant, hereby agrees to comply with all conditions and regulations set out herein, submits the required fee, and requests the issuance of a Special Event permit.

Date: _____ Signature of Applicant: _____

Approval:

Permit No. _____ Fees: \$ _____ Date of Issue: _____

Comments: _____

The above noted organization is hereby granted a permit covering the conduct of the Special Event as noted above.

- Copies to:
- Applicant
 - Police Service
 - Fire Department
 - TAAC

TRAFFIC AUTHORITY ADVISORY COMMITTEE
THE CITY OF BRANDON

Per: _____
Supervisor of Municipal Licensing

SCHEDULE "V"

Traffic By-law No. 5463/16/87, Section 10.4

[EN. B/L 5871/28/91; AM. B/L 5909/66/91; 6295/22/95; 6468/31/97; 6571]

PROJECTING SIGN/CANOPY REGULATIONS

1. (a) Every Projecting Sign/Canopy shall require:
 - (1) a Development Permit in accordance with "The City of Brandon Zoning By-law", as amended; and
 - (2) a Building Permit in accordance with the City's Building By-law, as amended; to address issues of safety and maintenance.
- (b) Every Projecting Sign/Canopy shall be subject to a five (5) year user-pay inspection system to be administered by the Brandon and Area Planning District.
2. With the exceptions of location and height, installation of projecting signs and canopies shall meet all other applicable requirements and standards as contained in "The City of Brandon Zoning By-law" and Building By-law, both as amended.
3. No projecting sign or canopy shall be nearer to the ground than a distance of 2.6 metres (8.5 feet) measured from the level of the boulevard or sidewalk over which the same may be placed, and no projecting sign or canopy or any portion thereof shall have a horizontal clearance of less than .6 metres (2 feet) from that portion of a street used for vehicular traffic, nor shall any projecting sign or canopy overhang any street or sidewalk more than 3.5 metres (11.5 feet).
4. No projecting sign or canopy shall be erected or maintained where same projects into, over or across any street which is 4.8 metres (15.7 feet) or less in width.
5. Projecting signs within 15.25 metres (50 feet) of a street intersection shall be subject to prior approval of the City Engineer. This provision shall not apply to fascia signs which comply with the requirements as set out in "The City of Brandon Zoning By-law", as amended.
6. No projecting sign shall exceed 1 metre (3.3 feet) above the parapet or roof line of the adjacent building or structure to which it is erected.
7. Every projecting sign shall be so erected that the part thereof nearest to the building or structure on which it is erected shall be not more than .6 metres (1.9 feet) distant therefrom.
8. No projecting sign or canopy or appurtenance thereto shall be:
 - (a) attached to any fire escape or maintained in such a position as to obstruct the free use of any fire escape;
 - (b) supported by or attached to, in any way, any electric light, power, telephone, or telegraph pole;
 - (c) erected on or attached to any building if the sign is of such weight as to render the building unsafe.
9. (a) No alteration or addition shall be made to any projecting sign or canopy, or in connection with any of its accessories, unless both a Development Permit and Building Permit allowing such alteration or addition are first obtained from the Development Officer and Chief Building Inspector, respectively.
- (b) An advertising panel which is removed from its supports for painting, repairs, or other purposes, and is to be re-erected at the same location by attachment to the same support, shall not require the issuance of a further development permit or building permit.

SCHEDULE "V" (cont'd)
to Traffic By-law No. 5463/16/87

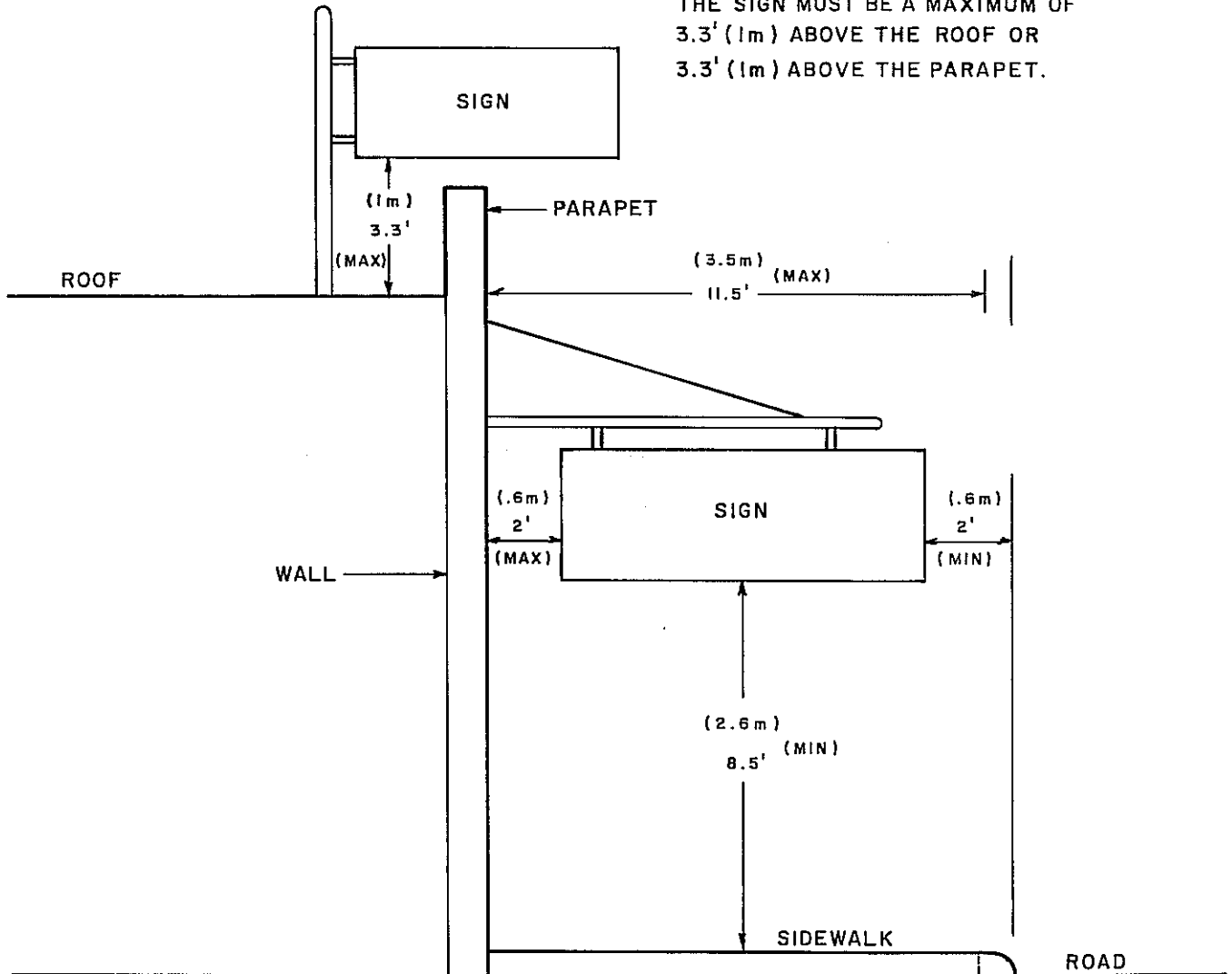
9. (c) No projecting sign or canopy or appurtenance thereto shall be relocated on a site without first obtaining a development permit and where required a building permit.
10. Maintenance of all projecting signs and canopies and appurtenances thereto shall be in accordance with requirements set out by "The City of Brandon Zoning By-law" and the Building By-law, both as amended.
11. All persons carrying on a business of erecting, maintaining or operating signs or canopies which come within the provisions of the City's Traffic By-law, as amended, shall be in possession of a current license from the City in accordance with the City's Licensing By-law, as amended, prior to undertaking work for the erection or repair of any projecting sign or canopy.
12. (a) The owner of a subject property shall make or be liable for the costs of any adjustment or alteration to the encroachment as may be required by reason of any street widening or other usage of the street by the City, and shall assume all risk of damage to any encroachment attaching thereto by reason of any use whatsoever made of the street. In no way shall the City be held liable for any damages, costs or expenses in connection with an encroachment which may in any way arise from such widening or usage.
(b) The owner of a subject property shall indemnify the City against all damages, costs and expenses which the City may suffer, incur or be put to by reason of the existence, maintenance or use of any encroachment attaching thereto, and will enter into a Save Harmless Agreement with the City for such purpose.
13. Neither the issuance of any permit, nor the entering into of any encroachment agreement, shall relieve any person owning or occupying any premises on which any projecting sign or canopy may be erected or maintained, or any person erecting or maintaining any such projecting sign or canopy, from full responsibility therefor or from any liability for damage caused by or arising out of the erection or maintenance or failure of the same to any person or property.
14. Where a business for which a projecting sign/canopy has been authorized by a development permit no longer operates or exists, the business owner or its principals must immediately remove the projecting sign/canopy.

SCHEDULE "V"

Traffic By-law No. 5463/16/87, Section 10.4

NOTE

THE SIGN MUST BE A MAXIMUM OF
3.3' (1m) ABOVE THE ROOF OR
3.3' (1m) ABOVE THE PARAPET.



SCHEDULE W

to Traffic By-law No. 5463/16/87, Section 53.1

[EN. B/L 5871/21/91; AM. B/L 5909/66/91; B/L 5988/25/92; B/L 6295/22/95; B/L 6914]

This Schedule is a consolidated version of Manitoba Regulations 575/88 as amended by M.R. 292/90. M.R. 80/91, M.R. 1870/92 and M.R. 97/2002. Those portions within special brackets {} have been included to assist in more readily identifying reference material and are not part of the Regulation.

THE HIGHWAY TRAFFI ACT (CCSM c.H60)
MANITOBA REGULATION 575/88

Vehicle Weights and Dimensions on Classes of Highways Regulations

PART I
DEFINITIONS AND APPLICATION

Interpretation

1(1) In this regulation,

“A”, where it refers to a class of highway, means a Class A highway;

“A1”, where it refers to a class of highway, means a Class A1 highway;

“A-dolly” means a trailer converter dolly that is towed from a single hitch located on the centre line of the towing vehicle;

“A-train” means a combination of vehicles composed of a truck tractor, a semi-trailer and either

- (a) an A-dolly and a semi-trailer, or
- (b) a full trailer;

“Act” means The Highway Traffic Act;

“anti splash and spray device” means a device that is attached to a vehicle and designed to control or reduce the amount of water thrown up by the moving wheels of the vehicle;

“articulation point” means

- (a) the vertical axis of the kingpin in a fifth wheel coupler and kingpin assembly,
- (b) the vertical axis through the centre of a lunette eye in a pintle hook and lunette eye assembly,
or
- (c) the vertical axis through the centre of rotation of a turntable or other similar device that allows the vehicles in a combination of vehicles to rotate in the horizontal plane relative to one another;

“axle group” means a tandem or tridem axle;

“axle spread” means the longitudinal distance between the extreme axle centres of the axle unit;

“axle unit” means

- (a) a single axle,
- (b) a tandem axle, or
- (c) a tridem axle;

SCHEDULE "W" (cont'd)

"B", where it refers to a class of highway, means a Class B highway;

"B1", where it refers to a class of highway, means a Class B1 highway;

"B-train" means a combination of vehicles composed of a truck tractor and a semi-trailer, followed by another semi-trailer attached to a fifth wheel coupler mounted on the rear of the first semi-trailer;

"box length" means

- (a) with respect to a truck in combination with a pony trailer or full trailer, the distance measured from the front of the cargo carrying unit of the truck, excluding any auxiliary equipment attached to the front of the cargo carrying unit of the truck that is not designed for the transportation of goods, to the rear of the pony trailer or full trailer or any load carried on the trailer, whichever is the greater distance from the front of the cargo carrying unit of the truck.**
- (a.1) with respect to a semi-trailer, the distance measured from the front of the semi-trailer, excluding any auxiliary equipment attached to the front of the semi-trailer that is not designed for the transportation of goods, to the rear of the semi-trailer or any load carried by it, whichever is the greater distance from the front of the semi-trailer, and**
- (b) with respect to a combination of vehicles other than in clause (a), the distance measured from the front of the lead trailer, excluding any auxiliary equipment attached to the front of the lead trailer that is not designed for the transportation of goods, to the rear end of the last trailer, or any load carried on the last trailer, whichever is the greater distance from the front of the lead trailer;**

M.R. 170/93

"C", where it refers to a class of highway, means a class C highway;

"C-dolly" means a trailer converter dolly equipped with

- (a) a self steering axle, and**
- (b) a rigid double pintle hitch assembly located on a horizontal transverse plane;**

"C-train" means a combination of vehicles composed of a truck tractor and a semi-trailer, followed by another semi-trailer attached to the first semi-trailer by the means of a C-dolly;

"drawbar" means a structural part of a full trailer, pony trailer or trailer converter dolly that includes a device for the purpose of coupling with a hitching device or fifth wheel coupler;

M.R. 170/93

"drawbar length" means the longitudinal distance from the centre in the hole of the fifth wheel coupler of a trailer converter dolly to the centre of the hitching device on the lead semi-trailer;

"drive axle" means an axle that is or may be connected to the power source of a motor vehicle and transmits tractive power to the wheels;

SCHEDULE "W" (cont'd)

"effective overhang" means the longitudinal distance from the turn centre to the rearmost point including load on the truck trailer or semi-trailer;

M.R. 170/93

"end dump bulk trailer" means a semi trailer truck so constructed that the semi trailer box may be elevated to provide for the dumping of a load through the rear of the trailer;

"fifth wheel coupler" means a coupling device securely attached to the chassis of a vehicle and which will accept a semi-trailer kingpin inserted through the device and will lock the kingpin in position to allow rotation in a horizontal plane through the coupling device;

"full trailer" means a vehicle without motive power that is designed to be towed by another vehicle and is so designed that the whole of its weight and load is carried on its own axles and includes a combination consisting of a semi-trailer and trailer converter dolly;

"gross axle weight" means the gross weight carried by an axle unit and transmitted to the road by the wheels of that axle;

"gross vehicle weight" or "GVW" means the total weight of a vehicle or combination of vehicles, including its load, transmitted to the road by its axles;

"hitch offset" means the longitudinal distance from the turn centre to the articulation point of the hitching device or fifth wheel coupler used to tow the following vehicle;

M.R. 170/93

"interaxle spacing" means the longitudinal distance separating two axle units as determined from the centres of each of the axles that is the closest to the other axle unit;

"kingpin setback" means the horizontal distance from the vertical axis through the centre of the kingpin to any point on the semi-trailer ahead of the kingpin including any load, but excluding any auxiliary equipment attached to the front of the semi-trailer that is not designed for the transportation of goods;

"load securement device" means

- (a) a tie down, binder, lock chain, cable, belt, rope, winch, cinch, hook or covering, or
 - (b) a door handle, door lock, door hinge or bunk cable guide
- required or permitted by the Act and regulations;

"pony trailer" means a vehicle without motive power that is equipped with a rigid drawbar and is designed to be towed by another vehicle and is so designed to carry all or substantially all of its gross vehicle weight on its axles;

M.R. 170/93

"provincial road" or "PR" means a highway that is a provincial road within the meaning of The Highways and Transportation Department Act;

SCHEDULE "W" (cont'd)

"provincial trunk highway" or "PTH" means a highway that is a provincial trunk highway within the meaning of The Highways and Transportation Department Act;

"RTAC route" means a highway designated as an RTAC route in Schedule B {refer to Schedule D1 of the Traffic By-law};

"RTAC vehicle" means

- (a) a truck,**
- (b) a truck and pony trailer combination,**
- (c) a truck and full trailer combination,**
- (d) a truck tractor and semi-trailer combination,**
- (e) an A-train,**
- (f) a B-train, or**
- (g) a C-train**

which conforms to the criteria set out in sections 9, 13, 14, 15, 16, 18, 19, 20, 21, 23, 25, 28 and 30 but does not include a pony trailer where the gross vehicle weight of the pony trailer as rated by the manufacturer is less than 10,000 kg;

M.R. 170/93

"self-steering axle" means an axle on which the wheels turn left and right on one or more essentially vertical axes but their turning is not controlled by means of the steering wheel in the operator's compartment;

"semi-trailer" means a vehicle without motive power, designed so that a substantial part of its weight and load rests on and is carried by the truck tractor, another semi-trailer or a trailer converter dolly to which it is attached by a fifth wheel coupler;

"single axle" means one axle or two consecutive axles having an axle spread of less than 1.0 m;

"steering axle" means an axle on which the wheels turn left and right on one or more essentially vertical axes and their turning is controlled by, and in direct proportion to, the rotation of the steering wheel in the operator's compartment;

"tandem axle" means two or more equally spaced consecutive axles having an axle spread of not less than 1.0 m nor more than 1.85 m that are articulated from a common attachment to the vehicle or are designed to automatically distribute the load so that the gross weight on each single axle does not exceed the maximum prescribed for a single axle under this regulation;

"trailer converter dolly" means a vehicle without motive power that has

- (a) one or more axles,**
- (b) the lower half of a fifth wheel coupler, and**
- (c) a drawbar assembly,**

and is designed to be used to convert a semi-trailer to a full trailer;

SCHEDULE "W" (cont'd)

"trailer wheelbase" means the longitudinal distance from the centre of

- (a) the kingpin of a semi-trailer,
 - (b) the turntable of a full trailer, or
 - (c) the hitching device on a pony trailer
- to the turn centre of the trailer;

M.R. 170/93

"tridem axle" means three equally spaced consecutive axles, having an axle spread of not less than 2.4 m nor more than 3.7 m and which are articulated from a common attachment to the vehicle or are designed to automatically distribute the load so that the gross weight on each single axle does not exceed the maximum prescribed for a single axle under this regulation and so that the gross weight on any two adjacent single axles does not exceed the maximum prescribed for a tandem axle under this regulation;

"truck tractor" means a motor vehicle having a net weight of more than 4000 kg equipped with the lower half of a fifth wheel coupler designed to be used to pull a semi-trailer by coupling to the kingpin attached to the semi-trailer;

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

"turn centre" means the geometric centre of

- (a) the axle group on a semi-trailer or pony trailer, or
- (b) the rear axle group on a truck, truck tractor or full trailer;

M.R. 170/93

"width of tire" means, with respect to rubber tires, the width of the tire as customarily measured and rated by manufacturers of motor vehicles and tires and, with respect to metal tires or solid rubber tires, the transverse width of the outer circumference of the metal tire or solid rubber tire.

M.R. 292/89

- 1(2) A vehicle which displays, in a conspicuous place on both sides of the semi-trailer or full trailer near the front of the vehicle, the symbol shown on Schedule A {of Schedule W - not included}, in the form of a decal supplied by the minister is an RTAC vehicle.

Application

- 2 This regulation does not apply to a person
- (a) who is operating a vehicle including a special mobile machine that is operated solely for the purpose of road construction, maintenance or snow removal when the vehicle is being operated on behalf of a traffic authority;
 - (b) who is operating a vehicle and who has a permit issued under the Act and regulations authorizing the operation of the vehicle on a highway.

SCHEDULE "W" (cont'd)

**PART II
CLASSIFICATION AND DESIGNATION OF HIGHWAYS**

Classification and designation of highways

- 3(1) A class of highways to be known as RTAC routes is hereby established.
- 3(2) The highways set out in Schedule B {refer to Schedule D1 of the Traffic By-law - RTAC Truck Routes} are designated as RTAC routes.

Class A1 highways

- 4 The provincial roads set out in Schedule C {refer to Schedule D1 of the Traffic By-law - City Truck Routes and Provincial Truck Routes} are classified as Class A1 highways.

**PART III
VEHICLE HEIGHT**

Maximum vehicle height

- 5 No person shall drive or operate on a highway a vehicle having a height including its load in excess of 4.15 m.

**PART IV
VEHICLE AND AXLE WIDTH**

Application

- 6 This Part does not apply to a farm tractor or an implement of husbandry which is temporarily operated or drawn on a highway
- (a) for agricultural purposes, including repair; or
 - (b) for, by or on behalf of a dealer for the purpose of moving it between a farm and the dealer's place of business during daylight hours.
- M.R. 292/89; M.R. 80/91

Maximum passenger vehicle width

- 7 No person shall drive or operate a passenger vehicle on a highway having a total outside width in excess of 2.10 m.

Maximum vehicle width

- 8 No person shall drive or operate on a highway a vehicle having a total outside width, including its load, in excess of 2.6 m but not including the following as part of that width
- (a) loose hay, straw or fodder projecting beyond the sides of the vehicle to a total outside width not in excess of 3.7 m;
 - (b) one or more mirrors for the purpose of complying with the Act, which do not extend more than 20 cm on each side beyond the total width of the vehicle and load otherwise permitted by this section;
 - 8 (c) an anti-splash or anti-spray device, load securement device, ladder, clearance lamp or dangerous goods placard if the device, ladder, lamp or placard does not extend more than 10 cm on each side beyond the widest part of the vehicle and its load.

SCHEDULE "W" (cont'd)

Maximum RTAC vehicle axle width

9(1) Subsection (2) does not apply to a semi-trailer or full-trailer manufactured prior to July 1, 1988.

9(2) No person shall drive or operate on a highway an RTAC vehicle unless the distance across the outside of the tires on each axle unit on the pony trailer, semi-trailer or full trailer in the combination is not less than 2.5 m and not more than 2.6 m.

M.R. 170/93

9(3) Where a semi-trailer or full trailer was manufactured prior to July 1, 1988 and the running gear has not been totally replaced, the width across the outside of the tires may be less than that required in subsection (2), and any axles which are added to the existing running gear may be of a width equal to that running gear.

M.R. 292/89

**PART V
VEHICLE LENGTH**

Application

10(1) This Part does not apply to a person driving or operating on a highway a tow truck towing another motor vehicle that is unable to run under its own power.

10(2) Clauses 11(2)(a) to (g) do not apply to a person driving or operating on a highway a vehicle owned and used by a city or town for municipal purposes, or by Manitoba Hydro, The Manitoba Telephone System, or owned by the government and operated under the Minister of Highways and Transportation.

Vehicle length

11(1) This section does not apply to a driver or operator of an RTAC vehicle.

11(2) No person shall drive or operate on a highway

(a) a single vehicle having an overall length, including its load, exceeding 12.5 m;

(b) a trailer having an overall length including load exceeding 12.5 m;

(c) a bus with an articulation point between the passenger carrying sections of the bus unless

(i) the overall length of the bus does not exceed 20.0 m,

(ii) the distance from the articulation point to the front or rear of the bus does not exceed 12.5 m, and

(iii) movement of passengers between the articulated sections of the bus is possible at all times while the bus is being operated on a highway;

(c.1) a bus without any articulation point where

(i) the overall length of the bus exceeds 14.0m, and

(ii) the effective overhang exceeds 4.0m;

M.R. 170/93

(d) a combination of vehicles which

(i) is a combination of two vehicles that has a single articulation point, having an overall length, including its load, exceeding 21.5 m, or

(ii) is a combination of vehicles that contains more than one articulation point having an overall length, including its load, exceeding 23.0 m;

SCHEDULE "W" (cont'd)

- (e) a truck tractor in combination with a single semi-trailer, having an overall length including load exceeding 20 m in length;
- (f) an A-train, B-train or C-train having an overall length including load exceeding 23 m; and
- (g) a driveway unit having an overall length exceeding 23 m.

M.R. 80/91

Towing two or more trailers

- 12 No person shall drive or operate on a highway a motor vehicle drawing two or more trailers unless
- (a) the motor vehicle and trailers are owned by the City of Winnipeg;
 - (b) the motor vehicle is equipped with a fifth wheel coupler towing a gooseneck type trailer, and the combined weight of the trailers does not exceed twice the registered gross vehicle weight of the motor vehicle; or
 - (c) the motor vehicle is an A-train, B-train or C-train which complies with clause 11(2)(f).

RTAC vehicle length

- 13(1) This section applies only to drivers or operators of RTAC vehicles.

- 13(1.1) No person shall drive or operate on a highway a truck having an overall length, including load, exceeding 12.5 m.

M.R. 170/93

- 13(1.2) No person shall drive or operate on a highway a truck in combination with a pony trailer or full trailer unless

- (a) the length of the pony trailer or full trailer is no more than 12.5 m including its load;
- (b) the box length of the truck and pony trailer or truck and full trailer is not more than 18.5 m including their loads;
- (c) the wheelbase of the pony trailer is not less than
 - (i) 6.5 m when connected to the truck by a fifth wheel coupler, or
 - (ii) 8.5 m when connected to the truck by a hitching device other than a fifth wheel coupler; and
- (d) the wheelbase of the full trailer is not less than 6.5 m.

M.R. 170/93

- 13(2) No person shall drive or operate on a highway a truck tractor in combination with a single semi-trailer unless

- (a) the box length of the semi-trailer is not more than 16.2 m including its load; and
- (b) in the case of a truck tractor coupled to a semi-trailer which is equipped with a tandem or tridem axle, the wheelbase of the semi-trailer is not less than 6.25 m and not more than 12.5 m.

M.R. 292/89

- 13(3) No person shall drive or operate on a highway an A-train if

- (a) the box length is more than 18.5 m including their loads, or
- (b) the wheelbase of the lead semi-trailer or the following full trailer is less than 6.25 m.

M.R. 170/93

SCHEDULE "W" (cont'd)

- 13(4) No person shall drive or operate on a highway a B-train unless
- (a) the box length is not more than 20.0 m including their loads;
 - (b) the wheelbase of each semi-trailer is not less than 6.25 m or more than 12.5 m; and
 - (c) the sum of the two semi-trailer wheelbases is not more than 17 m.

M.R. 80/91

- 13(4.1) No person shall drive or operate on a highway a C-train if
- (a) the box length is more than 20.0 m including their loads; or
 - (b) the wheelbase of the lead semi-trailer or the following full trailer is less than 6.25 m.

M.R. 170/93

- 13(5) No person shall drive or operate on a highway
- (a) a truck in combination with a pony trailer or full trailer having an overall length, including its load, in excess of 23.0 m.
 - (a.1) a truck tractor having a wheelbase in excess of 6.2 m;
 - (b) a truck tractor in combination with a single semi-trailer having an overall length, including its load, in excess of 23.0 m; or
 - (c) an A-train, B-train or C-train having an overall length, including its load, in excess of 25.0 m.

M.R. 170/93

Projections from passenger vehicles

- 13.1 No passenger vehicle shall carry any load extending beyond the line of the splashguards or fenders on the left side of the vehicle, or extending more than 150 millimetres beyond the line of the fenders or splashguards on the right side of the vehicle.

M.R. 80/91

PART VI

SETBACKS, PROJECTIONS, OVERHANGS, ETC.

RTAC kingpin setback

- 14(1) This section applies only to drivers or operators of RTAC vehicles.
- 14(2) No person shall drive or operate on a highway
- (a) a single semi-trailer in combination with a truck tractor; or
 - (b) a lead semi-trailer in an A-train, B-train or C-train;
- where a part of the body or load of the semi-trailer is forward of the centre of the turning axis articulation point by more than a radius of 2.0 m.

Front and rear projections

- 15(1) This section applies to drivers or operators of RTAC and non-RTAC vehicles.
- 15(2) No person shall drive or operate a vehicle or combination of vehicles on a highway where the load projects more than 1.0 m beyond the front wheels, or if equipped with a front bumper, more than 1 m beyond that bumper.

SCHEDULE "W" (cont'd)

- 15(3) No person shall drive or operate on a highway a vehicle or combination of vehicles where the load projects more than 1 m beyond the rear of the vehicle unless there is displayed
- (a) where the vehicle is operated between the hours of sunrise and sunset, at the end of the projection, a red flag not less than 30 cm square visible at a distance of 60 m; and
 - (b) where the vehicle is operated between the hours of sunset and sunrise, at the end of the projection;
 - (i) a red light so placed as to be clearly visible from a vehicle approaching from the rear, or
 - (ii) a red reflector, so placed as to be illuminated by the headlights of a vehicle approaching from the rear.

RTAC effective overhang

16(1) This section applies only to drivers or operators of RTAC vehicles.

- 16(2) No person shall drive or operate on a highway
- (a) a truck where the effective overhang exceeds 4.0 m;
 - (b) a pony trailer where the effective overhang exceeds 4.0 m; or
 - (c) a semi-trailer in combination with a truck tractor where the effective overhang on the semi-trailer exceeds 35% of the wheelbase of the semi-trailer.

M.R. 170/93

Non-RTAC drawbar length

17(1) This section does not apply to a driver or operator of an RTAC vehicle.

- 17(2) No person shall drive or operate on a highway a combination of vehicles where the length of the drawbar or other connection between two of the vehicles exceeds 4.0 m.

RTAC drawbar length

18(1) This section only applies to the driver or operator of an RTAC vehicle.

- 18(2) No person shall drive or operate a C-train on a highway where the length of the drawbar exceeds 2.4 m.

RTAC hitch offset

19(1) This section applies only to a driver or operator of a RTAC vehicle.

- 19(2) No person shall drive or operate on a highway
- (a) a truck in combination with a pony trailer or full trailer where the hitch offset of the truck exceeds
 - (i) 1.8 m when equipped with a fifth wheel coupler, or
 - (ii) 1.5 m when equipped with a hitching device other than a fifth wheel coupler; or
 - (b) an A-train or C-train where the hitch offset on the lead semi-trailer exceeds 1.8 m.

M.R. 170/93

SCHEDULE "W" (cont'd)

**PART VII
AXLES AND TIRES**

Axle groups

- 20(1)** This section applies to drivers or operators of RTAC and non-RTAC vehicles.
- 20(2)** No person shall drive or operate on a highway a vehicle or combination of vehicles having attached to it two consecutive axle units which are in contact with the ground, unless one of the axles
- (a) rotates in the horizontal plane about a vertical axis; or
 - (b) articulates in the manner of a steering axle, relative to the second axle;
- and such rotation or articulation is sufficient to prevent lateral movement between the road surface and the tires on the rims affixed to that axle.
- 20(3)** No person shall drive or operate on a highway
- (a) a truck or truck tractor equipped with a tridem axle;
 - (b) a truck tractor equipped with two steering axles;
 - (c) a truck tractor in combination with one or more semi-trailers on which more than one axle unit on a semi-trailer is in contact with the ground;
 - (d) a truck and full trailer combination, A-train or C-train where the full trailer is equipped with more than two axle units which are in contact with the ground;
 - (e) a pony trailer equipped with more than one axle unit; or
 - (f) an A-train, C-train, or truck and full trailer combination, equipped with a tridem axle.

M.R. 170/93

RTAC axles and axle spreads

- 21(1)** This section applies only to drivers or operators of RTAC vehicles.
- 21(2)** No person shall drive or operate on a highway a truck tractor in combination with
- (a) a semi-trailer equipped with a tridem axle having an axle spread of less than 2.4 m or more than 3.7 m; or
 - (b) a trailer converter dolly equipped with
 - (i) a tandem or tridem axle unit in the case of an A-train or C-train, or
 - (ii) a tridem axle unit in the case of a truck and full trailer combination.

M.R. 170/93

- 21(3)** No person shall drive or operate on a highway
- (a) a pony trailer equipped with a tridem axle having an axle spread of less than 2.4 m or more than 2.5 m; or
 - (b) a B-train equipped with a tridem axle having an axle spread of less than 2.4 m or more than 3.1 m.

M.R. 170/93

a B-train equipped with a tridem axle having an axle spread in excess of 3.1 m.

SCHEDULE "W" (cont'd)

- 21(4) No person shall drive or operate on a highway a vehicle or combination of vehicles if the interaxle spacing of a steering axle or axle unit in Column I of Schedule D {of Schedule W} and a drive axle or axle unit opposite in Column II is less than the minimum interaxle spacing shown opposite in Column III.

Lift axles

- 22(1) This section does not apply to drivers or operators of RTAC vehicles.
- 22(2) No person shall drive or operate on a highway a vehicle or combination of vehicles manufactured after December 31, 1988 in which a control is provided
- (a) for raising or lowering a single axle unit; or
 - (b) for varying the load on an axle unit
- which can be operated from the operator's compartment.

Lift axles on RTAC vehicles prohibited

- 23 No person shall drive or operate on a highway an RTAC vehicle equipped with a lift axle where the tires of the lift axle are in contact with the ground.
- 24(1) Repealed, M.R. 292/89.
- 24(2) No person shall drive or operate on a highway an RTAC vehicle equipped with a self-steering axle where the tires of the self-steering axle, except for a C-dolly, are in contact with the ground.
M.R. 292/89

C-dolly prohibited on specified vehicles

- 24.1(1) This section applies to drivers or operators of RTAC or non-RTAC vehicles.
M.R. 170/93
- 24.1(2) No person shall drive or operate on a highway a truck and full trailer combination where the full trailer is equipped with a C-dolly.
M.R. 170/93

Tire, axle and trailer loads

- 25(1) This section applies to drivers or operators of RTAC or non-RTAC vehicles.
- 25(2) No person shall drive or operate on a highway a vehicle so loaded that the gross weight on a tire
- (a) exceeds the rated capacity of the tire as rated by the manufacturer of the tire; or
 - (b) exceeds 3,000 kg, other than a tire attached to the steering axle.
- 25(3) No person shall drive or operate on a highway a vehicle or combination of vehicles where
- (a) the gross axle weight on an axle unit exceeds the axle, suspension or brake manufacturer's rating of that component; or
 - (b) the gross vehicle weight on a trailer exceeds the manufacturer's rating for that trailer.

SCHEDULE "W" (cont'd)

PART VIII

VEHICLE WEIGHT AND AXLE WEIGHTS AND SPACINGS ON CLASSES OF HIGHWAYS

Non-RTAC vehicles other than end dump bulk trailers

- 26(1)** The section applies to persons who drive or operate vehicles or combinations of vehicles other than RTAC vehicles and combinations of vehicles which include end dump bulk trailers.
- 26(2)** Subject to subsections (4) and (5), no person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross axle weight on the steering axle or axle unit on any vehicle or combination of vehicles exceeds the maximum allowable gross axle weight for that steering axle or axle unit for that vehicle on that class of highway arrived at by applying to each steering axle or axle unit the following formula:

$$\text{GAW} = [\text{the lesser of (PGAW) or } (T \times K \times N)] - D$$

WHERE:

GAW = Maximum allowable gross axle weight in kilograms of the steering axle or axle unit for a class of highway as shown in Schedule E {of Schedule W};

PGAW = Maximum prescribed axle weight in kilograms as shown on Schedule E {of Schedule W} for the class of highway;

T = Total width in millimetres of a tire on the steering axle or axle unit and, where the tires are not uniform width, the width of the narrowest tire;

K = Number of kilograms per millimetre of tire width as shown for the class of highway on Schedule E {of Schedule W};

N = The number of tires on the steering axle or axle unit;

D = Down loading formula arrived at by multiplying 330 kg by each unit distance of .1 m or part thereof by which the interaxle spacing of a steering axle or axle unit in Column I of Schedule F {of Schedule W} and an axle unit shown opposite in Column II is less than the minimum distance shown in Column III and, where the combined GAW of the adjacent axle units do not correspond with the minimum distance shown in Column III, the reduction required by the downloading formula may be distributed over the combined gross axle weight of the adjacent axle units.

SCHEDULE "W" (cont'd)

EXAMPLE I

Assume that a C-train with the following characteristics is to be operated on a Class A highway.

[This diagram is not available on the data base. Consult the appropriate volume of The Manitoba Gazette.]

(1) Steering axle calculation

$$\begin{aligned} \text{GAW} &= [\text{the lesser of (5,500 kg) or (255 x 10 kg x 2 tires)}] - (330 \times 0) \\ &= \text{the lesser of (5,500 kg) or (5,100 kg)} \\ &= 5,100 \text{ kg} \end{aligned}$$

(2) Second axle unit

$$\begin{aligned} \text{GAW} &= [\text{The lesser of (16,000 kg) or (255 x 10 kg x 8 tires)}] - (0) \\ &= [\text{the lesser of (16,000 kg) or (20,400 kg)}] \\ &= 16,000 \text{ kg} \end{aligned}$$

(3) Third and fourth axle units

Since the interaxle spacing between the third and fourth axle units is .5 m less than the minimum required in Column III of Schedule F {of Schedule W}, these calculations must be made together. Ignoring the downloading formula for the moment, the GAW for the third axle unit is the same as that for the second axle unit, i.e., 16,000 kg, and the GAW for the fourth axle unit is calculated as follows:

$$\begin{aligned} \text{GAW} &= [\text{the lesser of (9,100 kg) or (255 x 10 kg x 4)}] \\ &= [\text{the lesser of (9,100 kg) or (10,200)}] \\ &= 9,100 \text{ kg} \end{aligned}$$

The downloading formula requires a reduction of 330 kg for each unit distance of .1 m by which the interaxle spacing is less than the minimum interaxle spacing set out in Column III. The resulting calculation is:

$$5 \times 330 = 1,650 \text{ kg}$$

Combining the GAW for the third and fourth axle units and subtracting the reduction required by the downloading formula, the calculation is as follows:

GAW of the two axle units EQUALS combined gross axle weight MINUS required downloading, or

$$(16,000 \text{ kg} + 9,100 \text{ kg}) - 1,650 \text{ kg} = 23,450 \text{ kg}$$

The weight reduction can be distributed between the axle units in any combination which results in combined GAW being reduced by 1,650 kg.

SCHEDULE "W" (cont'd)

(4) Fifth axle unit

The calculation for this axle unit is the same as for the fourth axle unit except that the downloading formula does not apply. Therefore,

$$\text{GAW} = 9,100 \text{ kg}$$

M.R. 292/89

- 26(3)** Subject to subsections (4) and (5), no person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross vehicle weight of the vehicle or combination of vehicles exceeds the lesser of
- (a)** the prescribed gross vehicle weight for the vehicle or combination of vehicles shown in Schedule E {of Schedule W} for the class of highway; or
 - (b)** the sum of the maximum allowable gross axle weights of the steering axle and all axle units as determined in subsection (2) for that class of highway.

EXAMPLE II

Making the same assumptions as in Example I, the prescribed gross vehicle weight for the combination of vehicles is the lesser of 56,500 kg (clause 26(3)(a)) or the sum of the maximum of all gross axle weights (clause 26(3)(b)) which is:

$$5,100 \text{ kg} + 16,000 \text{ kg} + 23,450 \text{ kg} + 9,100 \text{ kg} = 53,650 \text{ kg}$$

Therefore, the maximum allowable gross vehicle weight for the combination of vehicles may not exceed 53,650 kg.

M.R. 292/89

- 26(4)** Where an A-train, B-train or C-train manufactured prior to April 1, 1982 is driven or operated on a Class A1 highway and does not exceed a maximum prescribed GVW of 50,000 kg or is operated on a Class B1 highway and does not exceed the maximum prescribed GVW of 47,630 kg, it shall until April 1, 1992 be deemed to meet the minimum interaxle spacings set out in Schedule F {of Schedule W}.

M.R. 292/89

- 26(5)** Where a truck tractor in combination with a single semi-trailer which was manufactured prior to April 1, 1982 is driven or operated on a Class A1 or Class B1 highway and does not exceed the maximum prescribed GVW for that type of vehicle on that class of highway, it shall until April 1, 1992 be deemed to meet the minimum interaxle spacings set out in Schedule F {of Schedule W}.

- 26(6)** Notwithstanding subsections 26(2) and (3), where an A-train or C-train manufactured after July 1, 1988 is driven or operated on a Class A1 highway, the gross vehicle weight shall not exceed 53,500 kg.

M.R. 292/89

- 26(7)** Notwithstanding subsections 26(2) and (3), where an A-train or C-train manufactured prior to July 1, 1988 is driven or operated on a Class A1 highway after December 31, 1999, the gross vehicle weight shall not exceed 53,500 kg.

M.R. 292/89

SCHEDULE "W" (cont'd)

End dump bulk trailer

27(1) This section applies to persons who drive or operate combinations of vehicles, other than RTAC vehicles, in which there is an end dump bulk trailer.

27(2) Subject to subsections (4) and (5), no person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross axle weight on the steering axle or axle unit on any vehicle or combination of vehicles exceeds the maximum allowable gross axle weight for that steering axle or axle unit for that vehicle on that class of highway arrived at by applying to each steering axle or axle unit the following formula:

$$\text{GAW} = [\text{the lesser of (PGAW) or (T x K x N)}] - \text{D}$$

WHERE:

GAW = Maximum allowable gross axle weight in kilograms of the steering axle or axle unit for a class of highway as shown in Schedule E {of Schedule W};

PGAW = Maximum prescribed axle weight in kilograms as shown in Schedule E {of Schedule W} for the class of highway;

T = Total width in millimetres of a tire on the steering axle or axle unit and, where the tires are not uniform width, the width of the narrowest tire;

K = Number of kilograms per millimetre of tire width as shown for the class of highway on Schedule E {of Schedule W};

N = The number of tires on the steering axle or axle unit;

D = Down loading formula arrived at by multiplying 330 kg by each unit distance of .1 m or part thereof by which the interaxle spacing of a steering axle or axle unit in Column I of Schedule G {of Schedule W} and an axle unit shown opposite in Column II is less than the minimum distance shown in Column III and, where the combined GAW of the adjacent axle units do not correspond with the minimum distance shown in Column III, the reduction required by the downloading formula may be distributed over the combined gross axle weight of the adjacent axle units.

27(3) Subject to subsections (4) and (5), no person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross vehicle weight of the vehicle or combination of vehicles exceeds the lesser of

- (a) the prescribed gross vehicle weight for the vehicle or combination of vehicles shown in Schedule E {of Schedule W} for the class of highway; and
- (b) the sum of the maximum allowable gross axle weights of the steering axle and all axle units as determined in subsection (2) for that class of highway.

27(4) Where an A-train, B-train or C-train manufactured prior to April 1, 1982 is operated on a Class A1 highway and does not exceed a maximum prescribed GVW of 50,000 kg or is driven or operated as a Class B1 highway and does not exceed the maximum prescribed gross vehicle weight of 47,630 kg, it shall be deemed to meet the minimum interaxle spacings set out in Schedule G {of Schedule W}.

M.R. 292/89

SCHEDULE "W" (cont'd)

27(5) Where a truck tractor in combination with a single semi-trailer which was manufactured prior to April 1, 1982 is driven or operated on a Class A1 or Class B1 highway and does not exceed the maximum prescribed GVW for that type of vehicle on that class of highway, it shall be deemed to meet the minimum interaxle spacings set out in Schedule G {of Schedule W}.

M.R. 170/93

27(6) The examples set out in section 26 apply to this section with appropriate changes as the circumstances require.

27(7) Notwithstanding subsections 27(2) and (3), where an A-train or C-train manufactured after July 1, 1988 is driven or operated on a Class A1 highway the gross vehicle weight shall not exceed 53,500 kg.

M.R. 292/89

27(8) Notwithstanding subsections 27(2) and (3), where an A-train or C-train manufactured prior to July 1, 1988 is driven or operated on a Class A1 highway after December 31, 1999, the gross vehicle weight shall not exceed 53,500 kg.

M.R. 292/89

RTAC vehicles

28(1) This section applies only to drivers and operators of RTAC vehicles.

28(2) Subject to subsections (3), (3.1) and (3.2), no person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross axle weight on the steering axle or axle unit on any vehicle or combination of vehicles exceeds the maximum allowable gross axle weight for that steering axle or axle unit for that class of highway arrived at by applying to each steering axle or axle unit the following formula:

GAW = the lesser of (PGAW) or $(T \times K \times N)$

WHERE:

GAW = Maximum allowable gross axle weight in kilograms of the steering axle or axle unit for a class of highway as shown in Schedule H {of Schedule W};

PGAW = Maximum prescribed axle weight in kilograms as shown in Schedule H {of Schedule W} for the class of highway;

T = Total width in millimetres of a tire on the steering axle or axle unit, or where the tires are not of uniform width, the width of the narrowest tire;

K = Number of kilograms per millimetre of tire width as shown for the class of highway on Schedule H {of Schedule W};

N = The number of tires on the steering axle or axle unit.

M.R. 170/93

SCHEDULE "W" (cont'd)

- 28(3) No person shall drive or operate on a highway
- (a) a four or five axle truck and full trailer combination where the sum of the gross axle weight of all axle units on the full trailer exceeds 17,000 kg;
 - (b) a six axle truck and full trailer combination where the sum of the gross axle weight of all axle units on the full trailer exceeds 24,000 kg; or
 - (c) a seven axle truck and full trailer combination where the sum of the gross axle weight of all axle units on the full trailer exceeds 31,000 kg.
- M.R. 292/89; M.R. 170/93
- 28(3.1) No person shall drive or operate on a highway an A-train where the sum of the gross axle weight of all axle units on the full trailer exceeds 16,000 kg.
- M.R. 170/93
- 28(3.2) No person shall drive or operate on a highway a C-train where
- (a) the sum of the gross axle weight of all axle units on the semi-trailer and the C-dolly exceeds 23,000 kg; or
 - (b) the sum of the gross axle weight of all axle units on the full trailer exceeds 21,000 kg.
- M.R. 170/93
- 28(4) No person shall drive or operate a vehicle or combination of vehicles on a class of highway if the gross vehicle weight of the vehicle or combination of vehicles exceeds the lesser of
- (a) the prescribed gross vehicle weight for the vehicle or combination of vehicles shown in Schedule H {of Schedule W} for the highway class; and
 - (b) the sum of the maximum allowable gross axle weights of the steering axle and all axle units as determined in subsection (2).
- 28(5) The examples set out in section 26 apply to this section with appropriate changes as the circumstances require.
- 28(6) Notwithstanding subsections 28(2) and (4), where an A-train or C-train manufactured after July 1, 1988 is driven or operated on a Class A1 highway or an RTAC route, the gross vehicle weight shall not exceed 53,500 kg.
- M.R. 292/89
- 28(7) Notwithstanding subsections 28(2) and (4), where an A-train or a C-train manufactured prior to July 1, 1988 is driven or operated on
- (a) a Class A1 highway; or
 - (b) an RTAC route where the gross vehicle weight does not exceed 56,500 kg;
- after December 31, 1999, the gross vehicle weight shall not exceed 53,500 kg.
- M.R. 292/89; M.R. 170/93
- 28(8) Notwithstanding subsection (6) and (7), where a C-train with a C-dolly
- (a) satisfies testing requirements determined by the National Research Council (Canada);
 - (b) displays, in a conspicuous place on both sides of the C-dolly, a label from the manufacturer certifying satisfaction of those requirements; and
 - (c) is driven or operated on an RTAC route,
- the gross vehicle weight shall not exceed 60,500 kg.
- M.R. 170/93

SCHEDULE "W" (cont'd)

Non-RTAC vehicles

- 29(1) This section does not apply to drivers or operators of RTAC vehicles.
- 29(2) Subject to clause 25(2)(b), where the applicable fees have been paid to the Registrar of Motor Vehicles, the maximum gross axle weight for a single axle or axle group as set out in Schedule E {of Schedule W} with respect to Class A1 and B1 highways only is increased by 10% for the period commencing December 1 in any year and ending on the last day of February of the following year.

M.R. 292/89

RTAC vehicles

- 30(1) This section applies only to a person driving or operating an RTAC vehicle.
- 30(2) Subject to clause 25(2)(b) and subsection 28(3), where the applicable fees have been paid to the Registrar of Motor Vehicles, the maximum gross axle weight as set out in Schedule H {of Schedule W} is increased by 10% for the period commencing December 1 in any year and ending on the last day of February in the following year on the following:
- (a) a single axle on an RTAC route;
 - (b) a tandem axle on an RTAC route up to but not exceeding 17,600 kg; and
 - (c) a single axle or tandem axle on a Class A1 and Class B1 highway.

M.R. 292/89

**PART IX
PILOT VEHICLES AND SIGNS**

Pilot vehicle equipment standard

- 31 Where conditions of an oversize or overload permit prescribe that pilot vehicles, signs, or lights be provided by the permittee, the standards for equipment as set forth in this Part shall be complied with, unless otherwise prescribed by the conditions of the permit.
- 32 Repealed, M.R. 292/89.

Sign

- 33 Where an oversize or overload permit requires that a sign be provided on the vehicle or load, the driver or operator of the oversize or overload vehicle shall ensure that the sign either
- (a) be a panel that
 - (i) is 245 cm X 30 cm in size,
 - (ii) has black lettering on a yellow or white background,
 - (iii) has upper case series "C" letters of 20 cm in height and 3 cm stroke, and
 - (iv) contains only the words "WIDE LOAD", or
 - (b) be depicted in accordance with Schedule I {of Schedule W}.

M.R. 170/93

SCHEDULE "W" (cont'd)

Equipment on pilot vehicle

- 34(1)** A driver or operator of a pilot vehicle shall ensure that the pilot vehicle is
- (a) radio equipped for the purpose of communicating with the towing vehicle;
 - (b) equipped with one stop/slow paddle, red flag, red fluorescent vest, and one flashlight equipped with signal tube per crew member, to be used when controlling or flagging traffic;
 - (c) equipped with a fire extinguisher of an approved design or type and in satisfactory operative condition at all times;
 - (d) equipped with flares, lanterns, or reflectors, which shall be visible at a distant of 150 m under normal atmospheric conditions. The flares, lanterns, or reflectors must conform to the standards set out in the sections of the Highway Traffic Act;
 - (e) equipped with at least one roof mounted flashing amber lamp that is working and when working is capable of emitting a beam of light clearly visible from a distance of 1 km in normal daylight; and
 - (f) when escorting a vehicle or a vehicle and load in excess of 4.6 m in width, equipped with a roof mounted "Wide Load" or "D" sign that complies with subsection (2) to (4).

M.R. 292/89

- 34(2)** The sign referred to in subsection (1) shall
- (a) have a box that
 - (i) is 180 cm X 35 cm X 10 cm,
 - (ii) has an outside surface covered with baked enamel,
 - (iii) has an inside surface of white baked enamel that gives good reflective quality,
 - (iv) has 8 lamps mounted in it and spaced so as to give even lighting of the sign background; and
 - (v) shelters all wire connectors, switches, flashers and similar wiring components for the lighting attached to it, and
 - (b) be double faced on 3 mm plexiglass background that
 - (i) in the case of a "Wide Load" sign, has a yellow or white background and shall be 180 cm X 30 cm with black lettering of 20 cm in height and 3 cm stroke, and
 - (ii) in the case of a "D" sign, is depicted as set out in Schedule J {of Schedule W}.

- 34(3)** The lamps referred to in subsection (2)(a)(iv) shall have a rating of 12.5 volts, minimum 5 candela, and design amps 3.

M.R. 292/89

- 34(4)** The sign box referred to in subsection (2) shall
- (a) have mounted on it two outboard amber lamps (one at each end) are set out in Schedule J {of Schedule W} that
 - (i) have a two-way light design,
 - (ii) are at least 17.75 cm in diameter,
 - (iii) meet C.S.A. Standard D-106.1 1972,
 - (iv) flash at 60-90 flashes per minute, and
 - (v) operate only when normal atmospheric or highway conditions prevail;
 - (b) have mounted on it two inboard lamps (one at each end) as set out in Schedule J {of Schedule W} that
 - (i) are 203 mm rotating amber lamps,
 - (ii) have two sealed beam units per lamp,
 - (iii) operate only when adverse weather and highway conditions are encountered;

SCHEDULE "W" (cont'd)

- (c) separate circuits to prevent simultaneous operation of the two lighting systems and be controlled by three-way on-off switch;
- (d) be designed to mount on car-top carriers or equal mountings; and
- (e) have an upright position and folded horizontal position.

Night travel by oversize vehicle

35 Where night travel of an oversize vehicle or load is authorized by a permit under The Act, the vehicle or load shall be equipped with and shall at all times that it is driven or operated on a highway have in operation the following clearance lamps in a conspicuous position as near the top of the vehicle or load as practicable:

- (a) two lamps, each of which casts a green or amber light visible from an oncoming vehicle, one of which is located on the left and one on the right side of the front of the vehicle or load;
- (b) two lamps, each of which casts a red light visible from a vehicle approaching from the rear, one of which is located on the left and one on the right side of the back of the vehicle or load;
- (c) two lamps, each of which casts a green or amber light visible from an oncoming vehicle and a red light visible from a vehicle approaching from the rear which are so positioned that one is on that portion of the vehicle or load that projects furthest to the right and one is on that portion of the vehicle or load that projects furthest to the left.

M.R. 292/89

Prohibition

36 No person shall drive or operate on a highway a motor vehicle or a combination of vehicles displaying a sign indicating the presence of an oversize vehicle or load when, in fact, an oversize vehicle or load is not being transported or escorted.

Pilot vehicles on two and four lane divided highways

37(1) A pilot vehicle when escorting an oversize vehicle or load on a two lane or four lane highway shall precede and follow the oversize vehicle or load at a distance of not less than 100 m nor more than 500 m.

37(2) When escorting an oversize vehicle or load on a four lane divided highway, the pilot vehicle shall follow the oversize vehicle or load at a distance of not less than 100 m nor more than 500 m.

Non-residents

38 Non-residents shall be deemed to have complied with this Part if they are conforming to similar regulations that are in effect in the jurisdiction in which the vehicle is duly licensed and registered.

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**PART X
EXEMPTION OF VEHICLES REQUIRED TO REPORT**

Exemption

39 For the purposes of subsection 86(7) of the Act, a person who drives or operates a truck or a truck drawing a trailer or trailers, the registered gross vehicle weight of which is or are less than 4500 kg, is exempt from stopping at a weigh station for inspection.

SCHEDULE "W" (cont'd)

**PART XI
REPEAL AND COMING INTO FORCE**

Repeal

40 Manitoba Regulations 155/86 and 231/87 are repealed.

Coming into force

41 This regulation comes into force on January 1, 1989.

SCHEDULE A [RTAC SYMBOL];

SCHEDULE B [RTAC ROUTES];

SCHEDULE C [PROVINCIAL ROADS CLASSIFIED AS CLASS A1 HIGHWAYS];

ARE NOT INCLUDED HEREIN. PLEASE REFER TO THE ORIGINAL REGULATION NO. 575/88, AS AMENDED.

SCHEDULE D {to Schedule W}

(Section 21)

MINIMUM INTERAXLE SPACINGS

(RTAC VEHICLES)

COLUMN I	COLUMN II	COLUMN III
Steering Axle	Drive Axle	3.0 m
Single Axle	Single Axle	3.0 m*
Single Axle	Tandem Axle	3.0 m*
Single Axle	Tridem Axle	3.0 m*
Tandem Axle	Tandem Axle	5.0 m
Tandem Axle	Tridem Axle	5.5 m
Tridem Axle	Tridem Axle	6.0 m

* These minimums apply to

- (a) the interaxle spacing between the axle unit on a semi-trailer and the adjacent axle unit on a trailer converter dolly; and
- (b) the interaxle spacing between adjacent axle units of a truck in combination with a pony trailer or full trailer.

M.R. 170/93

SCHEDULE "W" (cont'd)

**SCHEDULE E {to Schedule W}
(Section 26)**

**NON-RTAC VEHICLES
MAXIMUM PRESCRIBED GROSS VEHICLE WEIGHTS**

MAXIMUM PRESCRIBED GROSS AXLE AND VEHICLE WEIGHTS ON CLASSES OF HIGHWAYS

	A1	A	B1	B	C
Steering Axle	*7,300 kg	*7,300 kg	*7,300 kg.	*7,300 kg	*7,300 kg
Single Axle	9,100	9,100	8,200	8,200	8,200
Axle Group	16,000	16,000	14,500	14,500	8,200
Gross Vehicle Weight	56,500	36,500	47,630	20,000	12,700
For each millimetre width of tire	10	9	10	9	9

*Exception: Truck Tractor.....5,500 kg

**SCHEDULE F {to Schedule W}
(Section 26)**

**MINIMUM INTERAXLE SPACING
(NON-RTAC VEHICLES OTHER THAN END DUMP BULK TRAILERS)**

COLUMN I	COLUMN II	COLUMN III
Steering Axle	Drive Axle	3.0 m
Single Axle	Single Axle	3.5 m
Single Axle	Axle Group	3.5 m
Axle Group	Axle Group	5.0 m

**SCHEDULE G {to Schedule W}
(Section 27)**

**MINIMUM INTERAXLE SPACING
(END DUMP BULK TRAILERS ONLY)**

COLUMN I	COLUMN II	COLUMN III
Steering Axle	Drive Axle	3.0 m
Single Axle	Single Axle	3.5 m
Single Axle	Axle Group	3.5 m
Axle Group	Axle Group	4.0 m

M.R. 292/89

SCHEDULE "W" (cont'd)

**SCHEDULE H {to Schedule W}
(Section 28)**

**RTAC VEHICLES
MAXIMUM PRESCRIBED GROSS AXLE WEIGHTS AND GROSS VEHICLE WEIGHT**

**MAXIMUM PRESCRIBED GROSS AXLE AND VEHICLE WEIGHTS
IN KILOGRAMS ON CLASSES OF HIGHWAYS**

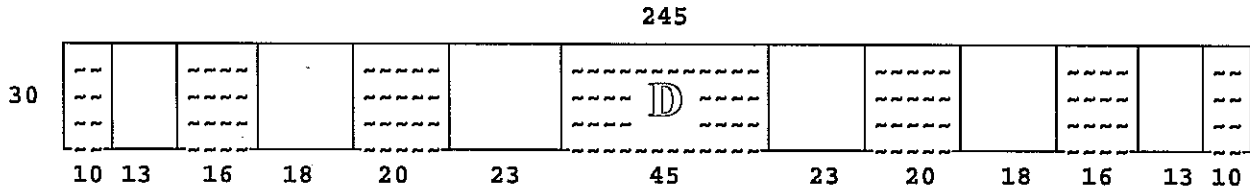
RTAC Route	A1	A	B1	B	C
Steering Axle	7,300 kg*	7,300 kg*	7,300 kg*	7,300 kg*	7,300 kg*
Single Axle	9,100	9,100	9,100	8,200	8,200
Tandem Axle	17,000	16,000	16,000	14,500	8,200
Tridem Axle spread 2.4 m to less than 3.0 m	21,000	21,000	16,000	20,000	14,500
Tridem Axle spread 3.0 m to less than 3.6 m	23,000	23,000	16,000	20,000	14,500
Tridem Axle spread 3.6 m to 3.7 m	24,000	23,000	16,000	20,000	14,500
Gross Vehicle Weight	62,500	56,500	36,500	47,630	20,000
For each millimetre width of tire	10	10	9	10	9

* In the case of a truck tractor, the maximum steering axle weight on any class of highway is 5,500 kg.
M.R. 170/93

SCHEDULE "W" (cont'd)

**SCHEDULE I {to Schedule W}
(Section 33)**

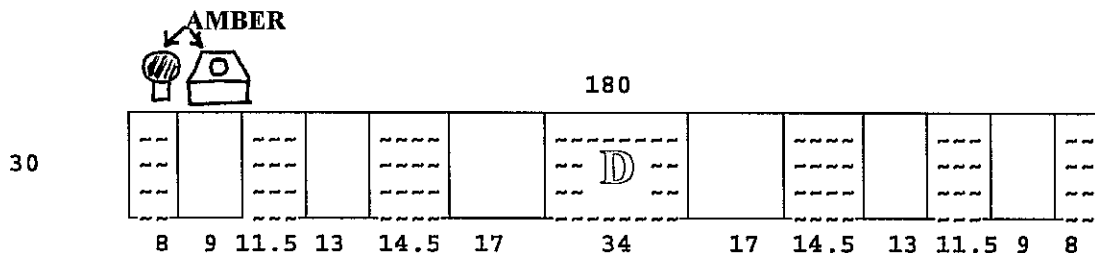
"D" SIGN FOR OVERSIZE OR OVERLOADED VEHICLE



- NOTES:**
1. All dimensions are shown in centimetres.
 2. Shaded areas are **RED**.
 3. Unshaded areas are **WHITE**.
 4. Both colours are made reflective with retro-reflective sheeting that meets the requirements of the Canadian Standards Board:
 - CGSB STANDARD 62-GP-11M
 - Class 1 or Class 2
 - Level 2
 - **RED**
 - **WHITE**
 5. The letter "D" shall be 20 cm in height and have a nominal 3 cm stroke.

**SCHEDULE J {to Schedule W}
(Section 34)**

"D" SIGN FOR PILOT VEHICLE



- NOTES:**
1. All dimensions are shown in centimetres.
 2. Shaded areas are **RED**.
 3. Unshaded areas are **WHITE**.
 4. The letter "D" shall be 20 cm in height and have a nominal 3 cm stroke.