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Weights and Dimensions Permit Manual	Section: 1.0 GLOSSARY OF TERMS
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"A" means a Class A highway as defined in M.R. 575/88 where it refers to a class of highway.

"A1" means a Class "A1" highway as defined in M.R. 575/88 where it refers to a class of highway.

"Act" means *The Highway Traffic Act*.

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

"Approver" means a person or agency that is not a permit agent, and who conducts an assessment of a permit application with regards to how a proposed move may impact infrastructure under their purview.

"ARPS" means the Automated Routing and Permitting System, which is used by permit agents to process permit applications.

"Axle" means a supporting shaft or member upon which a wheel or wheels revolve.

"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.

"Axle weight" means the weight transmitted to the highway by an axle unit.

"A-Train" means a combination of vehicles composed of a truck tractor, a semi-trailer and either:

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

"B" means a Class "B" highway as defined in M.R. 575/88 where it refers to a class of highway.

"B1" means a Class "B1" highway as defined in M.R. 575/88 where it refers to a class of highway.

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

"Booster" means a vehicle (axle or axle group) that attaches behind the drive axes of a truck/tractor when required for an overweight permit.

"Box Length" with respect to truck in combination with a pony trailer or full trailer, means

(a) 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, or

(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, or

(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 of the last trailer, or any load carried on the last trailer, whichever is the greater distance from the front of the lead trailer.

"C" means a class C highway as defined in M.R. 575/88 where it refers to a class of highway.

"C-Dolly" means a trailer converter dolly equipped with a self steering axle.

"Cab Card" means a registration document issued by the base jurisdiction for a vehicle of an apportioned fleet which identifies the vehicle, base plate, and the carrying capacity within each jurisdiction where the vehicle is authorized to travel. An "IRP" registered vehicle.

"Carrier" means an individual, corporation, or other entities engaged in the business of transporting persons or goods.

"Common Carrier" means any motor carrier that advertises to the general public to engage in the transportation of goods or persons. Also known as For-Hire Carrier, Public Service Carrier, or PSV operator.

"Private Carrier" means a person, firm or corporation that uses its own trucks to transport its own goods.

"Chartered Bus" means a motor vehicle carrying a group of persons for a common purpose or on a particular itinerary, when the service is not a regularly-scheduled route service.

"Derrick" means a hoisting apparatus employing a tackle rigged at the end of a beam.

"Divisible Load" means the load can be reduced, or made smaller.

"Down-loading formula" means a formula to reduce the allowable weight on a combination of adjacent axle units on non RTAC vehicles by reducing the combined gross axle weight by 330kgs per each 0.1m (or part thereof) by which the interaxle spacing is less than the minimum spacing prescribed in M.R. 575/88.

"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.

"Drawbar length" means

- (a) with respect to a truck in combination with a pony trailer, the longitudinal distance measured from the hitching device of the towing vehicle to the front of the cargo carrying portion of the pony trailer, or
- (b) with respect to a truck in combination with a full trailer, the longitudinal distance measured from the hitching device of the towing vehicle to the geometric centre of the front axle unit of the full trailer, or
- (c) with respect to an A-train or a C-train, the longitudinal distance measured from the centre of the hitching device on the lead semi-trailer to the centre in the hole of the fifth wheel coupler of a trailer converter dolly.

"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.

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

"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.

"Farmer" means a person, corporation or group of persons who own, rent or lease land for the purpose of:

- (a) Growing crops or fodder for their use or sale.
- (b) Raising livestock or poultry for sale.
- (c) Operating a poultry establishment for the production of eggs for sale.
- (d) Operating a mink or fox establishment maintained for their pelts for sale or for sale as breeding stock.

"Farm Tractor" means a tractor designed and used primarily as a farm implement, and that is operated:

- (a) for the towing of other implements of husbandry in agricultural operations or for other farm use, or
- (b) on a highway, for the towing of other vehicles being used in the transporting and marketing of the produce, including livestock, of the farm of the owner of the tractor, or in the conveyance of property for use on that farm,

or that is driven on a highway solely for the purpose of moving it from one place to another in the course of farming operations or having it repaired, and includes such a vehicle when equipped with or constructed with

- (c) equipment or an attachment commonly called a front end loader, or
- (d) equipment or an attachment commonly called a power take off.

"Farm Trailer" means a trailer owned by an actual farmer and operated in the marketing of the produce, including livestock, of his own farm, or in the conveyance of property for use thereon.

"Farm Truck" means a truck owned by a farmer.

"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 a 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" (GVW) means the combined weight of the power unit, trailer(s) and maximum load.

"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.

"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.

"Interjurisdictional Operation" means the movement of a vehicle from a point in one jurisdiction to a point in another jurisdiction.

"Jeep" means a vehicle (axle or axle group) that attaches to the rear of a trailer when required for an overweight permit.

"Jurisdiction" means a province, state, district, territory or possession of a country. For the purposes of issuing permits, it can also mean a city, town or village or municipality.

"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 transport of goods.

"LCV" means a long combination of vehicles, and can be an A-, B- or C-train in excess of standard RTAC dimensions. LCV configurations include Rocky Mountain Doubles (RMDs), Triple Trailers (TTs), Triple Bottom Trailers (TBTs, -Winnipeg) and Turnpike Doubles (TPDs) combinations (also referred to as extended length combination of vehicles (ELCV)).

"Lift axle" means an axle controlled by a device designed for raising or lowering a single axle unit or for varying the load on an axle unit, and:

- (a) with respect to a non RTAC vehicle manufactured after December 31, 1988, the control device can not be operated from the operator's compartment, and
- (b) with respect to an RTAC vehicle, the tires on the lift axle can not be in contact with the ground.

"Load-covering device" means a device or equipment designed or used to cover a vehicle's load, such as a roll-tarp.

"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 the Regulations.

"Permit" means a permit issued pursuant to subsection 87(1) of the Act.

"Permit agent" means, with respect to an employee of the Government of Manitoba, a person authorised to issue Provincial overweight, overdimensional, and temporary registration permits to carriers. This person may also issue permits on behalf of the City of Winnipeg or the city of Brandon, pursuant to fulfilling the obligations specified in a service agreement that has been signed by authorised officials from the relevant jurisdictions.

"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.

"Private bus" means a motor vehicle used to transport persons, when the transportation is not for hire.

"Provincial Road" or "PR" means a highway that is a provincial road within the meaning of the *The Highways and Transportation Act*.

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

"RTAC route" means a highway designated as an RTAC route in Schedule B of M.R. 575/88.

"Regular-route bus" means a motor vehicle engaged in the movement of passengers in a regularly-scheduled route service.

"RTAC vehicle" means:

- (a) a truck,
- (b) a truck and pony trailer,
- (c) a truck and full trailer,
- (d) a truck tractor and semi-trailer,
- (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 of MR 575/88 but does not include a pony trailer where the gross vehicle weight of the pony trailer as rated by the manufacturer is less than 10,000kg.

"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 1.0m.

"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 1.0m nor more than 1.85m that are designed to automatically distribute the load so that the gross axle weight on each single axle does not exceed the maximum prescribed for a single axle under M.R. 575/88.

"Tire pressure" as used in City of Winnipeg overweight permit policies, means the allowable loading per millimetre of tire width.

"Track width" means the overall width of an axle across the outside edges of the tires.

"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.

"Trailer length" means:

- (a) with respect to a pony trailer, the longitudinal distance measured from the articulation point of the hitching device to the rear of the pony trailer or any load carried on the trailer, whichever is the greater distance from the front of the pony trailer, or
- (b) with respect to a full trailer, the longitudinal distance measured from the front of the trailer, excluding any auxiliary equipment attached to the front of the full trailer to the rear of the full trailer or any load carried on the trailer whichever is the greater distance from the front of the full trailer, or
- (c) with respect to a semi-trailer, the longitudinal 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 on it, whichever is the greater distance from the front of the semi-trailer.

"Trailer wheelbase" means the longitudinal distance from the centre of:

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

"Tridem axle" means three equally spaced consecutive axles, having an axle spread of not less than 2.4m nor more than 3.7m and which are designed to automatically distribute the load so that the gross axle weight on each single axle does not exceed the maximum prescribed for a single axle under M.R. 575/88 and so that the gross axle weight on any two adjacent single axles does not exceed the maximum prescribed for a tandem axle under M.R. 575/88.

"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.

"Wide-based single tires" means wider, single tires with a width equal to or greater than 445mm used in lieu of traditional, dual-wheel assemblies. Usually done for weight savings, and fuel efficiency gains.

"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.



Weights and Dimensions Permit Manual	Section: 2.0 FEE SCHEDULES

A permit is required when a vehicle exceeds any of the legal dimensions, weights, vehicle specifications or operational regulations of *The Highway Traffic Act*.

Permit fees are found in *Charges for Licences, Registrations, Permits and Other Services Regulation* (M.R. 42/2006). Fees for motive fuel taxes are found in *Motive Fuel Tax Regulation* (M.R. 72/88).

The permit fees in this section are based on the applicant being a member of the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) programs. Other fees will apply if the applicant is not a member of IRP or IFTA (see below).

\$ - FEES

	Single Move	Annual
<u>Overwidth</u>		
Greater than 2.6m and less than or equal to 3.05m	\$6.00	\$20.00
Greater than 3.05m and less than or equal to 3.7m	\$15.00	\$45.00
Greater than 3.70m and less than or equal to 4.3m	\$36.00	\$95.00
Greater than 4.31m	\$72.00	\$195.00
<u>Overlength</u>		
Greater than 20.0m and less than or equal to 23m	\$6.00	\$20.00
Greater than 23.0m and less than or equal to 30m	\$8.00	\$80.00
Greater than 30.m	\$12.00	\$160.00
Any projection over the front of the vehicle	\$6.00	\$20.00
<u>Overheight</u>		
A permit authorizing any height	No charge	No charge
<u>Overweight</u>		
Fee calculation is based on the difference between the maximum allowable overweight for an axle unit and the legal allowable weight for the highway classification and distance traveled. Distance traveled must be broken down into highway class.		
<u>Spring Road Restrictions</u> (Essential Commodities permit)		
Administration fee	\$20.00	

Motive Fuel Tax – MIT only 0.06 cents multiplied by return distance traveled in Manitoba (km) Minimum charge	\$18.00
Temporary Operating Authority Fee – MIT only Issued by the Motor Transport Board (MTB)	\$25.00
Temporary Registration Fee – MIT only Distance traveled (km) x net load weight (tonnes) x 0.09 cents Minimum charge	\$6.00
Temporary Increase in Registered Gross Vehicle Weight (RGVW) Distance traveled (km) x Required RGVW – current RGVW x \$0.018 Minimum charge	\$6.00
Damaged Tarpaulin Cover or Mechanism Administration fee	\$20.00
Lift or Flip Axle Permit Administration fee	\$20.00
Permanently-Mounted Apparatus fees are calculated based on dimensions and weight	
Special Mobile Machine Permit fees are calculated based on dimensions and weight	
Semi-trailer (Long wheelbase)	One Move: \$6.00 Annual: \$20.00
Semi-trailer Overwidth Administration fee	\$20.00
Tridem Drive Straight Truck Administration fee	\$20.00
Tridem Drive Truck Tractor Administration fee	\$20.00
Long Wheelbase Truck Tractor (Grandfathered policy)	One Move: \$6.00 Annual: \$20.00
Long Wheelbase Truck Tractor (new policy)	One Move: \$6.00 Annual: \$20.00



Weights and Dimensions Permit Manual	Section: 3.1 OVERWIDTH
	PERMIT AVAILABILITY: One Move or Annual

A permit is required when the overall width of vehicle/load exceeds 2.6m.

GENERAL CONDITIONS:

- The load must be **non-divisible**, meaning two pieces of equipment cannot be loaded side-by-side over 2.6m wide (for exceptions, refer to section 3.5 – Divisible Loads).
- The Permit holder is responsible for removal and replacement of traffic signs and hazard markers where required. MIT or Brandon crews may accompany the move when necessary, to remove and re-install signs. This is at the permit holder's expense.
- Exemptions to allowable width can be found in Section 6 of the *Vehicle Weights and Dimensions on Classes of Highways Regulation (575/88)*.

PROVINCIAL CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).

Width-Specific Conditions:

<u>Width</u>	<u>MIT Conditions</u>
Width exceeds 3.05m	- "D" or "Wide Load" signs are required on the front of the truck/truck tractor and the rear of the load.
Width exceeds 3.7m	- For nighttime travel only, escort vehicles are required in the front and rear (exemptions include grain bins and house trailers).
Width exceeds 4.45m	- Nighttime travel is prohibited

Width exceeds 4.6m	<ul style="list-style-type: none"> - Escort vehicles are required in both the front and rear of the overwidth vehicle. - Not allowed on the highways during spring road restrictions to minimize damage to shoulders. <u>Exemptions include</u> farm implement dealers, house trailers and grain bins. - Not allowed on PTH 100 or PTH 101 between 7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.
Width exceeds 6m	<ul style="list-style-type: none"> - Permit must be carried in the vehicle. - Requires MIT regional approval. - Load must be moved by methods approved by the Permit Services.
Width exceeds 9m	<ul style="list-style-type: none"> - Permit request must be made at least 48 hours, or more, prior to the move. More notice may be necessary when the carrier is moving through more than one jurisdiction. - May require a MIT Departmental escort, at the permit holder's expense. The Permit holder should be made aware of the approximate costs of this escort prior to the move.

CITY OF BRANDON CONDITIONS:

Width Specific Conditions:

Width exceeds 3.05m	<ul style="list-style-type: none"> - "D" or "Wide Load" signs are required on the front of the truck/truck tractor and the rear of the load.
Width exceeds 3.7m	<ul style="list-style-type: none"> - <u>At all times</u>, escort vehicles are required in the front and rear (<u>exemptions include</u> grain bins and house trailers).
Width exceeds 4.45m	<ul style="list-style-type: none"> - Nighttime travel is prohibited
Width exceeds 4.6m	<ul style="list-style-type: none"> - Escort vehicles are required in both the front and rear - Not allowed on the highways during spring road restrictions to minimize damage to shoulders. <u>Exemptions include</u> farm implement dealers, house trailers and grain bins. - Load shall not be moved on City streets until authorized by Brandon Police Services through the Chief of Police or his designate and the applicant meeting all additional conditions which may be required by the Police Service. - Where moving of the load will require services of the City with respect to temporary barricading of streets, police escorts, or other similar services and where these services are required beyond a 30 minute time period, the applicant shall also pay an additional fee to the City of Brandon, at a rate of \$35 per hour or part thereof per employee or where overtime is required 1.5 times this rate per City employee as determined by the Police Service.
Width exceeds 6m	<ul style="list-style-type: none"> - Permit must be carried in the vehicle. - Load must be moved by methods approved by the Permit Services.
Width exceeds 9m	<ul style="list-style-type: none"> - Permit request must be made at least 48 hours prior to the move.

Permit fee

- When two or more vehicles traveling in sequence require escorts, 1 escort vehicle is to travel in front of first unit, 1 escort is to travel between each unit and 1 rear escort is required to follow the last unit. All vehicles traveling in sequence are to maintain a minimum spacing of 300m.
- Brandon Police Service to determine if escort service provided by the applicant is suitable for use through the City of Brandon. If supplemental service is required, it is to be provided by the Chief of Police or his designate at the expense of the applicant.
- Where moving of the load will require services of the City with respect to temporary barricading of streets, police escorts, or other similar services and where these services are required beyond a 30 minute time period, the applicant shall also pay an additional fee, to the City of Brandon, at a rate of \$35 per hour or part thereof, per employee or where overtime is required, 1.5 times this rate per City employee as determined by the Police Service.

For schedule

Conditions Based on Vehicle/Load Dimensions:

Vehicles over 4.45m wide	<ul style="list-style-type: none"> - Nighttime travel is not permitted. - <u>Exceptions</u> include grain bins and house trailers up to 5.0m wide, which must travel with rear escort.
Vehicles over 30m in length.	<ul style="list-style-type: none"> - 1 escort vehicle is required to follow the load. - Permit Services may require front and rear escorts (permit must reflect this condition). - Nighttime travel is not permitted
Beams and Dollies (house moving equipment)	<ul style="list-style-type: none"> - Length: if exceeds 30m, escort vehicles are required and flagging must be enforced on highway exits and entrances while turning - A trail escort or red reflector/flag (30 cm square) is required at the rear of the beam. - Any cable hooks used to attach beams to towing vehicle must be the closed, locking type.
House trailers up to 5m wide Grain bins up to 5m wide (where load overhangs centre line of the highway).	<ul style="list-style-type: none"> - 1 escort vehicle is required to lead the load. - 4 lane divided highways: escort vehicle must follow the load.
Grain bins up to 5m wide (where load <u>does not</u> overhang the centre line of the highway).	<ul style="list-style-type: none"> - Do not require escort vehicles, except during nighttime travel.
Vehicles up to 6.1m wide	<ul style="list-style-type: none"> - Front escort vehicles not required on 4 lane divided highways. - Nighttime travel is not permitted.
Implements of husbandry up to 6.1m wide, hauled to and from farms (where load overhangs the centre line of the highway).	<ul style="list-style-type: none"> - 1 lead escort is required.
Implements of husbandry up to 6.1m wide hauled to and from farms (where load <u>does not</u>	<ul style="list-style-type: none"> - Do not require escort vehicles.

overhangs the centre line of the highway).



Weights and Dimensions Permit Manual	Section: 3.2 OVERHEIGHT
	PERMIT AVAILABILITY: One Move or Annual

A permit is required when the overall height of the load exceeds 4.15m.

GENERAL CONDITIONS:

- The load must be non divisible; however, the following exceptions apply (refer to section 3.5 – Divisible Loads).
 - Culverts
 - Hay and Straw
 - Automobiles and light trucks loaded on auto carriers
 - Baled fence posts

PROVINCIAL CONDITIONS:

Height Specific Conditions:

Any overheight	- Height clearance may be restricted on certain routes, therefore the permit clerk must verify overhead clearances prior to issuing permit (refer to section 5.2 MIT Overhead Clearances (APPENDIX 3).
Height exceeds 4.6m	- Approval from MTS Allstream (MTS) is required - Travel prohibited on PTH 100 and PTH 101
Height exceeds 5.2m	- Approval from Manitoba Hydro is required

CITY OF BRANDON CONDITIONS:

Height Specific Conditions:

Any overheight	- Height clearance may be restricted on certain routes, therefore the permit clerk must verify overhead clearances prior to issuing permit.
Height exceeds 4.15 m	- Load shall not be moved on City streets until authorized by Brandon Police Services, through the Chief of Police or his designate, and the applicant meeting all additional conditions which may be required by the Police Service. - Where moving of the load will require services of the City

	<p>with respect to temporary barricading of streets, police escorts, or other similar services and where these services are required beyond a 30 minute time period, the applicant shall also pay an additional fee to the City of Brandon at a rate of \$35 per hour or part thereof per employee or where overtime is required, 1.5 times this rate per City employee as determined by the Police Service.</p> <ul style="list-style-type: none"> - Applicant must secure clearance from City of Brandon Operations Dept., MTSAllstream, MIT Traffic Signals Branch, Westman Communications and Manitoba Hydro.
Height exceeds 4.6m	Approval from MTSAllstream (MTS) is required
Height exceeds 5.2m	Approval from Manitoba Hydro is required



Weights and Dimensions Permit Manual	Section: 3.3 OVERLENGTH
	PERMIT AVAILABILITY: One Move or Annual

A permit is required when overall length (from front bumper to rear of vehicle or load, whichever is longer) exceeds the legal allowable limit as specified in Part V of the *Vehicles Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

GENERAL CONDITIONS:

- The load must be non-divisible, however certain exceptions apply (refer to section 3.5 – Divisible Loads and section 4.18 – Spider/Loaders [Forklift Attachment]).
- For non-divisible loads on RTAC vehicles, the permit holder is allowed to carry RTAC weights with an effective overhang exceeding 35% of the wheelbase.

Length-Specific Conditions:

Length exceeds 25m	- If the applicant requires ferry services, applicant must contact Marine Services (945-3424) prior to arriving at ferry site to arrange loading.
Length (with overhang) exceeds 25m	- Nighttime travel is prohibited.
Length (vehicle / load) exceeds 30m	- No nighttime travel (between sunset and sunrise) - One rear escort is required.
House trailers (up to 33m)	- Nighttime travel permitted on 4-lane highways with one rear escort.
Straight Trucks (with load)	- Cannot exceed legal length (exception for Forklift attachment under permit).

PROVINCIAL CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).



Weights and Dimensions Permit Manual	Section: 3.4 OVERWEIGHT
	PERMIT AVAILABILITY: One Move or Annual

A permit is required when overall weight exceeds the legal allowable limit as specified in Part V of the *Vehicles Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

GENERAL CONDITIONS:

- The load must be non-divisible; however, objects integral to the load that are removed to make it narrower/shorter for ease of transport are allowed on the same vehicle.
- The Traffic Authority may issue an overweight permit, even though the *Highway Traffic Act* does not allow such a move, providing the weight does not exceed road or bridge weight tolerances.
- ! - Route must be reviewed to determine any special road or bridge weight restrictions which may be in effect. A list of bridge restrictions is available in the RTAC map, the *Bridge Restrictions and Closures Regulation* (M.R. 78/95) and Highway Information - <http://tgs.gov.mb.ca/roadinfo/default.en.html>.

Maximum Weights:

- Maximum weight/tire width: 9kg/mm width of tire (refer to maximum axle load/overload chart on the next page) with the exception of the steer axle which is 10kg/mm.

Gross Vehicle Weight	No Maximum
Steering Axle	5,500kg
Single Axle	9,100kg
Tandem Axle	21,960kg
Triple or 16-wheel tandem axle	27,500kg

- Annual permit may be granted for a maximum weight of 60,000kg

Maximum Dimensions for Annual Permits:

- 3.7m wide; 30m length; 4.6m height and front projections in excess of 1m.



Weights and Dimensions Permit Manual	Section: 3.5 DIVISIBLE LOADS
	PERMIT AVAILABILITY: One Move or Annual

A permit is required when a carrier wants to move a load that is divisible (length / width / height), but exceeds the legal allowable dimensions as specified in Part V of the *Vehicles Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

Overdimensional permits will be issued for the following divisible loads:

Load Type	Maximum Dimensions	Additional Conditions
Auto carriers (Stinger or High Mount)	Height: 4.6 Length: 25m (stinger only)	
Baled Fence posts	Width: 3.05m Height: 4.6m	To be loaded lengthwise 2 bales wide on bottom / up to 2 rows on top
Boom sections (from crane units)	Width: 3.7m	Not to be loaded more than 2 units wide
Combine headers	Width: 3.7m	Not to be loaded more than 2 units wide
Culverts	Width: 3.7m Height: 4.6m	Not to be loaded more than 3 units wide or 2 rows high
Grain bins	Length: 26.5m	Can be loaded 2 long (one behind the other)
Hay-bales (Round or Square)	Width: 3.85m Height: 4.6m Height: 4.8m (for pipe- style loading)	



Weights and Dimensions Permit Manual	Section: 3.6 ESCORTS
	PERMIT AVAILABILITY: One Move or Annual

An escort vehicle is required for the safe movement of vehicles/loads over 3.7m in width and/or over 30m in length. Refer to Part IX of the *Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 575/88)* for escort vehicle specifications.

PROVINCIAL CONDITIONS:

- Any load exceeding 3.7m in width must use escort vehicles when moving at night.
- There are some exceptions that allow certain overdimensional commodities to move without an escort, including implements of husbandry, grain bins, and Extended Length Combination of Vehicles/LCVs.
- When two or more vehicles traveling in sequence require escorts, 1 escort vehicle must travel in front of first unit, 1 escort must travel between each unit and 1 rear escort must follow the last unit. All vehicles traveling in sequence must maintain a minimum spacing of 300m.

A) Conditions Based on Vehicle / Load Dimensions:

Width over 3.7m and less than or equal to 4.45m	- Front and rear escort vehicles are required for nighttime travel.
Width over 3.7m on PR 392 to Snow Lake.	- Front and rear escort vehicles are required.
Width over 4.45m wide	- Nighttime travel is not permitted. - <u>Exceptions</u> include grain bins and house trailers up to 5m wide, which must travel with rear escort.
Width over 4.6m	- Front and rear escort vehicles required - Front escort vehicle not required on four lane divided highway up to 6.1m
House trailers up to 5m wide Grain bins up to 5m wide (where load overhangs centre line of the highway.	- one escort vehicle is required to lead the load. - four lane divided highways: escort vehicle must follow the load.

	<ul style="list-style-type: none"> - An exception has been granted to Best Buy Housing Ltd., which allows them to move from Headingley H.T.I.S. to their place of business on PTH 1W. Best Buy Housing Ltd. may move 5m wide house trailers on this stretch of non-divided highway with one lead escort only.
Grain bins up to 5m wide (where load <u>does not</u> overhang the centre line of the highway).	<ul style="list-style-type: none"> - Do not require escort vehicles, except during nighttime travel.
Vehicles up to 6.1m wide	<ul style="list-style-type: none"> - Front escort vehicles not required on 4 lane divided highways. - Nighttime travel is not permitted.
Implements of husbandry up to 6.1m wide, hauled to and from farms (where load overhangs the centre line of the highway).	<ul style="list-style-type: none"> - one lead escort is required.
Implements of husbandry up to 6.1m wide hauled to and from farms (where load <u>does not</u> overhangs the centre line of the highway).	<ul style="list-style-type: none"> - Do not require escort vehicles.
Length over 30m	<ul style="list-style-type: none"> - one escort vehicle is required to follow the load. - Permit Services may require front and rear escorts (permit must reflect this condition). - Nighttime travel is not permitted
Beams and Dollies (house moving equipment)	<ul style="list-style-type: none"> - Length: if exceeds 30m, escort vehicles are required and flagging must be enforced on highway exits and entrances while turning - A trail escort or red reflector/flag (30cm square) is required at the rear of the beam. - Any cable hooks used to attach beams to towing vehicle must be the closed, locking type.

Exceptions Based on Highway Number:

For moves less than 6.1m wide between the MB/SK and MB/ON borders:

- P.T.H. 1E MB/ON border to Falcon Lake: one front escort required
- P.T.H. 1W & P.T.H. 100 to Headingley: one front escort required.

For moves less than 6.1m wide on certain portions of the following highways:

- PTHs 7, 8, 9, 19, 59N, 100 and 101: one front and one rear escort.

CITY OF BRANDON CONDITIONS

- Any load exceeding 3.7m in width is NOT permitted to move at night.
- There are some exceptions that allow certain overdimensional commodities to move without an escort, including implements of husbandry, grain bins, LCVs.

Axle Conditions: (Refer to Axle Load/Overload Chart at the end of this section)

- Axle overloads are not permitted on single axles
- Axle overloads are not permitted during spring road restrictions on any highway unless approved by Permit Services or Regional Director.
- Tandem steering axles can be permitted for up to 16,000kg on RTAC Routes and Class A1 Highways or 14,500kg on Class B1 highways.
- Distribution of weight on the axle units must be such that one axle is not grossly overweight while the other is not. If possible weight should be distributed equally between axle units.

Jeep / Booster Conditions:

- A jeep/booster may be added to the truck tractor/trailer combination in order to increase the carrying capacity of the unit. The jeep/booster may be a single, tandem, or tridem axle unit.
 - Single axle jeep/booster units – A minimum 3.5m of interaxle spacing is required between the unit and a tandem or tridem axle group to obtain maximum carrying capacity.
 - Tandem or Tridem axle jeep/booster unit - A minimum 4.3m of interaxle spacing is required to obtain the maximum carrying capacity.
 - If the interaxle spacing requirement is not met, a downloading calculation will be used to determine the combined maximum allowable carrying capacity of the two axle groups (also known as “short coupled spacing”). In the case of a single axle jeep or boosters the short coupled spacing weight will not be less than 27,500kg.
 - The maximum allowable carrying capacity for short coupled spacing is calculated by multiplying 330kg for each tenth of a metre less than the minimum interaxle spacing required. This amount or portion of is subtracted from the total allowable weight of the two adjacent axle units.
- ! - **Important Note:** Neither axle unit can exceed the maximum allowable weight.

Example:

1. Required interaxle spacing = 4.3m, but actual interaxle spacing = 4.12m
2. $4.3\text{m} - 4.12\text{m} = 0.18\text{m}$ or 0.2m (always round up to nearest tenth of a metre)



Weights and Dimensions Permit Manual	Section: 3.7 SPRING ROAD RESTRICTIONS
	PERMIT AVAILABILITY: During Spring Road Restrictions

The Spring Road Restrictions Program reduces allowable weights on roads in order to protect Manitoba's surfaced highways from damage during spring thaw conditions. The Spring Road Restriction levels are based on a percentage normal axle loading formula.

Level 1 Restrictions:

RTAC, A1 and B1 Highways 90% of normal axle weight
 - Exception: normal loading of 10kg/mm of tire width (maximum of 5,500kg) on the steering axle is allowed.

Level 2 Restrictions:

Class A1 and B1 Highways 65% of normal axle weight
 - 65% of normal loading applies to all axles, including the steering axle
 - Exception: normal loading of 10kg/mm of tire width (maximum 5,500kg) on the steering axle, and 90% of normal loading on all other axles is allowed when transporting essential commodities, as defined below.

Maximum Allowable Weight Table (in kgs)

*Sample for truck tractor and semi-trailer with 280mm (11 inch) tires

Axle Loading	Steering Axle	Single Axle	Tandem	Tridem
RTAC 90% (normal)	5,500 (5,500)	8,190 (9,100)	15,300 (17,000)	20,700 (23,000)
A1 90% (normal)	5,500 (5,500)	8,190 (9,100)	14,400 (16,000)	20,700 (23,000)
A1 65%	3,575	5,915	10,400	14,950
B1 90% (normal)	5,500 (5,500)	7,380 (8,200)	13,050 (14,500)	18,000 (20,000)
B2 65%	3,575	5,330	9,425	13,000

Exceptions to these restrictions that allow vehicles to travel on Level 2 restricted roads while carrying Level 1 weights are allowed for certain categories of vehicles, and essential commodities (see below).

Essential Commodities

It is in the public interest that certain commodities and/or vehicles be allowed to travel, on a limited basis, on Level 2 restricted roads while carrying Level 1 weights. These are separated into two Essential Commodities lists: those that do not require a permit ("Permit Exemptions List") and those that require a permit ("Permit Required List").

Essential Commodities Provisions

The following provisions apply to loads of Essential Commodities, and to roads not designated as "65% of Normal Axle Loads, Exemptions by Permit Only."

1. Inter-city passenger buses, school buses and highway maintenance vehicles (operated by, or on behalf of, a traffic authority) may travel on Level 2 restricted roads at Level 1 weights.
2. Essential Commodities are permitted limited travel on Level 2 restricted roads at Level 1 weights, under the following conditions:
 - a) if the Level 2 restricted highway links two points on the vehicle's itinerary that are less than 10 kilometres apart, or in any other case, if the highway is the most direct route between a point on the itinerary and the nearest highway that is not restricted to Level 2; and
 - b) if the essential commodities are transported between 2400 and 1200 hours during the first fourteen days of Spring Road Restrictions, or at any time of day after the fourteenth day.

Vehicles travelling empty to pick up Essential Commodities, or after having delivered them may travel at any time on Level 2 restricted roads while carrying Level 1 weights, as long as they comply with condition 2 (a) above.

A. Essential Commodities – Permit Exemptions List

The following commodities *do not require* a permit when transported under the conditions outlined in this brochure and specified in the Spring Road Restrictions Bulletins.

- a) livestock feed in transit as follows:
 - i) grain enroute from producer to processor;
 - ii) unprocessed grain required for feed; and
 - iii) processed livestock feed
- b) hay for feed intra-provincially
- c) livestock in transit
 - i) to and from market or pasture; or
 - ii) as the result of a sale
- d) drinking water
- e) bulk milk

- f) seed between supplier, farm or field
- g) groceries
- h) pharmaceuticals and medical supplies
- i) fuel
- j) fertilizer
- k) municipal refuse in transit to the nearest landfill site
- l) equipment and materials required for emergencies including forest fires, floods, train derailments, pipeline spills, etc.

* Documentation or permit showing the Essential Commodity being transported, origin, and destination must be carried in the vehicle. Documentation can consist of bills of lading, sales receipts and log books.

B. Essential Commodities – Permit Required List

The following commodities *do require* a permit from Manitoba Infrastructure and Transportation. Permits may be issued only in cases necessary to prevent undue hardship or for economic necessity.

- a) grain to satisfy grain quotas or contracts
- b) potatoes or vegetables from producer to processor
- c) irreducible loads of heavy construction or industrial machinery
- d) pregnant mares urine
- e) fish
- f) crude oil

Other requests for permits will be considered, at the discretion of the department, in situations where it is determined to be in the public interest.

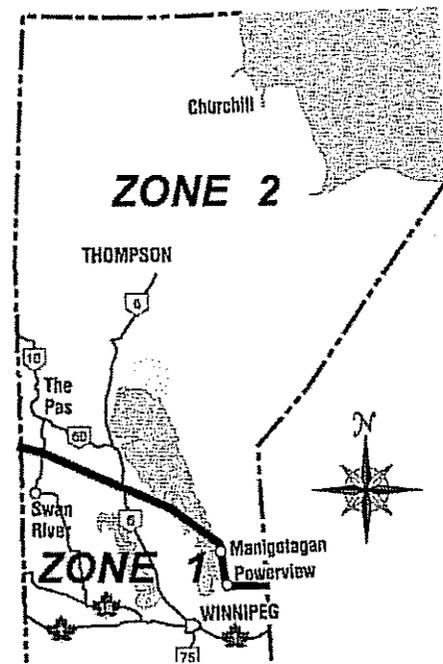
Spring Road Restriction Start / End Dates

In most years, the start dates (Zone 1: March 18 / Zone 2: March 25) and end dates (Zone 1: May 26 / Zone 2: May 31) are fixed, however implementation may be delayed in years of late thaw (see map below). Information about such delays will be available from MIT offices and Weigh Stations. Representative interest groups will also be advised.

Two Climatic Zones:

Because of differing thaw rates, the province has been divided into two zones.

- **Zone #1**
means the Province of Manitoba south of the line that includes PTH #77, going easterly to include PR #513 (Gypsumville) and the northern tip of Black Island, southeasterly to the north junction of PTH # 11 and PR # 304, and easterly to the Ontario border.



- **Zone #2**
means the Province of Manitoba
north of Zone #1.

Notification of Affected Highways

Information about highways affected by Spring Road Restrictions (SRR) will be available through newspapers and by FAX Polling Compliance and Regulatory Services Branch at: 1-204-945-6499.

Advertisements announcing that the SRR order is available and how to obtain it will be published in the fall and in February prior to the restriction start date.

These bulletins will include a reminder of the specific start and end dates for both restriction levels.

For more information, visit the following website:

<http://www.gov.mb.ca/tgs/transreg/compreg/spring-restrict.html>



Weights and Dimensions Permit Manual	Section: 3.8 EMERGENCY SPRING ROAD RESTRICTIONS TRAVEL
	PERMIT AVAILABILITY: During Spring Road Restrictions

Authorization is required if a carrier must transport equipment and/or material at normal loading weight limits on restricted roads during an EMERGENCY situation. The Director of Permits and Development or his designate is responsible for using his/her discretion, and/or judgment in all situations.

EMERGENCY SITUATIONS

There are several possible situations that could be classified as emergencies:

- 1) Road closures due to flooding
- 2) Train derailments
- 3) Fires to buildings or property
- 4) Natural disasters
- 5) Evacuation of people or animals
- 6) Pipeline ruptures or spills
- 7) Physical threats to highways and/or bridges and structures
- 8) Situations deemed essential to ensure public safety

REQUIRED ACTION

In the event of an EMERGENCY situation where equipment and / or material must be moved, the following steps must be completed:

- During normal office hours: For MIT permits, contact Manitoba Permit Office at 204 945-3961 or Toll Free at 1 877 812-0009 (office hours: Monday through Friday from 7:30 a.m. to 6:00 p.m.).
- During normal office hours: For City of Brandon permits, contact the City of Brandon Engineering Department at 204-729-2214 (office hours: Monday through Friday from 8:30 a.m. to 5:00 p.m.).
- After hours approval: For MIT permits: contact the Manager of Permit Services or the Director of Permits and Development.
- Note: In the event that the identified individuals noted above cannot be reached, qualifying moves should be completed to address the emergency. Permit Services (for MIT permits) or City of Brandon Engineering Department (for City of Brandon permits) must be contacted on the next business day to report the move, and have a permit issued retroactively.

Infrastructure and Transportation

Weights and Dimensions Permit Manual	Section: 3.9 WINTER WEIGHTS
	FOR INFORMATION ONLY

Each year, starting December 1st and ending on the last day of February of the following year, the maximum gross axle weight as set out in Schedule H of the *Vehicles Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88) is increased by 10%, as long as the applicable fees have been paid to the Registrar of Motor Vehicles. See the chart below for specific examples.

Exceptions: Steering axles, tridem axle groups and the statutory maximum gross vehicle weight for each highway class are NOT eligible for this increase.

Winter Weight Chart

Axles	<u>RTAC Normal</u>	<u>RTAC Winter</u>	<u>A1 Normal</u>	<u>A1 Winter</u>	<u>B1 Normal</u>	<u>B1 Winter</u>
Steering Axle	7,300kg	7,300kg*	7,300kg	7,300kg*	7,300kg	7,300kg*
Single Axle	9,100kg	10,010kg	9,100kg	10,010kg	8,200kg	9,020kg
Tandem Axle	17,000kg	17,600kg	16,000kg	17,600kg	14,500kg	15,950kg
Tridem Axle	24,000kg	24,000kg**	23,000kg	23,000kg**	20,000kg	20,000kg

* 5,500kg is the maximum weight allowed a truck-tractor steering axle.

** Dependent on tridem axle spread (as per M.R. 575/88)



Weights and Dimensions Permit Manual	Section: 4.0 SPECIFIC PERMIT TYPES
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Section 4 of the Permit Manual contains the policies for specific permit types that are applicable to vehicles or commodities. Like the General Policies found in Section 3, these vehicles/commodities do not comply with the provisions contained in the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

Refer to the general policies in Section 3 for universal conditions that are applicable to overweight and overdimensional permits. As with the General Policies found in Section 3, Section 4 deals only with vehicles and commodities that do not comply with M.R. 575/88 and will have any additional conditions noted in the applicable policy page(s).

Unless otherwise noted, the permit types listed in this section may be issued as a "one move" permit in the Advanced Routing and Permitting System (ARPS).

The following applies to all Brandon Permit Policies:

1. Where the width of a vehicle or load exceeds 3.7m, the mover must only move the said load over, upon or along the City street between sunrise and sunset excluding between 7:30 a.m. and 9:00 a.m., 11:30 a.m. and 1:30 p.m., and 3:30 p.m. and 6:30 p.m.
2. The mover must ensure that only fully instructed and qualified persons are allowed to help in the moving, particularly where hazards may be encountered in connection with power lines.



Weights and Dimensions Permit Manual	Section: 4.1
	ANNUAL OVERDIMENSIONAL PERMIT AVAILABILITY: Annual

A permit is required when a vehicle or its load exceed the legal dimensions as defined in the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

- Overweight loads are not permitted on this permit type.
- Generally, this permit allows carriers to move non-divisible loads; however, consideration may be given for specific divisible loads beyond legal limits (refer to section 3.5 Divisible Load Policy).

MAXIMUM PERMITTED DIMENSIONS:

Legal Dimensions (M.R. 575/88)	Maximum Dimensions
Width: 2.6m	Width: 3.7m
Length (non-RTAC): 23m	30m
Length (RTAC A/B/C Train): 25m	30m
Height: 4.15m	4.6m

*Note: Any vehicle in excess of the maximum permit dimensions for an annual permit must obtain a one move permit.

MAXIMUM WEIGHT:

- This permit type will not be issued if the vehicle exceeds maximum allowable weight as indicated in the *Vehicle Weights and Dimension on Classes of Highways Regulation* (M.R. 575/88).

PROVINCIAL CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Must comply with height restrictions as specified in section 5.2 MIT Overhead Clearances (APPENDIX 3).

- Permit is valid for any current Manitoba Farm, Truck, Commercial Truck or Public Service Vehicle Licence plate with International Registration Plan (IRP) "Cab Card" and International Fuel Tax Agreement (IFTA) registered to applicant.
- Permit is valid for any out of Province licence plate with IRP and IFTA
- Permit is not valid through construction unless permission is granted by the Engineer in charge.
- Permit must be carried in the vehicle.
- For width, vehicle must be loaded the narrowest way possible. Permit is valid to transport empty overwidth trailers.
- If length exceeds 25m, and required ferry services, the applicant must contact Marine Services (945-3424) prior to arriving at ferry site to arrange loading.
- Nighttime travel is prohibited.

CITY OF BRANDON CONDITIONS:

- Must comply with height restrictions as outlined in section 5.2 MIT Overhead Clearances (APPENDIX 3).
- Permit is not valid through construction unless permission is granted by the Engineer in charge.
- Permit must be carried in the vehicle.
- For width, vehicle must be loaded the narrowest way possible. Permit is valid to transport empty overwidth trailers.
- Nighttime travel is prohibited.

3. 330kg X 0.2m = 660kgs

Therefore, to accommodate the short coupled spacing, the combined allowable weight of the two axle groups must be reduced by 660kgs.

MAXIMUM AXLE LOAD/OVERLOAD CHART

Tire Size (mm)	Steering Axle 2 10KG/MM	Single Axle 2 10KG/MM	Single Axle 4 10KG/MM	Tandem Axle 4	Tandem Axle 8	12	16
175	3,500	3,500	7,000	7,000	14,000	21,000	25,200
190	3,800	3,800	7,600	7,600	15,200	22,800	27,360
200	4,000	4,000	8,000	8,000	16,000	24,000	27,500
210	4,200	4,200	8,400	8,400	16,800	24,000	27,500
230	4,600	4,600	9,100	9,200	17,000	24,840	27,500
255	5,100	5,100	9,100	10,200	18,360	27,500	27,500
280	† 5,600	5,600	9,100	11,200	20,160	27,500	27,500
305	†† 6,100	6,100	9,100	12,000	* 21,960	27,500	27,500
330	††† 6,600	6,600	9,100	12,000	** 23,760	27,500	27,500
355	†† 7,100	7,100	9,100	12,000	** 24,500	27,500	27,500
380	†††† 7,600	7,600	9,100	12,000	** 24,500	27,500	27,500
405	†† 8,100	8,100	9,100	12,000	** 24,500	27,500	27,500
430	†† 8,190	8,600	9,100	12,000	** 24,500	27,500	27,500
455	†† 8,190	9,100	9,100	12,000	** 24,500	27,500	27,500

* Maximum for Tandem Axles (Trucks, Trailers)

** Maximum for tandem axles on Special Mobile Machines

† Maximum for truck tractor steering axle is 5,500kg.

† Maximum for straight truck steering axle is 7,300kg.

††† Truck tractors or straight trucks with permanently mounted apparatus

Note: Maximum legal allowable weight for tridem axle units is dependent upon highway class and axle spacing

PROVINCIAL CONDITIONS:

MIT Approvals Required:

- One move loads between 60,000kg and 80,000kg traveling on routes other than PTH 1, PTH 16 or PTH 75 must be approved by Water Control & Structures branch.
- One move loads in excess of 80,000kg must be approved by Water Control & Structures branch, regardless of route.
- One move loads in excess of 100,000kg, must be approved by Water Control & Structures, as well as Materials Engineering.

CITY OF BRANDON CONDITIONS:

- ! - Permitted vehicles are not allowed to travel on the 8th Street Bridge.

MAXIMUM AXLE LOAD/OVERLOAD CHART

Tire Size (mm)	Steering Axle 2 10KG/MM	Single Axle 2 10KG/MM	Single Axle 4 10KG/MM	Tandem Axle 4	Tandem Axle 8	12	16
175	3,500	3,500	7,000	7,000	14,000	21,000	25,200
190	3,800	3,800	7,600	7,600	15,200	22,800	27,360
200	4,000	4,000	8,000	8,000	16,000	24,000	27,500
210	4,200	4,200	8,400	8,400	16,800	24,000	27,500
230	4,600	4,600	9,100	9,200	17,000	24,840	27,500
255	5,100	5,100	9,100	10,200	18,360	27,500	27,500
280	† 5,600	5,600	9,100	11,200	20,160	27,500	27,500
305	†† 6,100	6,100	9,100	12,000	* 21,960	27,500	27,500
330	†† 6,600	6,600	9,100	12,000	** 23,760	27,500	27,500
355	†† 7,100	7,100	9,100	12,000	** 24,500	27,500	27,500
380	††† 7,600	7,600	9,100	12,000	** 24,500	27,500	27,500
405	†† 8,100	8,100	9,100	12,000	** 24,500	27,500	27,500
430	†† 8,190	8,600	9,100	12,000	** 24,500	27,500	27,500
455	†† 8,190	9,100	9,100	12,000	** 24,500	27,500	27,500

* Maximum for Tandem Axles (Trucks, Trailers)

** Maximum for tandem axles on Special Mobile Machines

† Maximum for truck tractor steering axle is 5,500 kg.

† Maximum for straight truck steering axle is 7,300 kg.

††† Truck tractors or straight trucks with permanently mounted apparatus

Note: Maximum legal allowable weight for tridem axle units is dependent upon highway class and axle spacing



Weights and Dimensions Permit Manual	Section: 4.2
	EXTENDED TRANSPORTATION (MIT)
PERMIT AVAILABILITY: Annual	

NOTE: Does not apply within the City of Brandon.

These permits allow carriers that frequently move over-dimensional and/or overweight loads to record moves post-trip, with a usage report. The reporting frequency will be determined by Permit Services, in agreement with the carrier.

IMPORTANT: For one move permits refer to overweight policy (section 3.4)

CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- The holder of this permit shall submit to Manitoba Infrastructure and Transportation the prescribed usage report completed in detail.
- No axle overloads during the period of spring road restrictions.
- Permit is not valid through construction unless permission is granted by the Engineer in charge.
- This permit does not authorize any operations contrary to an Order made pursuant to Sections 86 or 92 of the *Highway Traffic Act* imposing prohibitions or restrictions on specific roads or bridges.
- The permittee shall not move loads when visibility is reduced to 500m or less or when road conditions are slippery. Details available through highway information at (204) 945-3704 or <http://tgs.gov.mb.ca/roadinfo>
- In the case of a traffic obstruction, damage to a road surface, bridge, culvert, or other structure, the permit holder must notify the appropriate authorities and make arrangements for traffic control, remove of the obstruction, and/or repairs.

MAXIMUM WEIGHTS FOR TRUCKS AND TRAILERS (including the use of jeeps/boosters):

Steering axle	5,500kg
Tandem axle	21,960kg
Triple axle (or 16-wheel tandem)	27,500kg
GVW	60,000kg

- **IMPORTANT:** Maximum Gross Vehicle Weights on any combination of vehicles must not exceed 60,000kgs. The maximum axle weight must not exceed 9 kg/mm width of tire, with the exception of the steer axle, which is allowed a maximum of 10 kg/mm.
- Despite the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88), carriers are deemed to have met the requirement for interaxle spacing between drives and jeep axles at 4.3m

Maximum Dimensions:

Width	3.7m
Length	30m
Height	4.6m

NOTE: Temporary registration fees will apply for vehicles that do not have sufficient registration for vehicles combination.



Weights and Dimensions Permit Manual	Section: 4.3 TERM PERMITS
	PERMIT AVAILABILITY: Term (less than 12 months)

These permits are issued typically for specific projects and conditions and are applied based on individual requests, which could include specific routes, vehicles types, etc.

If weights and dimensions are within existing policies, then the existing policy conditions would apply to the permit. If the request is for weights and dimensions outside of the existing policy, approval is required by the appropriate jurisdiction.

CONDITIONS:

- Permits are issued separately for the Province of Manitoba and the City of Brandon.
- Permit will be reviewed and issued on an individual basis, for a period of less than 12 months.
- The permit must adhere to all restriction, policy, and approval processes.



**Infrastructure and
Transportation**



Last Modified:
January 30, 2008

Weights and Dimensions Permit Manual	Section: 4.4 LETTER PERMITS (MIT)
	PERMIT AVAILABILITY: One Move or Annual

NOTE: Does not apply within the City of Brandon.

These permits are typically issued to carriers that operate certain types of equipment that do not meet the legal dimension or legal weight requirements within the Province, and would otherwise be illegal to operate without a permit.

The issuance of this permit is based on the discretion of the Director of Permits and Development.



**Infrastructure and
Transportation**



Last Modified:
January 30, 2008

Weights and Dimensions Permit Manual	Section: 4.5 MOTIVE FUEL TAX (MIT)
	PERMIT AVAILABILITY: One Move

NOTE: Does not apply within the City of Brandon.

Motive Fuel Tax Permits are issued on behalf of Manitoba Finance – Taxation Division to carriers who are not members of the International Fuel Tax Agreement (IFTA). Carriers are charged a fee for this permit based on the total distance traveled within Manitoba.

For example, a Manitoba carrier who is not licensed with IFTA is required to purchase a single move permit each time he or she enters Minnesota, Ontario, etc., or returns to Manitoba.

Exemption: Manitoba carriers who are not IFTA members and who operate a qualified motor vehicle* are exempt from paying a motive fuel tax upon re-entry to Manitoba if they travel *exclusively* between Manitoba and the Northwest Territories, Yukon, Nunavut and Alaska.

*A qualified motor vehicle is defined as a vehicle used, designed or maintained for the transportation of persons or property, and has:

- two axles and a GVW over 11,797kgs (26,000lbs); or
- three or more axles; or
- if used in combination with a trailer, a combined weight that exceeds 11,797kgs (26,000lbs)

** Recreational vehicles are specifically excluded from the definition of qualified motor vehicle.



Weights and Dimensions Permit Manual	Section: 4.6 PRODUCTIVITY (MIT)
	PERMIT AVAILABILITY: One Move

NOTE: Does not apply within the City of Brandon.

The Trucking Productivity Improvement Fund (TPIF) is a fund dedicated to highway infrastructure improvement projects, such as upgrading the load-carrying capacity, productivity and safety of highways.

TPIF provides the flexibility for the private sector or other levels of government to contribute to the fund for specific highway infrastructure projects through agreements with the provincial government.

The TPI fund is designed to generate revenues for highway projects from three sources:

1. Permit fees for overweight and over-size vehicles;
2. Contributions from the private sector and local governments to upgrade specific sections of the highway network; and
3. Administrative monetary penalties for overweight truck violations.

CONDITIONS:

- Prescribed Application forms for Productivity permits must be submitted to the Motor Carrier Division for review to determine eligibility of the proponent.
- Application sent for assessment by Materials Engineering, Water Control and Structures, Civil Legal Services and the affected region
- An analysis for incremental pavement damage must be received from Materials Engineering in order to identify the costs per vehicle type on a highway.
- An analysis must be received from Water Control and Structures to ensure that increased loading can be accommodated on any structures along the requested route.

- Approvals must be received from Regional Operations to ensure there are not concerns regarding the requested route.
- Information is received back from Civil Legal Services and Legal agreements, schedules and covering letters to proponents are prepared.
- The legal agreement must be signed by the both the proponent and the Province prior to permits being issued.
- The applicant must have a Great Plains financial account with Manitoba Infrastructure and Transportation and be a valid organization in the Advanced Routing and Permitting System.
- The applicant must be a corporation in good financial standing and have a valid National Safety Code (NSC) number with a satisfactory safety rating if they have vehicles registered to them.
- The proponent must submit the prescribed usage reports, completed in detail to Manitoba Infrastructure and Transportation.

Note: For Spring Productivity Permits, proponents should be encouraged to submit their request once the Spring Restriction order is posted in the fall of the previous year.



Weights and Dimensions Permit Manual	Section: 4.7 RAW FOREST PRODUCTS (MIT)
	PERMIT AVAILABILITY: Term

NOTE: Does not apply within the City of Brandon.

Raw Forest Product permits (RFPs) are issued to carriers in the logging industry to allow tandem axle loading of 18,000kg on designated routes up to a maximum gross vehicle weight of 59,000kg. No concession is given on tridem axle loading.

RFP permits are available from mid-December (weather and frost levels permitting) until the implementation of Spring Road Restrictions (March 18).

RFP permits should not be confused with the Winter Weights policy (see section 3.9 and section 5.9 – APPENDIX 13) that allows a 10% increase in tandem axle weights (up to 17,600kg) from December through February. Carriers in the logging industry are encouraged to increase their licensed GVW under the Winter Weights policy to reduce their RFP costs (see examples below).

Refer to section 5.3 MIT Raw Forest Products (APPENDIX 4) for information on maximum RGWV for each class of highway, as well as designated Raw Forest Product Permit Routes.

Example 1: RTAC 5 Axle Tractor-Trailer

Standard RRF:	39,500kg	Winter Weight RRF:	40,700kg
RFP Weight:	41,500kg	RFP Weight:	41,500kg
Concession:	2000kg	Concession:	800kg
RFP Cost: 2t x \$90 =	\$180.00	RFP Cost: .8 x \$90 =	\$72.00

Example 2: RTAC 6 Axle Tractor-Trailer

Standard RRF:	17,000kg	Winter Weight RRF:	17,600kg
RFP Weight:	18,000kg	RFP Weight:	18,000kg
Concession:	1000kg	Concession:	400kg

RFP Cost: 1t x \$90 = \$90.00

RFP Cost: .4 x \$90 = \$36.00

Example 3: RTAC 7 Axle B-Train

Standard RRF: 56,500kg

Winter Weight RRF: 58,300kg

RFP Weight: 59,000kg

RFP Weight: 59,000kg

Concession: 2500kg

Concession: 700kg

RFP Cost: 2.5t x \$90 = \$225.00

RFP Cost: .7 x \$90 = \$63.00



Weights and Dimensions Permit Manual	Section: 4.9
	TEMPORARY REGISTRATION FEES (MIT)
PERMIT AVAILABILITY: One Move	

NOTE: Does not apply within the City of Brandon.

Temporary Registration Fees

Temporary registration fees are charged to the following types of vehicles:

- Vehicles that have Manitoba "T" license plates and travel beyond a 30 km radius of a registered rural address, or 20 km outside of the City of Winnipeg limits; or
- Vehicles that are not licensed within the Province of Manitoba and are not licensed under the International Registration Plan (IRP).

* Note: Carriers can apply to the IRP through their home jurisdiction.

Exemptions:

- Farm ("F") plated vehicles; or
- Vehicles registered for less than 5,500kg within the Province of Saskatchewan or British Columbia
- Vehicles registered in Saskatchewan operating within 6km of the Manitoba/Saskatchewan border.

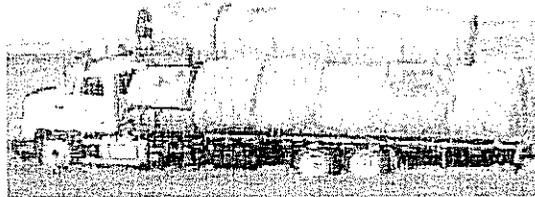
Temporary Increase in Gross Vehicle Weight (GVW)

A Temporary Increase of Registered Gross Vehicle Weight (RGVW) is charged to units carrying loads in excess of their current RGVW.

Refer to section 2.0 (Fees) for details on the fees charged for Temporary Registration or Temporary Increase in Gross Vehicle Weights.



Weights and Dimensions Permit Manual	Section: 4.10 BALE TRUCK (SELF-LOADING)
	PERMIT AVAILABILITY: One Move or Annual



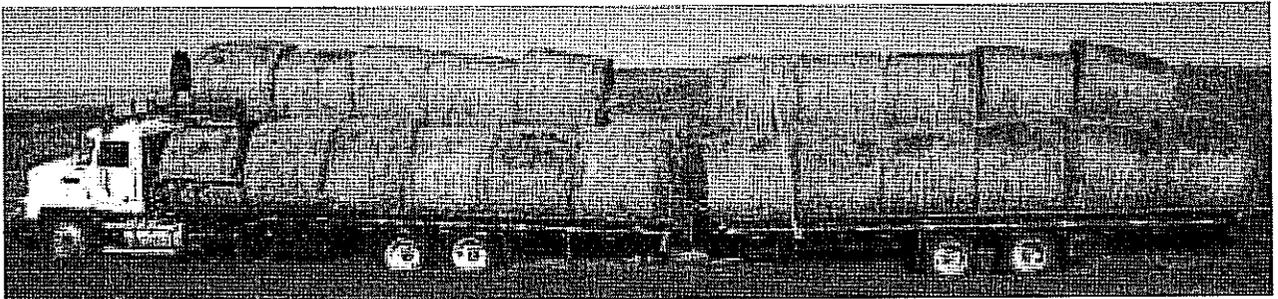
This permit is issued to carriers who own self-loading bale trucks. This is a truck with a chassis mounted bale picker, which loads round bales from the field onto its deck for transport. A ram pushes the bales to the rear of the truck.

CONDITIONS:

- Bale trucks are transport units, and should be licensed with a "Truck" plate (or the equivalent for out-of-province).
- Out-of-Province carriers must be members of IRP and IFTA in order to obtain an annual permit.
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Escort Policy (section 3.6) is in effect for vehicles wider than 3.7m, traveling at night.
- Applicant must have a copy of the conditions attached to the oversize/overweight permit in order for the permit to be valid.



Weights and Dimensions Permit Manual	Section: 4.11 BALE TRUCK AND PONY TRAILER
	PERMIT AVAILABILITY: One Move or Annual



This permit is issued to carriers who own self-loading bale trucks and pony trailers. This is a truck with a chassis mounted bale picker towing a pony trailer, which loads round bales from the field onto its deck for transport. A ram pushes the bales to the rear of the truck.

CONDITIONS:

- Bale trucks are transport units, and should be licensed with a "Truck" plate (or the equivalent for out-of-province).
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Escort Policy (section 3.6) is in effect for vehicles wider than 3.7m, traveling at night.
- Out-of-Province carriers must be members of IRP and IFTA in order to obtain an annual permit.
- Applicant must have a copy of the conditions attached to the oversize/overweight permit in order for the permit to be valid.

Dimension-Specific Conditions:

Maximum Dimensions	
Width: 3.85m Width (empty trailer): 3.5m	<ul style="list-style-type: none">- Hay and straw not to be loaded more than 2 bales wide.- 'D' or 'Wide Load' sign must be mounted both front and rear when vehicle/load exceeds 3.05m.- The extremities of the unit (loaded or unloaded) must have flags by day and warning lights at night (amber or green to the front, red to the rear) indicating overall width of the unit.
Length (truck only): 14m Length (trailer only): 12.5m Length (with trailer): 23m Height: 4.6m	<ul style="list-style-type: none">- Truck must have under-ride protection if length greater than 12.5m.- Effective overhang permitted to be 100% of the wheelbase.

Weight Conditions:

- Axle overweight is not permitted.
- The steering axle weight must be a *minimum* of 3,500 kg at all times.
- Permit is not valid if in excess of registered gross vehicle weight (RGVW) or any special weight restrictions in effect.

Loading Mechanism Conditions:

- The loading mechanism must rest perpendicular to the road surface when the unit is empty. No portion of the mechanism should interfere with oncoming traffic in any way.
- The loading mechanism/arm shall not extend more than 0.6m beyond the outside edge of the truck, excluding deck extensions. It shall be attached to the vehicle by a primary and secondary means when traveling on a public roadway.



Weights and Dimensions Permit Manual	Section: 4.12 GRAIN BINS / STORAGE TANKS
	PERMIT AVAILABILITY: One Move or Annual



This permit is issued to carriers who haul grain bins or storage tanks. For safety and economic reasons, the industry is permitted to move grain bins/storage tanks one behind the other even though the load is reducible and exceeds the legal dimensions.

CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Escort Policy: Daytime travel is permitted without an escort, for moves up to 5m in width. Nighttime travel is permitted for widths exceeding 3.7m up to 5m on four-lane divided highways, providing one escort vehicle follows the load.
- Two amber flashing lights, 15cm in diameter, are to be mounted on the rear of the load not less than 2m above road level (day or night travel).

- Permit may be issued for a fleet of vehicles.

Dimension-Specific Conditions:

Maximum Dimensions	
Width exceeds 4.6m	<ul style="list-style-type: none"> - Not allowed on PTH 100 or PTH 101 between 7:00-9:00 a.m. and 3:30-5:30 p.m. - Not allowed on any defined commuter routes between 7:00-9:00 a.m. and 3:30-5:30 p.m. in or out of Winnipeg, unless specifically approved by Permit Services. - Load shall not be moved on Brandon City streets until authorized by Brandon Police Services through the Chief of Police or his designate and the applicant meeting all additional conditions which may be required by the Police Service.
Width: variable Width (annual permits): 5m	<ul style="list-style-type: none"> - Must be loaded the narrowest way possible. - Maximum width depends on the load dimensions therefore different conditions may be imposed on the carrier.
Length: 26.5m	<ul style="list-style-type: none"> - Grain bins can be loaded two long (one behind the other).
Height: variable	<ul style="list-style-type: none"> - Loads exceeding 4.6m require MTS approval. - Loads exceeding 4.6m are not permitted on PTH #100 or PTH #101. - Loads exceeding 5.2m require Manitoba Hydro approval. - Must comply with section 5.2 MIT Overhead Clearances (APPENDIX 3).

Weight Specific Conditions:

- Weight allowances may be provided to move a storage tank containing residue.

Dimension-Specific Conditions:

Maximum Dimensions	
Width: 3.85m Width (empty trailer): 3.5m	<ul style="list-style-type: none">- Hay and straw not to be loaded more than 2 bales wide.- 'D' or 'Wide Load' sign must be mounted both front and rear when load exceeds 3.05m.- The extremities of the unit (loaded or unloaded) must have flags by day and warning lights at night (amber or green to the front, red to the rear) indicating overall width of the unit.
Length: 14m	<ul style="list-style-type: none">- Truck must have under-ride protection if length greater than 12.5m.- Effective overhang permitted to be 100% of the wheelbase.
Height: 4.6m	

Weight Conditions:

- Axle overweight is not permitted.
- The steering axle weight must be a minimum of 3,500kg at all times.
- Permit is not valid if in excess of licensed authorized gross vehicle weight or any special weight restrictions in effect.

Loading Mechanism Conditions:

- The loading mechanism must rest perpendicular to the road surface when the unit is empty. No portion of the mechanism should interfere with oncoming traffic in any way.
- The loading mechanism/arm shall not extend more than 0.6m beyond the outside edge of the truck, excluding deck extensions. It shall be attached to the vehicle by a primary and secondary means when traveling on a public roadway.



Weights and Dimensions Permit Manual	Section: 4.13 IMPLEMENTS OF HUSBANDRY
	PERMIT AVAILABILITY: One Move or Annual

An implement of husbandry is a vehicle that is designed for agricultural purposes and is used exclusively in the conduct of agricultural operations (excludes farm tractors).

A permit is required for an implement of husbandry if the implement is over-height or over-length. Over-width implements may not be required to obtain a permit.

CONDITIONS:

- Dealer to dealer moves require overwidth permits and must adhere to all rules and regulations pertaining to the movement of oversize loads. Exceptions are made to the permit requirement if a dealer is moving an implement to or from a farm during daylight hours.
- When implements are towed (drawn) upon a highway, length allowances are only valid when the combination is an integral part of one operation.
- Questions concerning lighting and marking requirements on agricultural equipment can be referred to Vehicle Standards at 985-0920.

Conditions Based on Moving Method:

Implements of husbandry can be moved by the following methods. There are specific conditions, depending on which method is employed for the move.

1. Towed behind unlicensed farm tractor: overwidth permits and/or escort vehicles are not required.
2. Towed behind a licensed truck or truck-tractor: overwidth permits and/or escort vehicles are not required; however, the move is subject to overheight and overlength regulations as per the *Vehicle Weights and Dimensions on Classes of Highways Regulation* (M.R. 575/88).

3. Self-propelled: When an implement of husbandry is self-propelled, for agricultural purposes, or going to or from a place of repair, it does not require an overwidth permit. The move remains subject to overlength and/or overheight restrictions.
4. Loaded on a flatbed or a lowbed trailer, and towed behind a truck or truck-tractor: When an implement of husbandry is loaded on a flatdeck or lowbed, and moved to or from a farm, a permit is required. This type of movement is subject to dimensional regulations and policies.
5. Loads up to 6.1m wide, that overhang the centerline of the highway, are subject to the following escort requirements: 1. one front escort vehicle on a 2 or 4 lane non-divided highway, and 2. one trailing escort vehicle on a 4 lane divided highway. Annual permits are available for widths up to 6.1m.
 - a) Implements of husbandry up to 6.1m wide, hauled by a dealer to and from a farm (where load overhangs the centre line of the highway). 1 lead escort is required.
 - b) Implements of husbandry up to 6.1m wide hauled to and from farms (where load does not overhang the centre line of the highway). Does not require escort vehicles.
6. Loaded on an implement of husbandry trailer: A specialized implement of husbandry trailer is considered itself to be an implement of husbandry. The trailer is specifically designed to haul a swather, combine, or sprayer. When an implement of husbandry is loaded on a specialized implement of husbandry trailer, and moved to or from a farm, a permit is required for height and/or length in excess of the legal allowable. These trailers are exempt from overwidth permits.



Weights and Dimensions Permit Manual	Section: 4.14 ROUND AND SQUARE BALES
	PERMIT AVAILABILITY: One Move or Annual

This permit is issued to carriers for the purpose of hauling hay bales. Bales are exempt under the divisible load policy (see section 3.5), and are permitted to be moved side-by-side, even though the load exceeds legal dimensions.

CONDITIONS:

- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Escort Policy (section 3.6) is in effect for vehicles wider than 3.7m, traveling at night.
- Applicant must have a copy of the conditions attached to the oversize/overweight permit in order for the permit to be valid.

Dimension-Specific Conditions:

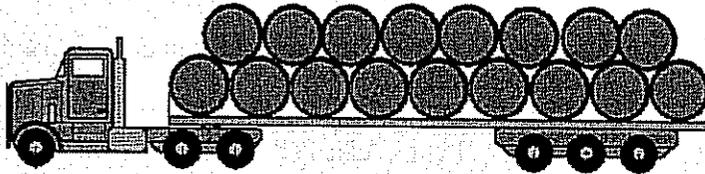
Maximum Dimensions	
Width: 3.85m Width (empty trailer): 2.6m	<ul style="list-style-type: none"> - Hay and straw not to be loaded more than 2 bales wide. <u>Exception</u> is allowed for bales to be loaded 3 bales wide, as long as no more than 1/3 of the bale extends over either side of the trailer. - No more than 1/3 of the bale may extend over either side of the trailer. - 'D' or 'Wide Load' sign must be mounted both front and rear when load exceeds 3.05m - The extremities of the unit (loaded or unloaded) must have flags by day and warning lights at night (amber or green to the front, red to the rear) indicating overall width of the unit.
Height: 4.6m	<ul style="list-style-type: none"> - Height may be up to 4.8m when loaded pipe style.

Weight Conditions:

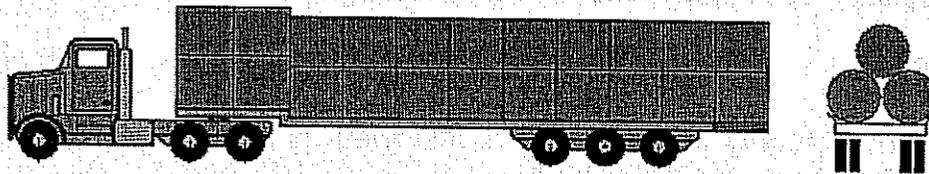
- Permit is not valid if in excess of registered gross vehicle weight (RGVW) or any special weight restrictions in effect.

Examples of Loading Styles for Round Bales

Crosswise

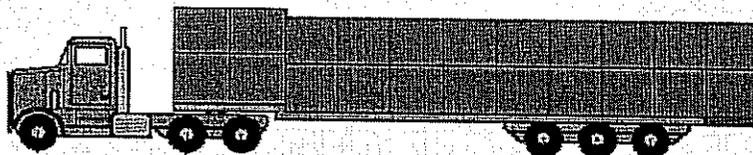


Pipe Style

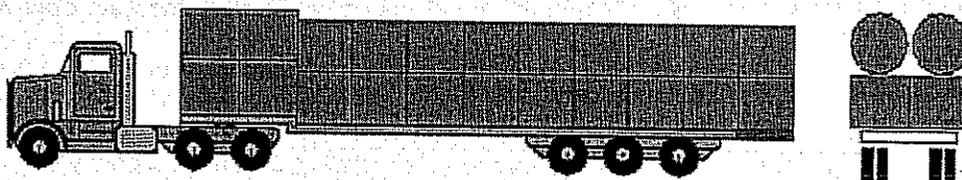


Barrel Style

Top View



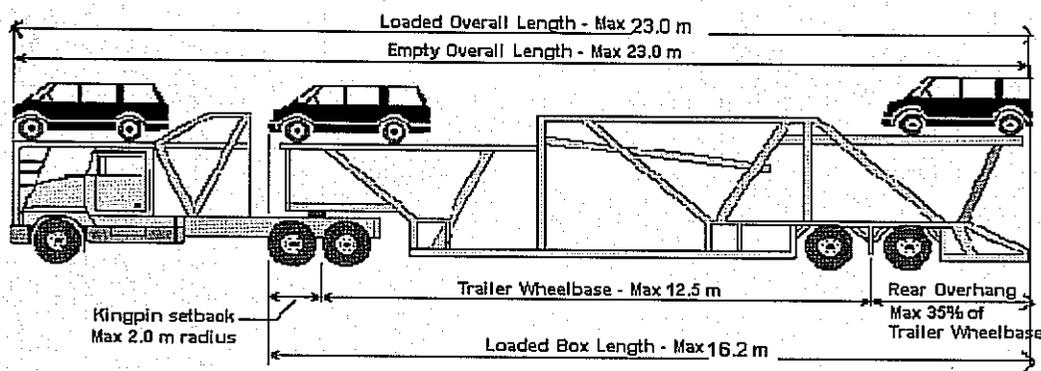
Mushroom Style (*bottom tier loaded barrel style and top tier loaded pipestyle*)





Weights and Dimensions Permit Manual	Section: 4.15 AUTO CARRIER (HIGH MOUNT)
	PERMIT AVAILABILITY: One Move or Annual

Permits are issued to carriers for the purpose of transporting automobiles, vans and light trucks on a truck tractor/semi trailer combination. When loaded, these vehicles would otherwise be overheight.

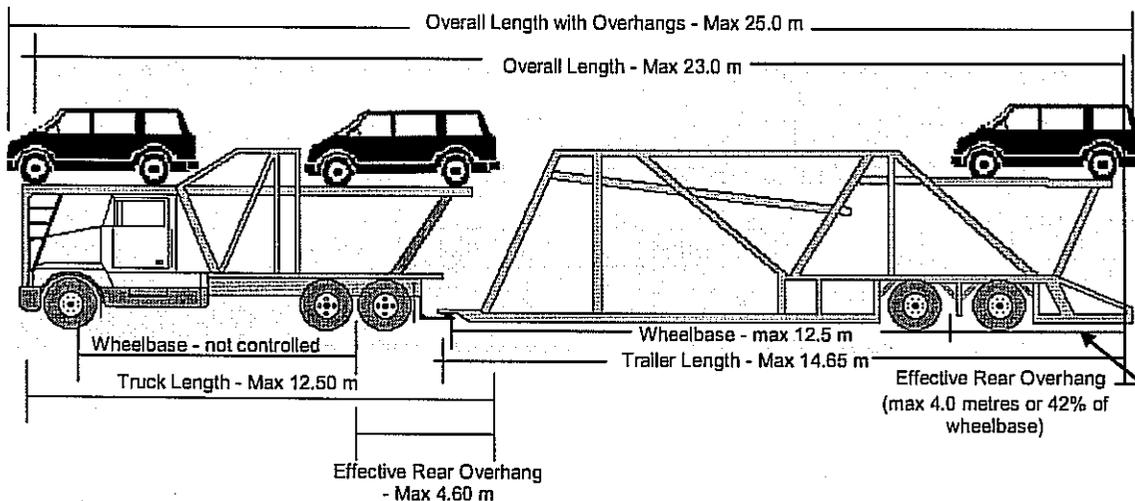


CONDITIONS:

- Maximum Height: 4.6m (Note: this permit does not authorize additional width or length.)
- Must meet height clearances under section 5.2 MIT Overhead Clearances (APPENDIX 3).
- Annual permits cover the applicant's fleet of vehicles.



Weights and Dimensions Permit Manual	Section: 4.16
	AUTO CARRIER (STINGER)
PERMIT AVAILABILITY: One Move or Annual	



Permits are issued to carriers for the purpose of transporting automobiles, vans and light trucks on a truck tractor/semi trailer combination where the position of the 5th wheel coupler is behind the drive axle unit. These vehicles are considered over-length, as the length of the overhang is 25m, and may be overweight on the steering axle.

CONDITIONS:

- Section 5.4 Stinger (Auto Carrier) (APPENDIX 7) must be attached to the permit in order to be valid.
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Must meet height clearances as set out in section 5.2 MIT Overhead Clearances (APPENDIX 3).

*Note: Annual permits cover the applicant's fleet of vehicles.



Weights and Dimensions Permit Manual	Section: 4.8 TEMPORARY OPERATING AUTHORITY (MIT)
	PERMIT AVAILABILITY: Term

NOTE: Does not apply within the City of Brandon.

A temporary operating authority permit is required for any person operating a bus for hire (regular-route bus or chartered bus) that travels extra-provincially:

- a) into Manitoba from another jurisdiction, or
- b) across Manitoba between jurisdictions, or
- c) from Manitoba to another jurisdiction.

A temporary operating permit is not required for private buses or for buses that are issued an intermunicipal operating authority to operate solely within Manitoba.

CONDITIONS:

- Regular-route buses that are not registered in Manitoba and are not a member of the International Registration Plan (IRP) must also pay a Temporary Registration Fee (see section 4.9: Temporary Registration Fees).
- Both regular-route buses and chartered buses that are not registered under the International Fuel Tax Agreement (IFTA) must obtain a Motive Fuel Tax permit (see section 4.5: Motive Fuel Tax).

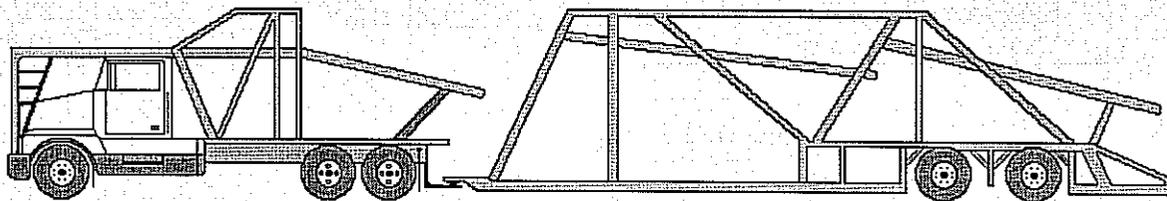
VEHICLE REQUIREMENTS:

Maximum Dimensions	
Width (track): 2.6m	
Total Length: 23m (without load) Total Length: 25m (loaded)	- Truck length maximum: 12.5m (including fifth-wheel) - Maximum allowable for the load to project beyond the bumper at front of tractor is 1m. - Stinger auto carrier trailer length limited to a maximum of 14.65m.
Height: 4.6m	- Must comply with section 5.2 MIT Overhead Clearances (APPENDIX 3).

- Maximum steering axle weight, under permit, is 6,000 kg. The Gross Axle Weight Rating (GAWR) must meet the allowable weight requirement.

Maximum Gross Combination Weight Limit

5 axles:	40,000 kg
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Max 6,000 kg

Single Axle - Max 9,100 kg
Tandem Axle - Max 17,000 kg

Single Axle - Max 9,100 kg
Tandem Axle - Max 17,000 kg

- The truck tractor wheelbase is not controlled.
- Fifth wheel offset (behind centre of drive axle or axle group) is not controlled.
- Trailer wheelbase requirement: minimum 6.25m / maximum 12.5m.
- Effective Overhang (the longitudinal distance from the turn centre to the rearmost point, excluding load on the truck, trailer or semi-trailer): maximum of 4.0m or 42% of wheelbase (whichever is greater).
- Minimum 3m inter-axle spacing required between single axle to single axle or single axle to tandem axle.
- Minimum 5m inter-axle spacing required between tandem axle to tandem axle.



Weights and Dimensions Permit Manual	Section: 4.17 DAMAGED TARPAULIN COVER OR MECHANISM
	PERMIT AVAILABILITY: Two week period

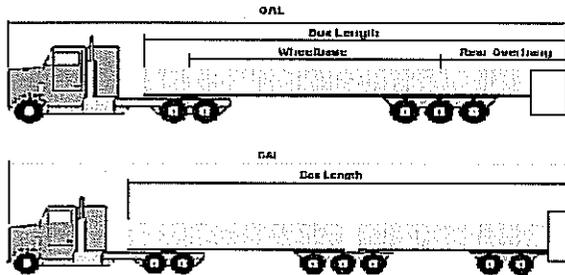
These permits are issued to carriers that have a damaged tarpaulin cover or mechanism. Permits are issued for a two week period to exempt motor carriers from the requirement to have a working mechanism or tarpaulin cover.

CONDITIONS:

- For carriers transporting sand, gravel, crushed stone, ore, slag or salt or any mixture of them (not less than 90 percent being clear aggregate).
- The highest point of the load must not extend above the top of the vehicle container or load container, and the perimeters of the load must be at least 30 cm beneath the top of the vehicle container or load container.
- Refer to Section 5 of the *Cargo Securement Regulation* (M.R. 37/2005), under the *Highway Traffic Act*.
- There may be cases when the mechanism or tarpaulin cover cannot be installed or repaired within the allotted time. In this case, it is incumbent upon the carrier to obtain verification (in writing) of the reason for the delay from the tarpaulin manufacturer or supplier. Exceptions are not considered for carriers that have not made immediate arrangements to have repairs completed.



Weights and Dimensions Permit Manual	Section: 4.18 SPIDER/LOADERS (FORKLIFT ATTACHMENT)
	PERMIT AVAILABILITY: One Move or Annual



Vehicles carrying pallets of sod, lumber, bricks, etc. require a forklift (spider) at the destination to unload the product. These vehicles could be longer than the maximum legal length when the spider/loader (forklift attachment) is included in the measurement. Generally, the spider/loader is not as wide as the vehicle.

The following dimension exemptions will apply to trucks and truck-trailer combinations when carrying a spider/loader at the back of the vehicle. This provides an allowance of 1.5m at the rear of the vehicle for the spider/loader.

- The vehicle, without a spider/loader mounted on it, must conform to all legal dimensions.

MAXIMUM DIMENSIONS:

Straight Trucks:

<u>RTAC</u>	<u>NON-RTAC</u>
Maximum overall length up to 14m (from 12.5m legal)	Maximum overall length up to 14m (from 12.5 legal)
Maximum effective overhang up to 5.0m (from 4m legal)	Maximum effective overhang is not controlled.

Truck tractor semi-trailer:

RTAC	NON-RTAC
Maximum overall length up to 24.5m (from 23m legal)	Maximum overall length up to 21.5m (from 20m legal)
Maximum box length up to 17.7m (from 16.2m legal)	Maximum box length is not controlled.
The spider/loader shall not be included in the measurement of the effective overhang.	

B-train:

RTAC	NON-RTAC
Maximum overall length up to 26.5m (from 25m legal)	Maximum overall length up to 24.5m (from 23m legal)
Maximum box length up to 21.5m (from 20m legal)	Maximum box length is not controlled.
The spider/loader shall not be included in the measurement of the effective overhang.	

*Note: MIT annual permits cover the applicant's fleet of vehicles.



Weights and Dimensions Permit Manual	Section: 4.19 LIFT OR FLIP AXLES
	PERMIT AVAILABILITY: One Move or Annual

Under the *Vehicles Weights and Dimensions on Classes of Highway Regulation* (M.R. 575/88), lift axles on RTAC vehicles are prohibited; however, these permits allow carriers to have lift or flip axles on an RTAC vehicle. Truck tractors are not eligible for these permits.

CONDITIONS:

- Permit must be issued to the owner or registered owner of the trailer, and is valid for any trailer owned by/registered to the permit holder.
- The control to raise, lower or vary the load on an axle unit cannot be operated from the driver's compartment.
- The vehicle and/or combination must meet RTAC specifications at all times.
- The axle group, in which the lift or flip axle is located, must be equally spaced and designed to automatically distribute the load so that the gross axle weight on each single axle does not exceed the maximum prescribed for a single axle .



Weights and Dimensions Permit Manual	Section: 4.20
	PERMANENTLY MOUNTED APPARATUS PERMIT AVAILABILITY: One Move or Annual

These permits are issued to carriers who have a device permanently mounted to a truck tractor, straight truck or trailer portion of the vehicle and are overdimensional and/or overweight.

CONDITIONS:

- A vehicle with Permanently Mounted Apparatus (PMA) must be licensed.
- In order to obtain an annual permit, a PMA vehicle must be registered for the maximum amount of allowable weight that is requested for the permit.
- Projection over front allowed. The total length must include the front and/or rear projection.
- The boom must be in the retracted position.
- If the PMA is attached to the trailer portion of the vehicle, the serial number of the trailer must be included on the permit.
- Truck mounted cranes/machines are considered PMAs, and must be licensed.

Weight Conditions:

- Not valid if in excess of registered gross vehicle weight (RGVW) or any special weight restrictions in effect, including, but not limited to, Spring Road Restrictions or any bridge weight restrictions that may arise.

Maximum allowable axle weights for vehicles with permanently mounted apparatus (PMA) are as follows:

Steering Axle:

- Steering axle weight under permit must not exceed 10kg/mm width of tire with the maximum values listed in the table below.

Single steering axle	8,190kgs
Tandem steering axle	16,000kgs

Gross Weights For Groups of Axles:

- All maximum permitted weights for axle groups other than a steering axle are computed based on the lesser of the following:
 - a. Number of tires x 3000
 - b. Number of tires x Tire size (mm) x 9 kg
 - c. Maximum values listed in the table below

Single axle - summer	9,100kg
Tandem axle	21,960kg
Tridem axle (or 16-wheel tandem) (excluding tridem drives)	27,500kg

- Not to exceed gross axle weight rating (GAWR)

*Note: Annual permits cover the applicant's fleet of vehicles.

- Valid to travel during the period of Spring Road Restrictions on highways designated as 90% normal loading (Level 1 Restricted), providing that drive axle weight is legal.



Weights and Dimensions Permit Manual	Section: 4.21 SPECIAL MOBILE MACHINES
	PERMIT AVAILABILITY: One Move or Annual

These permits are issued to special mobile machines that exceed the dimensions as set out in the *Highway Traffic Act*. A special mobile machine (SMM) is defined as a vehicle, other than a dump truck or PMA that is:

- Used primarily for the purposes of construction and repairs of highways, buildings and other structures,
- Designed for purposes such as construction and repair,
- Operated by or on behalf of a traffic authority on a highway over which the authority has jurisdiction,
- Operated by or on behalf of a traffic authority on a highway over which the authority has jurisdiction for the purpose of sweeping, grading, scraping, plowing or clearing snow from or otherwise maintaining the highway surface,
- Issued under a policy of liability insurance in an amount not less than the amount prescribed in Section 161 of the *Highway Traffic Act*, and
- Operated by a driver who holds a valid driver's licence for the truck (where the vehicle is a truck mounted with a device to adapt it for the purpose of sweeping, grading, scraping, plowing or clearing snow from or otherwise maintaining the highway surface).

Note: Rock trucks are generally over 40,000kg and are not considered special mobile machines.

GENERAL CONDITIONS:

- Special Mobile Machines cannot be used as tow vehicles.
- Axle overloads are prohibited on the following structures: Jackfish Creek, 10.5 km southeast of PTH 11 on PR 304 and Knapp Dam, 1.0 km west of PTH 10 or PR 283.

- Not valid through construction unless permission is granted by the Engineer in charge.
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Valid for nighttime travel, provided the lighting requirements under Manitoba Regulation 575/88 are met:
 - a) Two clearance lights are required at the furthest projection of the boom, one mounted on each side, which shall cast or reflect a green or amber light forward.
 - b) Two clearance lights are required, one on each side of the boom at a point approximately three-quarters of the length of the projection and which shall cast or reflect a green or amber light forward.
 - c) An amber revolving light is required on the cab of the vehicle.

Motor Scraper Conditions:

- Speed not to exceed 24km on any highway and 8km on any bridge.
- Motor scrapers are allowed to move, self-propelled, up to 40,000kg. Any self-propelled move requires a permit.
- If gross weight exceeds 40,000kg the motor scraper can not travel on a highway under its own power. It must be loaded onto an appropriate vehicle to be moved.
- Annual Overweight permits (extended transportation permits) are not available for motor scrapers.

Special Mobile Machine Conditions:

- Annual Overdimensional/Overweight permits can be issued for movement of unlicensed SMM and/or service rigs on RTAC, A1 when the tandem axle weight exceeds 22,000kg.
- One move Overdimensional/Overweight permits may be issued for SMM and/or services rigs on B1 highways when tandem axle weights exceed 20,000kg. Approval is required from Bridges and Structures and Materials Engineering.
- The following information must be shown on the permit:
 1. Make and Model Number
 2. Tire Sizes

3. Licence Number and Province (for a truck mounted boring rig, indicate licence # and RGWW; for SMM, indicate N/A)
4. Length - must show total length of truck, including overhanging boom, or total length of special mobile machine including retracted boom.

- Projection over the front, such as a fixed/retracted boom) is allowed to exceed legal length.

Weight Conditions:

Maximum allowable axle weights:

- Steering axle weight under permit must not exceed 10kg/mm width of tire with the maximum values listed in the table below.

Single steering axle	8,190kg
Tandem steering axle – Province	16,000kg

- All maximum permitted weights for axle groups other than a steering axle are computed based on the lesser of the following:
 - a) Number of tires x 3000
 - b) Number of tires x Tire size (mm) x 9 kg
 - c) Maximum values listed in the table below

Single axle - summer	9,100kg
Single axle – winter	10,010kg
Tandem axle	24,500kg
Tridem axle (or 16-wheel tandem) (excluding tridem drives)	27,500kg

For maximum permissible weight for wide based single tires refer to section 4.28 Wide-based Single Tires (MIT). A wide-based single tire is defined as a tire that is equal to or greater than 445mm.

Conditions for SMM with Boom out the Front 2.5m or Less:

- If width exceeds 3.05m, and/or length exceeds 25m, not valid after 3:00 p.m. Fridays or days preceding statutory holidays or before 12:01 a.m./sunrise Saturdays.
- Not valid if in excess of licenced authorized gross weight or any special weight restrictions in effect.

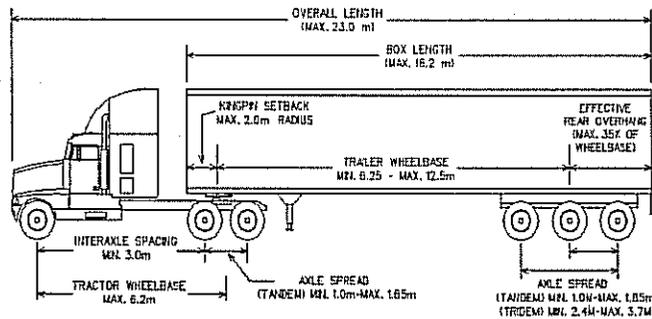
- Valid to travel during spring road restrictions on Class A1 highways which are restricted to normal loading only.
- "Permit not valid during period of spring road restrictions" to be shown only if the unit has an axle overload. For permits where there is an axle overload on a Class B1 highway but not on a Class A1 highway, the following conditions must be shown: "Where the origin and the route is listed as "to and from various points in Manitoba, via various Class A1 or Class B1 highways," the following stamp must appear.
- Valid for nighttime travel, provided the following lighting requirements are met:
 - a) One clearance light is required at the front of the furthest projection which shall cast or reflect a green or amber light forward and to each side.
 - b) An amber revolving light is required on the cab of the vehicle.

Conditions for a Derrick:

- Permit holder must comply with section 5.2 MIT Overhead Clearances (APPENDIX 3), after 3:00 p.m. Fridays or days preceding statutory holidays, or before 12:01 a.m. /sunrise Saturdays.
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).
- Not valid Sundays or statutory holidays.
- Not valid if in excess of licenced authorized gross weight or any special weight restrictions in effect.
- Permit is not valid during Period of Spring Road Restrictions if there are tandem axle overloads.
- During Spring Road Restrictions, for permits where there is an axle overload on a Class B1 highway but not on an A1 highway, the permit is only valid on Class A1 highways (90% normal loading).
- Projection over front (fixed derrick) is permitted.



Weights and Dimensions Permit Manual	Section: 4.22
	SEMI-TRAILER (LONG WHEELBASE)
PERMIT AVAILABILITY: One Move or Annual	



These permits allow owners of semi-trailers with a fixed long trailer wheelbase to operate that specific vehicle in the RTAC configuration when carrying general freight.

A long wheelbase trailer is defined as a semi-trailer with a wheelbase in excess of 12.5m. When a semi-trailer wheelbase is in excess of 12.5m, without a permit, the vehicle would be a non-RTAC truck tractor combination, and must not exceed 20m in length.

General Freight Conditions:

- RTAC specifications will apply, even though the maximum permitted semi-trailer wheelbase is greater than 12.5m and not more than 13m.
- If the permit is issued for a fleet of vehicles, an appendix identifying all affected vehicles must be attached to the permit.

- Owners of long wheelbase trailers who operate in Manitoba in the RTAC configuration will be allowed to continue to do so (under permit) if the vehicle combination meets both of the following requirements:
 1. The Truck Tractor wheelbase does not exceed 5.28m
 2. The Trailer wheelbase does not exceed 13m,
- Annual trailer wheelbase permits will be issued for combination of vehicles that meet both of the above noted requirements. When issuing permits the following semi-trailer information must be documented in the permit:
 - Registered owner
 - Address
 - Licence plate and jurisdiction
 - Vehicle Make
 - Vehicle Year
 - Vehicle identification number (VIN)
- Currently, annual permits will not be considered for trailers with a wheelbase in excess of 13m. However, a single trip permit may be considered on a case by case basis.

Overdimensional/Non-Divisible Load Conditions:

- Permit is not valid unless used in conjunction with section 4.1 (Annual Overdimensional) or section 4.2 (Extended Transportation).
- May be issued an annual permit if wheelbase in excess of 12.5m and carrier exclusively transports overdimensional/non-divisible loads.
- Truck Tractor wheelbase is not limited to 5.28m when transporting overdimensional/non-divisible loads but must meet legal requirements as identified in M.R. 575/88.
- RTAC specifications will apply, even though the semi-trailer wheelbase exceeds 12.5m.
- Valid to travel with empty overlength unit to a maximum of 23m, when proceeding to pick-up or returning from delivering an overdimensional non-divisible load.

Overdimensional/Non-Divisible Loads with a Divisible Load Backhaul Conditions:

- Permit is not valid unless used in conjunction with section 4.1 (Annual Overdimensional) or section 4.2 (Extended Transportation).
- Carriers that operate with a trailer wheelbase in excess of 12.5m for the purpose of transporting overdimensional/non-divisible loads on specialized

trailers will be eligible for a self-recording annual blanket permit to either leave or return to the Province with a divisible load (including triangulation).

- Carriers will be required to submit usage reports with the following information:
 1. Towing vehicle
 2. Trailer
 3. Departure and arrival date of initial trip
 4. Departure and arrival date of return trip
 5. Origin and destination of trips
 6. Commodity being carried on each trip

- If a carrier leaves the province with a divisible load, the return trip into the province must be an overdimensional/non-divisible load or vice versa. For this concession to be valid, an overdimensional/non-divisible load must be transported on the vehicle when it is either leaving or returning to the province thereby allowing the carrier to be more productive and efficient.

- All other RTAC specifications will apply, even though the semi-trailer wheelbase exceeds 12.5m.

- Valid to travel with empty overlength unit/divisible load, when proceeding to pick-up or returning from delivering an overdimensional/non-divisible load.

- The permit holder must agree to make available to the Department, records and dates of cargo movements for inspection, verifying the loads transported, number of loads transported, the gross vehicle weight and axle weight for each vehicle, as well as any required information related to the permit.

- At the discretion of the Department, facility audits may be conducted to ensure compliance with permit conditions. Administrative sanctions could be imposed for any contravention of conditions set out in the permit.



Weights and Dimensions Permit Manual	Section: 4.23 SEMI-TRAILER (OVERWIDTH)
	PERMIT AVAILABILITY: One Move or Annual

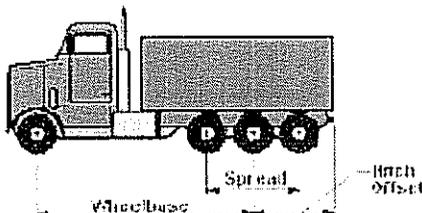
These permits are issued to allow motor carriers to move a divisible load on an overwidth trailer. Annual permits are issued as part of the Annual Overdimensional permit (section 4.1).

CONDITIONS:

- Maximum trailer width must not exceed 3.05m.
- Divisible loads may be allowed on an overwidth trailer.
- Divisible loads must not exceed 2.6m in width.
- The load must be centered and loaded narrowest possible way on the trailer.



Weights and Dimensions Permit Manual	Section: 4.24 TRIDEM DRIVE STRAIGHT TRUCK
	PERMIT AVAILABILITY: One Move or Annual



Tridem Drive Truck

These permits are issued to carriers who have a straight truck equipped with a tridem drive axle. Permit must be issued to the registered owner of the truck.

CONDITIONS:

- A specification sheet and scaled weights must be submitted prior to a permit being issued.
- A tridem drive truck cannot tow any trailer.

Dimension Specific Conditions:

- Maximum overall length is 12.5m.

Axle / Wheelbase Conditions:

- Tridem drive axles must be equally spaced.
- Maximum tridem spread of 2.8m.
- All three axles must drive.
- No lift, pusher or tag axles allowed.

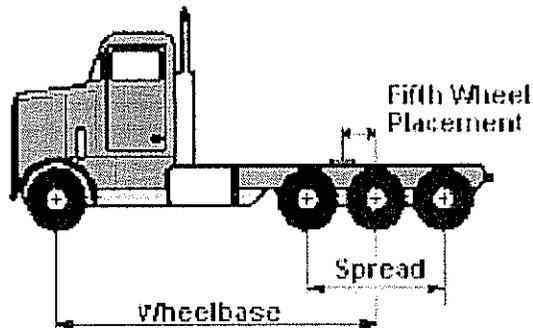
- The tridem drive axles must be on a common suspension that equalizes the weight.
- Minimum 255mm (10-inch) tires on drive axles.
- Track width: 2.5m minimum/2.6m maximum. Tandem drive axles converted to tridem drive must also meet this requirement.
- Minimum wheelbase of 6.6m.
- Axle locking devices must be capable of being disengaged during turning movements.

Weight Conditions:

- Minimum steering axle weight of 25% of drive axle weight at all times.
- Maximum steering axle weight of 7,300kg.
- Maximum drive axle weight: 21,000kg.



Weights and Dimensions Permit Manual	Section: 4.25 TRIDEM DRIVE TRUCK TRACTOR
	PERMIT AVAILABILITY: One Move or Annual



These permits are issued to the registered owner of a truck tractor equipped with a tridem drive axle. The permit must be issued to the registered owner of the vehicle.

CONDITIONS:

- A specification sheet and scaled weights must be submitted prior to a permit being issued.
- For use in heavy haul situations only.

Dimension Specific Conditions:

- Maximum overall length is 12.5m.

Axle / Wheelbase Conditions:

- Tridem drive axles must be equally spaced.
- Maximum tridem spread of 2.8m.

- All three axles must be powered.
- No lift, pusher or tag axles allowed.
- The tridem drive axles must be on a common suspension that equalizes the weight.
- Minimum 255mm (10-inch) tires on drive axles.
- Track width: 2.5m minimum/2.6m maximum. Tandem drive axles converted to tridem drive must also meet this requirement.
- Minimum wheelbase of 6.6m.
- Axle locking devices must be capable of being disengaged during turning movements.

Weight Conditions:

- Maximum prescribed legal tridem drive axle weight on an RTAC Route and a Class A1 highway is 21,000kg.
- Maximum prescribed legal tridem drive axle weight on a Class B1 highway is 20,000kg.
-
- Minimum steering axle weight of 27% of drive axle weight at all times.
- Maximum steering axle weight of 7,300kg (PMAs may qualify for special steering axle permit – refer to section 4.20).
- Maximum drive axle weight: 27,500kg.



Weights and Dimensions Permit Manual	Section: 4.26
	LONG WHEELBASE TRUCK TRACTOR [GRANDFATHERED VEHICLE]
PERMIT AVAILABILITY: Annual	

These permits are issued for truck tractors with a wheelbase in excess of 6.2m used in an RTAC configuration up to 23m overall length. Permits are available to carriers who have pre-existing annual permits.

As of January 1, 2003, owners of these vehicles may continue to operate under a vehicle-specific, non-transferable permit. This is designed to allow carriers currently holding a Manitoba permit for a long wheelbase truck tractor to continue operating that specific vehicle in Manitoba for as long as they own it.

This permit is non-transferable upon change of vehicle ownership, and this permit type will not be extended to vehicle replacements.

Important Note: Additional conditions apply for any new permit issued for Long Wheelbase Truck Tractors, including permits that are issued for vehicles that are sold or transferred. Refer to section 4.27.

CONDITIONS:

- All permit holders will be required to complete a permit application for each long wheelbase truck tractor in their fleet, which will continue to operate in Manitoba. Required information for each vehicle is as follows:
 - Vehicle Owner's name;
 - Registered owner;
 - Address;
 - Vehicle year;
 - Vehicle make;
 - License plate and jurisdiction;
 - Vehicle identification number (VIN); and
 - Truck Tractor Wheelbase measurement.

- Owner-operators working for other carriers will be issued non-transferable permits showing both names.

- Recognizing that owner-operators may change affiliations, these permits are issued in the registered owner's name, followed by the vehicle owner's name, in order to accommodate future contractual arrangements.
- Permit requests will be considered where an applicant can provide ample proof of that specific vehicle being previously operated in Manitoba and owned by the applicant. Proof can consist of ownership/registration documents, lease agreements/contracts, and bills of lading/pro bills indicating that loads were transported in Manitoba by the vehicle in question prior to the policy implementation (January 1, 2003).
- When the permit holder sells, relinquishes or retires the vehicle, the permit will be terminated and the associated rights for travel in Manitoba for that vehicle will not transfer to the new owner(s).
- All other vehicles operating in Manitoba must comply with either RTAC or non-RTAC dimensions.

(NOTE: refer to the next page for background information on this policy.)



Weights and Dimensions Permit Manual	Section: 4.27
	LONG WHEELBASE TRUCK TRACTOR (NEW POLICY EFFECTIVE MARCH 30, 2007)
PERMIT AVAILABILITY: Annual	

For purposes of this policy, a long wheelbase truck tractor is defined as a truck tractor with a wheelbase in excess of 6.2m (244 inches) used in an RTAC configuration.

This policy allows owners of long wheelbase truck tractors to be used in an RTAC configuration on Manitoba's highway network, provided that the permit holder complies with the conditions listed below.

! IMPORTANT NOTE: The CONDITIONS (listed below) apply only to permits issued to new applicants (after March 30, 2007). Permits issued for vehicles under the Long Wheelbase Truck Tractor (Grandfathered Vehicle), Policy 4.26, will not be required to adhere to the new conditions.

If a Long Wheelbase Truck Tractor identified under the Grandfathered Vehicle Policy is sold or transferred, the new owner must apply for a permit under this policy.

CONDITIONS:

- A truck tractor wheelbase can be a maximum length of 7.2m, provided the overall length limit is respected and the wheelbase of the semi trailer is reduced in accordance with the prescribed formula noted below. Rear effective overhang on the semi-trailer cannot exceed 35% of the wheelbase of the semi-trailer as indicated in the *Vehicle Weights and Dimensions on Classes of Highways Regulation (MR 575/88)*.

Tractor Wheelbase (m)	Max Trailer Wheelbase (m)	Tractor Wheelbase (m)	Max Trailer Wheelbase (m)
6.2	12.5	6.8	12.1
6.3	12.5	6.9	12.1
6.4	12.4	7	12
6.5	12.3	7.1	11.9
6.6	12.3	7.2	11.9
6.7	12.2		

1. Maximum length of truck tractor and semi trailer cannot exceed 23m
2. Truck tractor wheelbase must be recorded on permit.
3. Trailer wheelbase must be recorded on the permit and must conform to above table.
4. A copy of this permit must be carried in the vehicle.
5. Permits will be available for vehicles that have transferred ownership.

BACKGROUND:

The Province of Manitoba supports the provisions of the Memorandum of Understanding (MOU) administered through the Roads and Transportation Association of Canada (RTAC) *Agreement on Weights and Dimensions* signed in 1988.

The agreement sets the maximum allowable truck tractor wheelbase for RTAC configurations at 6.2m (244 inches). This limit is in place to control the turning performance of vehicles, such as minimizing encroachment into other lanes during turning maneuvers, and to prevent driving over curbs in urban areas.

A truck tractor with a wheelbase that exceeds 6.2m may be allowed when the vehicle is considered "non-RTAC". In these cases the turning performance is acceptable due to a decrease in the overall length. The differences in length are illustrated in the chart below.

	Maximum overall length	
	RTAC (truck tractor wheelbase maximum 6.20 metres)	Non-RTAC (truck tractor wheelbase not controlled)
Truck tractor, semi-trailer	23m	20m
A-, B-, C-trains	25m	23m

In 1993, the Department identified several companies that had existing equipment that did not conform to the RTAC specifications, as they were now using longer trailers. These companies had moved to 48' and 53' trailers (in lieu of the former 40' and 45' trailers) with long wheel base truck tractors, which in total exceeded the non-RTAC legal length (20m).

To prevent undue economic hardship for those identified motor carriers, the Department developed a permitting policy, which allowed operators of long wheelbase truck tractors to continue to use vehicles in their possession, up to RTAC overall lengths. In recent years, increases have been noted in the number of requests for new permits and in the number of long wheelbase truck tractors operating on Manitoba highways. This trend is contrary to the provisions of the MOU signed in 1988.

To address this trend and ensure future compliance with the provisions of the MOU, the new policy was developed in 2003.



Weights and Dimensions Permit Manual	Section: 4.28
	WIDE-BASED SINGLE TIRES POLICY FOR SPECIAL MOBILE MACHINES
PERMIT AVAILABILITY: Annual	

This policy sets out the allowable axle load that may be exerted by wide-based single tires on flexible pavement roads in Manitoba, subject to bridge consideration. Wide based single tires are wider single tires with a width equal to or greater than 445mm.

Finding the Seasonal Legal Load Limit (kg/mm):

1. Define the road in question.
2. Find the loading class of the road.
3. Find the warranted restriction level.
4. Find the allowable legal loading in kg/mm for the season from Table 1.

Table 1

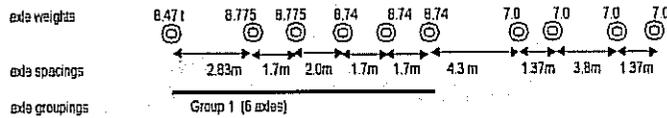
Loading Class	Allowable Loading Kg/mm			
	Dec – Feb (Winter)	Mar – May (Spring)		June – Oct (Summer)
RTAC	11 (2)	Normal	10	10 (1)
		Level 1	9	
		Level 2	6.5	
A1	11	Normal	10	10 (1)
		Level 1	9	
		Level 2	6.5	
B1	10	Normal	9	9 (1)
		Level 1	8	
		Level 2	6	

- Notes: 1- Reference H60 - M. R. 575/88 schedule H (section 28)
 2- Section 87(1) of the *Highway Traffic Act* applicable to individual moves in winter.

Finding the Wide-Based Single Axle Loading Limit:

Step 1. Define Axle Groups

An axle group is defined as a sequence of axles with an interaxle spacing not exceeding 3.0 metres.



Step 2. Define the adjustment factor from Table 2.

Table 2

# of axles in group	Adjust Factor (3)
1 axle	1.00
2 axles	0.835
3 axles	0.780
4 axles	0.760
5 or more	0.750

(3)-Adopted from the Alberta procedure.

Step 3. Determine tire size for weight estimations for axle group

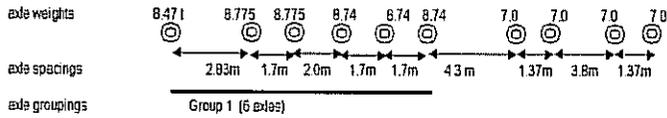
If different tire sizes are used in a group, use the smaller tire width.
If duals are mixed with wide-based singles, use the size of the wide based tire.

Step 4. Calculate the allowable axle load in the group

Compare the proponent's axle loading with the allowable loading as calculated in the steps above for approval or denial.

Example:

A crane with the following axle loads in tonnes and spacing is requested to operate on a B1 road.



Assume 610 mm (24inch) tire width. Define the allowable loads in the 3 seasons and make your recommendation. The road is restricted to level 2.

Season	Legal Load Kg/ mm from Table 1	Axle Group	
		One	
		Load	Check
Spring	6.0	2*610*0.75*6.0 = 5490 kg	N.G.
Summer	9	8235 kg	N.G.
Winter	10	9150 kg	OK



Weights and Dimensions Permit Manual	Section: 4.29
	ROCKY MOUNTAIN DOUBLES
PERMIT AVAILABILITY: Annual	

This policy sets out the conditions for the operation of Rocky Mountain Doubles (and Reverse Rocky Mountain doubles) within the Province of Manitoba and the City of Brandon.

Approval for travel within the City of Brandon must be given directly by that City.

Refer to section 5.6 Rocky Mountain Double Combination (APPENDIX 10) for specific conditions when operating these vehicles.

CONDITIONS:

A) Vehicle Specifications:

1. All trailers used in combination must be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer;
 - b) All brakes must meet CMVSS 121 Standards;
 - c) All axles of the trailer combination must be equipped with mud flaps or splash guards, which must meet the following specifications:
 - i) anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times;
 - ii) minimum width of 60cm; mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface;
 - iii) mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.

2. The vehicles in a combination must be designed, constructed and coupled together to ensure any combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.

3. In addition to the lighting requirements prescribed by legislation, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic, spaced at intervals one-third of the total overall length of the trailer combination.
4. The vehicles must be attached safely and securely so that the vehicle does not become detached in operation. Trailers must be joined together by no-slack pintle hooks, equipped with an air/hydraulic ram. The no-slack ram is to be incorporated in the pintle hook eye of the coupling apparatus.
5. The lead trailer must be the heaviest.
6. The power unit must be geared and powered to be able to maintain speeds at posted speed limits.
7. Must meet the designed specifications and axle weight allowances as outlined.

B) Driver Qualifications:

1. Must hold a valid class 1.0 or 1.6 driver's licence with air brakes endorsement.
2. Driver's licence must not be probationary or conditional.
3. Driver's licence must have no restrictions, except corrective lenses.
4. Must have a minimum of 2 years driving experience and/or 150,000km or driving experience related to a semi-trailer and/or multiple trailer operations.
5. Must adhere to any safety requirements as developed by his/her company safety supervisor.

Hours of Operation:

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday
 - 9:00 p.m. on Friday to 11:00 a.m. on Saturday
 - 9:00 p.m. on Saturday to 11:00 a.m. on Sunday
2. No movement after 4:00 p.m. on days preceding a statutory holiday.
3. Despite the normal hours of operation listed above, designated directional travel is allowed on the following routes/times:

- Westbound from the Manitoba/Ontario border to Winnipeg after 4:00 p.m. on Fridays
- Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays
- Eastbound from Virden to Winnipeg on Sundays

Exception: not valid when turning through intersection to cross opposite bound lanes.

4. Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1). Exception is made for December 26 (travel may commence at 11:00 p.m. on December 25th.)
5. Between the Tuesday following Labour Day and the Thursday preceding Victoria Day, LCVs may travel on their designated routes 24 hours a day, 7 days a week.

Other Conditions:

1. The permit holder must drive in a reasonable and prudent manner, having regard for road/weather conditions (road weather conditions: 945-3704 or 1-877-MBRoads [1-877-627-6237]).
2. The permit holder must allow a peace officer or designated officer of MIT to inspect, test, examine or inquire about the LCV.
3. The permit holder takes full responsibility for the operation of LCVs and will indemnify MIT, its officers and employees from and against all actions, cause of actions, claims and demands which may arise as a result of operations.
4. Permit holder must maintain liability and property damage insurance of at least one million dollars (\$1,000,000,000).
5. Permit holder must ensure each power unit has a valid permit number and make the number available upon request.
6. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all LCV permits.

DESIGN SPECIFICATION FOR LCV / RMD:

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall length	Max. 31.5m	Max. 31.5m	Max. 31.5m
Trailer One			
Length (box length)	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	N/A	Max. 16.2m
Wheel Base (WB)	N/A	N/A	N/A
	Max. 14m	Max. 14m	Max. 14m
Hitch Offset			
Trailer Length 12.3 to 13.7m	Max. 1.8m	N/A	Max. 1.8m
Trailer Length > 13.7m	Max. 2.8m	N/A	Max. 2.8m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Converter Dolly			
Draw Bar Length	Max. 4.65m	N/A	Max 2m*
Maximum number of axles	2	N/A	2
Trailer Two			
Wheel Base	Max. 6.25m	Max. 6.25m	Max. 6.25m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Statutory Maximum Gross Vehicle Weight	Max. 53,500 kg	Max. 62,500 kg	Max. 60,500 kg
Maximum Gross Combination Weight			
5 AXLES	41,900kg	40,700kg	41,900kg
6 AXLES	49,800kg	48,600kg	49,800kg
7 AXLES	53,500kg	56,500kg	57,700kg
8 or more AXLES	53,500kg	62,500kg	60,500kg

* Only "C" dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the *Motor Vehicle Safety Act* (Canada) are allowed.

CONDITIONS:

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer/semi-trailer.
- The tridem axle group, because of the hitch offset requirement, can only be present on A and C trains on lead trailers greater than 13.7m.

Note: The tridem axle group on B trains is suitable on the lead trailer.

AXLE WEIGHT ALLOWANCES:

* applies to all configurations

Single Axle	9,100kg
Tandem Axle	17,000kg
Tridem Axle (short spread 2.4m to < 3.0m)	21,000kg
Tridem Axle (medium spread 3.0 to <3.6m)	23,000kg
Tridem Axle (wide spread 3.6 to 3.7m)	Not allowed

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2m	24,000kg

Note: Interaxle spacing is the distance between the closest axles in the adjacent axle groups and is measured from the centre of the axles.

APPROVED ROUTES – LCV (ROCKY MOUNTAIN DOUBLES):

PTH #1W – City of Winnipeg limits to Manitoba/Saskatchewan border

PTH#1E – City of Winnipeg limits to Manitoba/Ontario border

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#16 – PTH#1W to the Town of Shoal Lake

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

City of Brandon Approved LCV Routes:

PTH#110 – PTH#1W to Richmond Avenue East

Richmond Avenue East – PTH #110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Avenue East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Ave. East – 17th Street East to Terminal



Weights and Dimensions Permit Manual	Section: 4.30
	TRIPLE TRAILER COMBINATION
PERMIT AVAILABILITY: Annual	

This policy sets out the conditions for the operation of Triple Trailer Combinations within the Province of Manitoba and the City of Brandon.

Approval for travel within the City of Brandon must be given directly by that City.

Refer to section 5.7 Triple Trailer Combination (APPENDIX 11) for specific conditions when operating these vehicles.

CONDITIONS:

A) Vehicle Specifications:

1. All trailers used with in combination must be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer;
 - b) All brakes must meet CMVSS 121 Standards;
 - c) All axles of the trailer combination must be equipped with mud flaps or splash guards, which must meet the following specifications:
 - i) anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times;
 - ii) minimum width of 60cm; mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface;
 - iii) mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.

2. The vehicles in a combination must be designed, constructed and coupled together to ensure any combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.

3. In addition to the lighting requirements prescribed by legislation, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic, spaced at intervals one-third of the total overall length of the trailer combination.
4. The vehicles must be attached safely and securely so that the vehicle does not become detached in operation. Trailers must be joined together by no-slack pintle hooks, equipped with an air/hydraulic ram. The no-slack ram is to be incorporated in the pintle hook eye of the coupling apparatus.
5. The lead trailer must be the heaviest.
6. The power unit must be geared and powered to be able to maintain speeds at posted speed limits.
7. Must meet the designed specifications and axle weight allowances as outlined.

B) Driver Qualifications:

1. Must hold a valid class 1.0 or 1.6 driver's licence with air brakes endorsement.
2. Driver's licence must not be probationary or conditional.
3. Driver's licence must have no restrictions, except corrective lenses.
4. Must have a minimum of 2 years driving experience and/or 150,000km or driving experience related to a semi-trailer and/or multiple trailer operations.
5. Must adhere to any safety requirements as developed by his/her company safety supervisor.

C) Hours of Operation:

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday
 - 9:00 p.m. on Friday to 11:00 a.m. on Saturday
 - 9:00 p.m. on Saturday to 11:00 a.m. on Sunday
2. No movement after 4:00 p.m. on days preceding a statutory holiday.
3. Despite the normal hours of operation listed above, designated directional travel is allowed on the following routes/times:
 - Westbound from Pipeline Road, 4km west of Falcon Lake access to Winnipeg after 4:00 p.m. on Fridays
 - Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays
 - Eastbound from Virden to Winnipeg on Sundays

Exception: not valid when turning through intersection to cross opposite bound lanes.

4. Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1). Exception is made for December 26 (travel may commence at 11:00 p.m. on December 25th.)
5. Between the Tuesday following Labour Day and the Thursday preceding Victoria Day, LCVs may travel on their designated routes 24 hours a day, 7 days a week.

D) Other Conditions:

1. The permit holder must drive in a reasonable and prudent manner, having regard for road/weather conditions (road weather conditions: 945-3704 or 1-877-MBRoads [1-877-627-6237]).
2. The permit holder must allow a peace officer or designated officer of MIT to inspect, test, examine or inquire about the LCV.
3. The permit holder takes full responsibility for the operation of LCVs and will indemnify MIT, its officers and employees from and against all actions, cause of actions, claims and demands which may arise as a result of operations.
4. Permit holder must maintain liability and property damage insurance of at least one million dollars (\$1,000,000,000).
5. Permit holder must ensure each power unit has a valid permit number and make the number available upon request.
6. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all LCV permits.

DESIGN SPECIFICATION FOR LCV – TRIPLE TRAILER

PARAMETER	LIMIT	LIMIT	LIMIT
	A Converter	B Converter	C Converter
Overall length	Max. 35m	Max. 35m	Max. 35m
All Semi-Trailer or Full Trailer			
Wheel Base (WB)	Max. 6.25m	Max. 6.25m	Max. 6.25m
Hitch Offset	Max. 1.8m	N/A	Max. 1.8m
First Converter Dolly			
Draw Bar Length	Max. 4.65m	N/A	Max 2.0m*
Maximum number of axles	2	N/A	1
Gross Vehicle Weight	53,500kg	53,500kg	53,500kg

* Only "C" dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the *Motor Vehicle Safety Act* (Canada) are allowed.

AXLE WEIGHT ALLOWANCES:

* applies to all configurations

Single Axle	9,100kg
Tandem Axle	17,000kg
Tridem Axle (short spread 2.4m to <3.0m)	21,000kg
Tridem Axle (medium spread 3.0 to <3.6m)	23,000kg
Tridem Axle (wide spread 3.6 to 3.7m)	Not allowed

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2.0m	21,000kg
TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2m	24,000kg

Note: Interaxle spacing is the distance between the closest axles in the adjacent axle groups and is measured from the centre of the axles.

APPROVED ROUTES – LCV (TRIPLE TRAILER COMBINATIONS):

PTH #1W – City of Winnipeg limits to Manitoba-Saskatchewan border

PTH#1E – City of Winnipeg limits to PTH#12

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

City of Brandon Approved LCV Routes:

PTH#110 – PTH#1W to Richmond Avenue East

Richmond Avenue East – PTH#110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Ave. East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Avenue East – 17th Street East to Terminal



Weights and Dimensions
Permit Manual

Section: 4.31
TURNPIKE DOUBLE COMBINATION
PERMIT AVAILABILITY: Annual

This policy sets out the conditions for the operation of Turnpike Double Combinations within the Province of Manitoba and the City of Brandon.

Approval of travel within the City of Brandon must be given directly by that City.

Refer to section 5.8 Turnpike Double Combination (APPENDIX 12) for specific conditions for operating these vehicles.

CONDITIONS:

A) Vehicle Specifications:

1. All trailers used with in combination must be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer;
 - b) All brakes must meet CMVSS 121 Standards;
 - c) All axles of the trailer combination must be equipped with mud flaps or splash guards, which must meet the following specifications:
 - i) anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times;
 - ii) minimum width of 60cm; mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface;
 - iii) mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.
2. The vehicles in a combination must be designed, constructed and coupled together to ensure any combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.

3. In addition to the lighting requirements prescribed by legislation, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic, spaced at intervals one-third of the total overall length of the trailer combination.
4. The vehicles must be attached safely and securely so that the vehicle does not become detached in operation. Trailers must be joined together by no-slack pintle hooks, equipped with an air/hydraulic ram. The no-slack ram is to be incorporated in the pintle hook eye of the coupling apparatus.
5. The lead trailer must be the heaviest.
6. The power unit must be geared and powered to be able to maintain speeds at posted speed limits.
7. Must meet the designed specifications and axle weight allowances as outlined.

B) Driver Qualifications:

1. Must hold a valid class 1.0 or 1.6 driver's licence with air brakes endorsement.
2. Driver's licence must not be probationary or conditional.
3. Driver's licence must have no restrictions, except corrective lenses.
4. Must have a minimum of 2 years driving experience and/or 150,000km or driving experience related to a semi-trailer and/or multiple trailer operations.
5. Must adhere to any safety requirements as developed by his/her company safety supervisor.

C) Hours of Operation:

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday
 - 9:00 p.m. on Friday to 11:00 a.m. on Saturday
 - 9:00 p.m. on Saturday to 11:00 a.m. on Sunday
2. No movement after 4:00 p.m. on days preceding a statutory holiday.
3. Despite the normal hours of operation listed above, designated directional travel is allowed on the following routes / times:
 - Westbound from Pipeline Road, 4km west of Falcon Lake access to Winnipeg after 4:00 p.m. on Fridays
 - Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays
 - Eastbound from Virden to Winnipeg on Sundays

Exception: not valid when turning through intersection to cross opposite bound lanes.

4. Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1). Exception is made for December 26 (travel may commence at 11:00 p.m. on December 25th.)
5. Between the Tuesday following Labour Day and the Thursday preceding Victoria Day, LCVs may travel on their designated routes 24 hours a day, 7 days a week.

D) Other Conditions:

1. The permit holder must drive in a reasonable and prudent manner, having regard for road/weather conditions (road weather conditions: 945-3704 or 1-877-MBRoads [1-877-627-6237]).
2. The permit holder must allow a peace officer or designated officer of MIT to inspect, test, examine or inquire about the LCV.
3. The permit holder takes full responsibility for the operation of LCVs and will indemnify MIT, its officers and employees from and against all actions, cause of actions, claims and demands which may arise as a result of operations.
4. Permit holder must maintain liability and property damage insurance of at least one million dollars (\$1,000,000,000).
5. Permit holder must ensure each power unit has a valid permit number and make the number available upon request.
6. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all LCV permits.

DESIGN SPECIFICATION FOR LCV – TURNPIKE DOUBLE COMBINATION

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall length	Max. 38.5m	Max. 38.5m	Max. 38.5m
Lead Semi-Trailer			
Box length	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	N/A	Max. 16.2m
Wheel Base (WB)	Min. 9.5m	N/A	Min. 9.5m
	Max. 14m	Max. 14m	Max. 14m
Hitch Offset			
Trailer Length 12.3 to 13.7 m	Max 1.8m	N/A	Max 1.8m
Trailer Length > 13.7 m	Max 2.8m	N/A	Max 2.8m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Converter Dolly			
Draw Bar Length	Max. 4.65m	N/A	Max 2.0m*
Maximum number of axles	2	N/A	1
Second Semi-Trailer of Full Trailer			
Length	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	Max. 16.2m	Max. 16.2m
Wheel Base (WB)	Max. 9.5m	Max. 9.5m	Max. 9.5m
	Max. 12.5m	Max. 11.5m	Max. 12.5m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Statutory Maximum Gross Vehicle Weight	Max. 62,500kg	Max. 62,500kg	Max. 62,500kg
Maximum Gross Combination Weight			
5 AXLES	Max. 41,900kg	Max. 40,700kg	Max. 41,900kg
6 AXLES	Max. 49,800 kg	Max. 48,600kg	Max. 49,800kg
7 AXLES	Max. 57,700kg	Max. 56,500kg	Max. 57,700kg
8 or more AXLES	Max. 62,500kg	Max. 62,500kg	Max. 62,500kg

* Only "C" dollies manufactured in 1993 or later in accordance with compliance requirements to the CMVSS under the *Motor Vehicle Safety Act* (Canada) are allowed.

CONDITIONS:

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer / semi-trailer.
- The tridem axle group, because of the hitch offset requirement, can only be present on A and C trains on lead trailers greater than 13.7m.

Note: The tridem axle group on B trains is suitable on the lead trailer.

AXLE WEIGHT ALLOWANCES:

* applies to all configurations

Single Axle	9,100kg
Tandem Axle	17,000kg
Tridem Axle (short spread 2.4m to < 3.0m)	21,000kg
Tridem Axle (medium spread 3.0 to <3.6m)	23,000kg
Tridem Axle (wide spread 3.6 to 3.7m)	Not allowed

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2m	24,000kg

Note: Interaxle spacing is the distance between the closest axles in the adjacent axle groups and is measured from the centre of the axles.

APPROVED ROUTES – LCV (TURNPIKE DOUBLE COMBINATIONS):

PTH #1W – City of Winnipeg limits to Manitoba-Saskatchewan border

PTH#1E – City of Winnipeg limits to PTH#12

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

City of Brandon Approved LCV Routes:

PTH#110 – PTH#1W to Richmond Avenue

Richmond Avenue East – PTH#110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Ave. East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Avenue East – 17th St. East to Terminal



Weights and Dimensions Permit Manual	Section: 4.32
	BUILDING MOVES
PERMIT AVAILABILITY: One Move	

A permit is required for carriers who haul buildings greater than 6.1m in width.

PROVINCIAL CONDITIONS:

- Applications for permits to haul buildings greater than 6.1m wide must be submitted at least 48 hours prior to the move date.
- Traffic control must be enforced while turning at exits and entrances to highways.
- Due to the high traffic volume and the positioning of Jersey barriers on PTH 100 and PTH 101, all moves around Winnipeg must be approved by Permit Services. Generally moves over 9m wide (box size) are not allowed on PTH 100 or PTH 101.
- The following "wind conditions " must appear on all building moves exceeding 4.6m in width:
 - Not valid when wind velocity exceeds 32 km/h or gusts exceed 40 km/h.
 - Maximum speed 80 km/h.
 - Permit not valid on Saturday, Sunday or statutory holidays, and after 3:00 p.m. on days preceding same.

Dimension-Specific Conditions:

WIDTH	
Width over 4.6m	<ul style="list-style-type: none"> - Escort vehicles are required - Not valid on PTH #100/101 from 7:00 – 9:00 a.m. and 3:30 – 5:30 p.m.
Width over 6.1m	<ul style="list-style-type: none"> - Must be hauled on beams and dollies (or an alternate method approved by Permit Services) - Must be approved by each region the move travels through - When determined to be necessary by Permit Services, departmental crews will

	<ul style="list-style-type: none"> accompany the move to remove and reinstall signs. The permit holder is responsible to pay the costs of this activity.
Width over 9m	<ul style="list-style-type: none"> - Must be approved by Permit Services head office. - May require a Departmental escort at permit holder's expense. Permit office to estimate cost if escort is required.
Width over 9.75m	<ul style="list-style-type: none"> - Not permitted on PTH #1, 16 or 75 (exceptions may be made by Permit Services head office).
Width over 10.36m	<ul style="list-style-type: none"> - Must contact CN (986-4121) and CPR (946-3363) - the approver's name must be documented in the application.
HEIGHT	
Height exceeds 4.6m	<ul style="list-style-type: none"> - Approval required from MTS allstream (MTS) is required - Travel prohibited on PTH 100 and PTH 101.
Height over 5.18m	<ul style="list-style-type: none"> - Must contact CN (986-4121) and CPR (946-3363) – the approver's name must be documented in the application.
Height over 5.2m	<ul style="list-style-type: none"> - Must obtain approval from Manitoba Hydro if moving on the Provincial highway network

CITY OF BRANDON CONDITIONS:

- Applications for permits to haul buildings greater than 6.1m wide must be submitted at least 48 hours prior to the move date.
- Traffic control must be enforced while turning at exits and entrances to highways.
- Any building move within the City of Brandon must be authorized by the City of Brandon, Development Services Division, Traffic Section.
- House moves should be kept off routes leading in or out of Brandon during peak traffic periods. Peak traffic periods include 7:30 a.m. – 9:00 a.m., 11:30 a.m. – 1:30 p.m. and 3:30 p.m. – 6:30 p.m.
- The following "wind conditions " must appear on all building moves exceeding 4.6m in width:
 - Not valid when wind velocity exceeds 32 km or gusts exceed 40 km.
 - Maximum speed 80 km.
 - Permit not valid on Saturday, Sunday or statutory holidays, and after 3:00 p.m. on days preceding same.

Dimension-Specific Conditions:

WIDTH	
Width over 4.6m	<ul style="list-style-type: none"> - In Brandon, must obtain approval from City of Brandon Development Services Division, Traffic Section. - In Brandon, Brandon Police Services escort may be required to accompany move (additional fee is required).
Width over 6.1m	<ul style="list-style-type: none"> - Must be hauled on beams and dollies (or an alternate method approved by Permit Office) - Must be approved by each region the move travels through - Permit holder responsible for removal/replacement of highway signs, where necessary (at permit holder's expense)
Width over 9m	<ul style="list-style-type: none"> - Must be approved by Permit Services head office - May require a Departmental escort at permit holder's expense. Permit office will estimate the cost if an escort is required.
Width over 9.75m	<ul style="list-style-type: none"> - Not permitted on PTH #1, 16 or 75 (exceptions may be made by Permit Services head office)
Width over 10.36m	<ul style="list-style-type: none"> - Must contact CN (986-4121) and CPR (946-3363) - the approver's name must be documented in the application.
HEIGHT	
Height over 4.15m	<ul style="list-style-type: none"> - Must obtain Manitoba Hydro approval if moving in a backlane in the City of Brandon.
Height over 4.6m	<ul style="list-style-type: none"> - Must obtain MTS approval.
Height over 4.9m	<ul style="list-style-type: none"> - Must obtain approval from City of Brandon, Development Services Division, Traffic Section. - Must obtain approval from Manitoba Hydro if moving within the City of Brandon.
Height over 5.18m	<ul style="list-style-type: none"> - Must contact CN (986-4121) and CPR (946-3363) – the approver's name must be documented in the application.
Height over 5.2m	<ul style="list-style-type: none"> - Must obtain approval from Manitoba Hydro if moving on the Provincial highway network
LENGTH	
Length over 30m	<ul style="list-style-type: none"> - In Brandon, Police Services escort may be required to accompany move (additional fee is required).

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Weights and Dimensions Permit Manual	Section: 4.33 HOUSE TRAILER
	PERMIT AVAILABILITY: One Move

A permit is required for carriers who move house and/or office trailers that are designed for living quarters or office accommodations.

CONDITIONS:

An overdimensional permit is required for the movement of house trailers when they exceed:

- Width: 2.60m
- Length: 21.50m
- Height: 4.15m

House trailers come in different sizes, and may be moved in a number of ways, such as:

- Flatdeck/lowbed
- Own axles
- 8,12,16 wheel dollies

Refer to section 5.5 MIT House Trailer Annual (APPENDIX 9) for specific conditions for moving house trailers.

General Conditions:

- Any trailer in excess of 910kg must be equipped with brakes.
- Clearance lights are required on the upper corners of house trailers.
- All trailers must be equipped with tail lights, stop lights and turn signals.
- Valid to move the vehicle and/or load over, upon or along a highway only between sunrise and sunset; however, if the vehicle or load complies with the lighting requirements prescribed in the regulations movement between sunset and sunrise, it may be allowed by Permit Services head office.

- If length exceeds 25m, applicant responsible for contacting Marine Services (MIT) at 945-3424 to arrange loading on ferry prior to load arriving at ferry site.
- If height exceeds 4.6m, MTS allstream approval is required.
- If height exceeds 5.2m Manitoba Hydro approval is required.
- Permittee must comply with height restrictions in section 5.2 MIT Overhead Clearances (APPENDIX 3).
- Weekend and statutory holiday travel is restricted as set out in section 5.1 MIT Travel Restrictions (APPENDIX 1).

Escort Conditions:

- Two escorts are required for night travel when the width exceeds 3.7m up to, but not including, 5m on non-four lane divided highway.
- One escort is required for night travel when width exceeds 3.7m up to, but not including, 5m on four lane divided highways.
- One escort vehicle will be required to lead the towing vehicle on two lane highways.

House Trailer Moved on a Flatbed/Lowdeck on its Own Axles (2.6m – 3.7m):

- When the width of the vehicle and/or load exceeds 3.05m a 'D' or 'Wide Load' sign must be mounted both front and rear.
- If length exceeds 25m, with effective overhang, not valid after sunset and before sunrise.
- When length exceeds 30m, a properly equipped escort vehicle is required to follow the load.

House Trailer Moved on its Own Axles (3.7m – 5m):

- Not valid when wind velocity exceeds 32 km/h or gusts exceed 40 km/h.
- Maximum speed 72 km/h.
- Trailer shall not overhang centre line of road.

- When the width of the vehicle and/or load exceeds 3.05m a 'D' or 'Wide Load' sign must be mounted both front and rear.
- Escort vehicles are required both front and rear when width exceeds 3.7m up to, but not including, 5m between sunset and sunrise on non-four lane divided highway.
- Length not to exceed 30m.
- Escort vehicle is required to follow the load when width exceeds 3.7m up to, but not including, 5m between sunset and sunrise on four lane divided highway. Length not to exceed 33m.
- If length exceeds 25m, with effective overhang, not valid after sunset and before sunrise.
- When length exceeds 30m, a properly equipped escort vehicle is required to follow the load.

House Trailers Moved on a 8, 12, or 16 Dolly System (3.7m – 5m):

- Trailer shall not overhang centre line of road.
- When the width of the vehicle and/or load exceeds 3.05m a 'D' or 'Wide Load' sign must be mounted both front and rear.
- Escort vehicles are required both front and rear when width exceeds 3.7m up to, but not including, 5m between sunset and sunrise on non-four lane divided highway. Length not to exceed 30m.
- Escort vehicle is required to follow the load when width exceeds 3.7m up to, but not including, 5m between sunset and sunrise on four lane divided highway. Length not to exceed 33m.
- If length exceeds 25m, with effective overhang, not valid after sunset and before sunrise.
- When length exceeds 30m, a properly equipped escort vehicle is required to follow the load.

House Trailers (Box Size – 5m):

- House trailers must be moved on an approved 8, 12 or 16 wheel dolly system.

- 30cmX 30cm fluorescent orange flags to be mounted on the four lower corners (front and back) of the house trailer.
- Two amber flashing lights 15cm in diameter to be mounted on the rear of the house trailer not less than 2m above road level.
- Trailer shall not overhang centre line of road.
- Valid for night travel on four lane divided highways with one trail escort vehicle.
- When the width of the vehicle and/or load exceeds 3.05m a 'D' or 'Wide Load' sign must be mounted both front and rear.
- If length exceeds 25m, with effective overhang, not valid after sunset and before sunrise.
- When length exceeds 30m, a properly equipped escort vehicle is required to follow the load.

Note: Best Buy Housing Ltd. has been granted permission to move 5m wide house trailers from the Headingley Weigh Station to their place of business, using just one escort to precede the load.

House Trailers (Box Size Greater than 5m):

- No night travel permitted.
- Must be moved on an approved 8, 12 or 16 wheel dolly system.
- Trailer shall not overhang centre line of road.
- Escorts required both front and rear.
- When the width of the vehicle and/or load exceeds 3.05m a 'D' or 'Wide Load' sign must be mounted both front and rear.
- If length exceeds 25m, with effective overhang, not valid after sunset and before sunrise.
- When length exceeds 30m, a properly equipped escort vehicle is required to follow the load.



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**Infrastructure and
Transportation**



Last Modified:
January 30, 2008

Weights and Dimensions Permit Manual	Section: 5.0 PERMIT ATTACHMENTS
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Section 5 of the Permit Manual contains appendices for various permits. Depending on the type of permit, several of the following documents may be relevant to expand on the standard conditions that are applied, and must be attached to the permit prior to delivery to the applicant.

**PERMIT ATTACHMENT 5.1
(APPENDIX 1)**

MIT Travel Restrictions

Section 1 - Interpretation

1. In this appendix

“Seasonally Restricted Routes” are:

PTH 1:	- Falcon Lake to Manitoba/Ontario border - Virden to Manitoba/Saskatchewan border
PTH 6:	- All
PTH 8:	- All
PTH 9:	- All
PTH 10:	- U.S. border to Riding Mountain National Park
PTH 11:	- North of Hwy 44
PTH 12:	- North of Hwy 15
PTH 15:	- All
PTH 16:	- All
PTH 44:	- All
PTH 59:	- West Boundary of Brokenhead I.R. to Grand Beach; and - South Perimeter to St. Malo
PR 214:-	- All
PR 307:	- All
PR 313:-	- All
PR 317:	- All

“Statutory Holidays” or day observed are:

Good Friday	(the Friday preceding Easter Sunday)
Victoria Day	(the Monday of the May Long Weekend)
Canada Day	(July 1st)
Labour Day	(the first Monday in September)
Thanksgiving Day	(the second Monday in October)
Christmas Day	(December 25th)
New Years Day	(January 1st)

“Summer Months” are defined as being from the Friday preceding the May (Victoria Day) long weekend to the Tuesday following the September (Labour Day) long weekend.

2. For the purposes of this appendix, PTH 1 from Headingley to Winnipeg will be granted the same travel privileges as 4-lane divided highways.

Section 2 - Application

Fridays and Days Preceding Statutory Holidays

Width

No restriction on travel, except for the following during summer months only:

- a) Loads greater than 3.4m must be off the highways by 3:00 p.m. on seasonally restricted route
- b) Loads up to 3.7m are permitted on 4-lane divided highways after 3:00 p.m.

Length

- a) In summer months loads greater than 25m must be off the road by 3:00 p.m. on seasonally restricted routes

Sundays and Statutory Holidays

Width

- a) Loads up to 3.4m are permitted to travel on all 2-lane highways.
- b) Loads up to 3.7m are permitted to travel on all 4-lane highways.

Length

- a) Maximum length 25m regardless of vehicle combination type.

**PERMIT ATTACHMENT 5.2
(APPENDIX 3)**

MIT OVERHEAD CLEARANCES (UNDER 5.2 METRES)

If height equals or exceeds maximum shown below, permit is not valid on:

PTH #1A	-	Between PTH #1W and Brandon at Kernnay overpass, Maximum 3.7m
Service Road	-	Under PTH #59 South at Floodway, Maximum 4m
PR #200	-	Underpass - between PTH #75 and Town of Emerson, Maximum 4.1m
Oasis Road	-	At PTH #59, maximum 4.11m
PR #204	-	Underpass - under PTH #44 - Floodway Bridge, Maximum 4.3m
PR #248	-	Between PTH #1W and PTH #26, Maximum 4.30m
PR #344	-	Souris River at Wawanesa, Maximum 4.3m
PTH #44	-	Lockport Bridge, Maximum 4.34m
PR #246	-	Between PTH #75 and PR #200, Maximum 4.35m
PR #201	-	Between PTH #75 and PR #200, maximum 4.40m
PR #254	-	Between PTH #1W and PR #463, Maximum 4.40m
PR #459	-	Between PTH #1W and PR #463, Maximum 4.40m
PR #301	-	Between PTH #1W and PTH #44, Maximum 4.50m
PTH #44	-	Underpass - West Hawk Lake, Maximum 4.57m
Plessis Road	-	Under PTH #1E, maximum 4.6m
PTH #10	-	Underpass - Minnedosa By-Pass, Maximum 4.60m
PR #204	-	Underpass - under PTH #44, Maximum 4.7m
PR #101	-	Underpass, Junction PTH #9, Maximum 4.75m
PTH #1E	-	Underpass - Junction PTH #100, Maximum.4.78m
PR #100	-	Underpass - Junction PTH #59, Maximum 4.80m
PR #101	-	Underpass, Junction PTH #8, Maximum 4.80m
PTH #1W	-	Underpass - Eastside of Portage la Prairie By-Pass, Maximum 4.8m
PTH #44	-	Underpass - Junction PTH #59, Maximum 4.9m
PTH #1W	-	Underpass - Westside of Portage la Prairie, Westbound Lanes, Maximum 4.95m
PR #101	-	Underpass, Junction PTH #7, W.B. Lanes Maximum 5.07m
PTH #1E	-	Junction PTH #12, Maximum 5.09m
PR #100	-	Junction of PR #241, Maximum 5.13m
PR #101	-	Junction of PTH #59 Southbound, Maximum 5.13m
PTH #10	-	2.0 km South of PTH #25, Maximum 5.2m

**PERMIT ATTACHMENT 5.3
(APPENDIX 4)**

**MIT RAW FOREST PRODUCTS PERMIT
RTAC SEMI -TRAILER**

MAXIMUM PRESCRIBED GROSS AXLE WEIGHTS IN KILOGRAMS FOR TRIDEMS ON CLASSES OF HIGHWAYS

	RTAC Route	"A1"	"B1"
Tridem Axle Spread 2.4m to less than 3m	21,000kg	21,000kg	20,000kg *
Tridem Axle Spread 3m to less than 3.6m	23,000kg	23,000kg	20,000kg *
Tridem Axle Spread 3.6m to 3.7m	24,000kg	23,000kg	20,000kg *

RTAC "B" TRAIN

MAXIMUM PRESCRIBED GROSS AXLE WEIGHTS IN KILOGRAMS FOR TRIDEMS ON CLASSES OF HIGHWAYS

	RTAC Route	"A1"	"B1"
Tridem Axle Spread 2.4m to less than 3m	21,000kg	21,000kg	20,000kg *
Tridem Axle Spread 3m to less than 3.1m	23,000kg	23,000kg	20,000kg *

Raw Forest Product Permit Routes

Highway	Description	Class
1	MB/ON Border to MB/SK Border	RTAC
2	PTH # 100 to PTH # 3	RTAC
3	PTH # 100 to Mather (PR #442)	RTAC
4	PTH # 9 to PTH # 59	RTAC
5	Neepawa to Roblin	RTAC
6	PTH # 101 to Thompson	RTAC
7	PTH # 101 PTH # 68	RTAC
8	PTH # 101 to Gull Harbour	RTAC
9	PTH # 4 to 6.2 km n of PTH #4	RTAC
10	PTH # 5 south jct. to Flin Flon	RTAC
11	PTH # 1 to PTH # 59	RTAC
12	MB/US Border to Beausejour	RTAC
12	PR # 317 to PTH # 59	RTAC
15	PTH # 101 to PTH # 11	RTAC
16	PTH # 1 to PTH # 5	RTAC
17	PR # 231 PR # 325	A-1, A, B and C Trains, prohibited from PTH # 68 to PR # 325
20	Dauphin to PTH # 10	RTAC & A-1
23	PR #244 to Swan Lake	RTAC
39	PTH # 10 to PTH # 6	RTAC
44	PR # 307 to PTH # 59	RTAC & Seasonal RTAC
52	PTH # 59 to PR # 210	RTAC
59s	PTH # 100 to PTH # 23	RTAC & A-1
59n	PTH # 101 to PTH # 11	RTAC
60	PTH # 6 to PTH # 10	RTAC
68	PTH # 5 to PTH # 6	Seasonal RTAC
77	MB/SK Border to PTH # 10	A-1
83	PTH # 5 to PTH # 10	RTAC & Seasonal RTAC
100	PTH # 1E to PTH # 1W	RTAC
101	PTH # 1E to PTH # 1W	RTAC
201	PTH # 75 to PTH # 89	B-1, not valid over Letellier Bridge over Red River
203	PTH # 12 to PR # 210	B-1
205	PTH # 59 to PTH # 12	B-1

206	PTH # 15 to PTH # 44	B-1 & Seasonal RTAC
207	PTH # 15 to PR # 213	RTAC
210	Ste.Anne. to PTH # 12	B-1
211	PTH # 11 to Pinawa	B-1
213	PTH # 59 to PR # 207	RTAC
214	PTH # 11 to PTH # 44	Seasonal RTAC
216	South jct. PR # 205 to 5 km south of PR # 205	A-1
224	PR # 325 to 45.1 km north	B-1
231	PTH # 7 to PTH # 17	B-1
234	PTH # 8 to PR # 325	B-1
269	North jct. PR # 364 to PR # 276	B-1
271	PTH # 20 to PR # 489	B-1
273	PTH # 10 to Ukraina	B-1
275	MB/SK Border to PTH # 10A	B-1
276	PR # 269 to PR # 328	B-1
279	PTH # 10 32.1 km north	Seasonal RTAC
287	PTH # 10 to Jct. PR # 384	Seasonal RTAC
302	PTH # 1 to PR # 501	B-1
302	PTH # 12 to PTH # 44	A-1 & B-1
303	PTH # 12 to PR # 302	B-1
304	PTH # 59 to Jct. PR # 314	RTAC & Seasonal RTAC
307	PTH # 44 to PTH # 11	Seasonal RTAC
308	PTH # 1 to PTH # 12	B-1
309	PR # 307 to Big Whiteshell Lake	Seasonal RTAC
311	PTH # 12 to PR # 302	B-1
313	PTH # 11 to Pointe Du Bois	B-1
314	PR # 304 to PR # 315	Seasonal RTAC
315	PR # 313 to MB/ON Border	Seasonal RTAC, not valid over the Bird River Bridge
317	PTH # 59 to PTH # 11	RTAC & B-1
320	PTH # 4 to 12 km north	B-1
325	PR # 234 5 km east of PR # 224	B-1
364	PTH # 20 to North jct. PR # 269	B-1
365	PTH # 10 to 30 km north	Seasonal RTAC
366	North of the Valley River bridge	B-1 (not valid over the Valley River Bridge, Sulphur Springs 18.8 km North of Grandview Bridge or north of PR #485) and PR# 367 to PR# 485
367	PTH # 10 to PTH # 83	Seasonal RTAC
373	PTH # 6 to Jenpeg	Seasonal RTAC
384	PR # 287 to South Moose Lake	Seasonal RTAC
391	Thompson to Shananee Lake (166.3 km north-west of Thompson)	RTAC & Seasonal RTAC
404	PTH # 12 to PR # 210	B-1
485	PR # 366 to 3km west of PR # 366	Seasonal RTAC, not valid over West Favel River Bridge,
486	PTH # 83 to 4 km west of jct. PR # 488	B-1
483	PTH # 10 to 3 km east of jct PTH 10	B-1
488	PR # 486 to 3 km east of East Jct. PR # 486	B-1
489	PTH # 10 to PR # 271	B-1
501	PR # 302 to 3 km west of PR # 302	B-1, not valid when temperature is above 0 degrees Celsius
502	PTH # 11 to PR # 313	B-1
503	PTH # 1 to PR # 308	B-1
505	PR # 503 to Whitemouth River	B-1
506	PTH # 11 to PTH # 1	B-1
513	Gypsumville to Lake Winnipeg Access to PTH # 6 via Gypsumville access road	B-1
520	PR # 313 to PR # 211	B-1
525	PR # 308 to MB/ON Border	B-1
584	PR # 366 to PR # 594	B-1
588	PR # 275 to PR # 279	B-1
594	PTH # 83 to PR # 367	B-1

***EXCEPTION:**

PR #304 from its junction with PTH #11 northerly is approved at Class "A1" highway loading.

**PERMIT ATTACHMENT 5.4
(APPENDIX 7)**

AUTO CARRIER (STINGER)

Parameter Limits

Dimensions

Overall Length without load	Maximum 23m
Overall Length with load	Maximum 25m
Overall Width	Maximum 2.6m
Overall Height	Maximum 4.6m

Truck:

Overall Length	Maximum 12.5m
Wheelbase	Not controlled
Tandem axle spread	Minimum 1.2m / Maximum 1.85m
Fifth wheel offset	Not controlled
Load overhang at front of tractor	Maximum 1.0m

Semi Trailer:

Length	Maximum 14.65m
Wheelbase	Minimum 6.25m/Maximum 12.5m
Effective Overhang	Maximum 4m or 42% of wheelbase, whichever is greater (excluding load)
Load overhang at rear of semi trailer	Maximum 1.2m
Tandem axle spread	Minimum 1.2m / Maximum 1.85m
Track width	Maximum 2.6m
Single to single or tandem interaxle spacing	Minimum 3m
Tandem to tandem interaxle spacing	Minimum 5m

Weights:

Steering axle	Maximum 6,000 kg
Single axle (dual tires)	Maximum 9,100 kg
Tandem axle (axle spread 1m to 1.85m)	Maximum 17,000 kg
Gross vehicle weight	Sum of axle weights

**PERMIT ATTACHMENT 5.5
(APPENDIX 9)**

HOUSE TRAILER (ANNUAL)

1. House trailers 2.61m to 3.6m in width (on own axles, flatdeck or lowbed) - are not subject to any special wind or speed restrictions. Night travel - whether moved on flatdeck, a lowbed or on their own axles, house trailers 2.61m to 3.6m in width are valid for night travel providing they comply with the lighting requirements as prescribed in the Regulations.

2. House trailer 3.65m to 4.8m in width (on own axles) are subject to conditions as follows:
 - Not valid when wind velocity exceeds 32 km/h or gusts exceed 40 km/h.
 - Maximum speed 72 km/h.
 - Trailer shall not overhang centre line of road.
 - Weekend and statutory holiday travel is restricted as set out in section 5.1 (APPENDIX 1).

3. House trailers 3.7m to 4.8m in width (on approved 12 or 16 wheel dolly system) are subject to the conditions as follows:
 - Trailer shall not overhang centre line of road.
 - Weekend and statutory holiday travel is restricted as set out in section 5.1 (APPENDIX 1).

4. Escort vehicles for night travel are subject to the conditions as follows:
 - Two escorts both front and rear are required when load exceeds 3.7m to 4.45m in width and house trailer is moved at night on non-four lane divided highways.
 - One escort is required to follow house trailer 3.7m to 4.8m in width that are being moved at night on four lane divided highways.

5. House trailers 5m in width must be moved on an approved 12 or 16 wheel dollies or CMVSS approved trailers. They are subject to the conditions as follows:
 - Thirty cm square florescent orange flags to be mounted on the four lower corners (front and back) of house trailer.
 - Two amber flashing lights 15cm in diameter to be mounted on the rear of the house trailer not less than 2m above the road level.
 - Trailer shall not overhang centre line of road.
 - Valid for night travel on four lane divided highways only - with one trail escort vehicle.
 - Weekend and statutory holiday travel is restricted as set out in section 5.1 (APPENDIX 1).

6. If length exceeds 30m, not valid to travel after sunset and before sunrise.

**PERMIT ATTACHMENT 5.6
(APPENDIX 10)**

**ROCKY MOUNTAIN DOUBLE COMBINATION
(and REVERSE ROCKY MOUNTAIN DOUBLE)**

**Part 1
VEHICLE SPECIFICATIONS**

1. All trailers used in Rocky Mountain Doubles (and Reverse Rocky Mountain Double) combination units shall be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer.
 - b) All brakes must meet CMVSS 121 Standards.
 - c) All axles of the trailer combination be equipped with mud flaps or splash guards which must meet the following specifications:
 - i) they shall be anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times.
 - ii) they shall be a minimum width of 60cm and shall be mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface.
 - iii) they shall be mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.
2. The vehicles in a combination shall be designed, constructed, and coupled together as to ensure that any such combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.
3. In addition to the lighting requirements prescribed by law for other vehicles or combinations, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic and that such lights be suitably spaced at intervals approximately one-third of the total overall length of the trailer combination.
4. The vehicles shall be attached in a safe and secure manner so as to ensure that the vehicle may not become detached while in operation and that 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 eye of the coupling apparatus.
5. In all cases the lead trailer must be the heaviest.
6. The power unit must be adequately geared and powered to be able to maintain speeds at posted speed limits.
7. All Rocky Mountain Double (and Reverse Rocky Mountain Double) combinations must meet the design specifications as and axle weight allowances as outlined.

**Part II
DRIVER QUALIFICATIONS**

1. The driver of any vehicle operated under this permit must:
 - Hold a valid class 1.0 or 1.6 driver licence with air brakes endorsement.
 - Have a valid driver's licence which is not probationary or conditional.
 - Have a driver licence, which has no restrictions other than for corrective lenses.
 - Have a minimum of two years driving experience and/or 150,000 km of driving experience related to semi-trailer and/or multiple trailer operations.
 - Adhere to any safety requirements as developed by his/her company safety supervisor.

Part III

HOURS OF OPERATION

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday.
 - 9:00 p.m. on Friday to 11:00 a.m. Saturday.
 - 9:00 p.m. on Saturday to 11:00 a.m. Sunday.
2. No movement will be allowed after 4:00 p.m. on days preceding a statutory holiday.
3. Notwithstanding condition #1, designated directional travel will be allowed on the following routes only:
 - Westbound from Manitoba/Ontario border to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg on Sundays.
4. Not valid when turning through intersection to cross opposite bound lanes authorized by Condition #3.
5. No movement will be allowed on statutory holidays. Statutory holidays are defined as:
 - New Years Day (January 1)
 - Louis Riel Day (the third Monday in February)
 - Good Friday (the Friday preceding Easter Sunday)
 - Victoria Day (the Monday of the May Long Weekend)
 - Canada Day (July 1)
 - Labour Day (the first Monday in September)
 - Thanksgiving Day (the second Monday in October)
 - Christmas Day (December 25)
6. Movement will be allowed on the following statutory holiday:
 - Boxing Day (December 26) travel may commence at 11:00 p.m. on Christmas Day (December 25).
7. Between the Tuesday following the September long weekend (Labour Day) and the Thursday preceding the May long weekend (Victoria Day), long combination vehicles will be allowed to travel on their designated routes 24 hours a day, seven days a week. **Note: No movement will be allowed as stated in conditions 2 and 3 above.**

Part IV

OTHER CONDITIONS

1. The Permit holder must drive in a reasonable and prudent manner, having regard for road and weather conditions. Details available at (204) 945-3704 or 1-877-MBRoads (1-877-627-6237).
2. That the permittee shall, upon request of any authorized employee of Manitoba Infrastructure and Transportation or any peace officer, permit and assist such employee or peace officer to make any inspection, test, examination or inquiry as such member may wish to make in regard to the operation of these trailer combinations.
3. That the permittee undertake and assume full responsibility for the operation of these trailer combinations and will indemnify and save harmless Manitoba Infrastructure and Transportation, its officers and employees, from and against all actions, cause of actions, claims and demands which may arise as a result of these operations.
4. That the permittee shall maintain in full force and effect a policy of insurance against Public Liability and Property Damage in a limit of not less than one million dollars (\$1,000,000.00).
5. That the permittee shall ensure that the relevant valid permit number is maintained in each power unit and ensure the number is available upon request.
6. Approval to travel within the corporate limits of the City of Winnipeg and the City of Brandon must be given by the city directly unless explicitly stated in the permit.

7. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all long combination vehicle permits.

**DESIGN SPECIFICATIONS FOR:
EXTENDED LENGTH VEHICLE - ROCKY MOUNTAIN DOUBLE**

PARAMETER	LIMIT	LIMIT	LIMIT
	A Converter	B Converter	C Converter
Overall length	Max. 31.5m	Max. 31.5m	Max. 31.5m
Trailer One			
Length (box length)	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	N/A	Max. 16.2m
Wheel Base (WB)	N/A	N/A	N/A
	Max. 14m	Max. 14m	Max. 14m
Hitch Offset			
Trailer Length 12.3 to 13.7 m	Max 1.8m	N/A	Max 1.8m
Trailer Length > 13.7 m	Max 2.8m	N/A	Max 2.8m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Converter Dolly			
Draw Bar Length	Max 4.65m	N/A	Max 2.0m*
Maximum number of axles	2	N/A	2
Trailer Two			
Wheel Base	Max. 6.25m	Max. 6.25m	Max. 6.25m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Statutory Maximum Gross Vehicle Weight	Max. 53,500kg	Max. 62,500kg	Max. 60,500kg
Maximum Gross Combination Weight			
5 AXLES	41,900kg	40,700kg	41,900kg
6 AXLES	49,800kg	48,600kg	49,800kg
7 AXLES	53,500kg	56,500kg	57,700kg
8 or more AXLES	53,500kg	62,500kg	60,500kg

* 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.

CONDITIONS

1. In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi trailer.
2. The tridem axle group, because of the hitch offset requirement, could only be present on A and C trains on lead trailers of lengths greater than 13.7m. Note: The tridem axle group on B trains is suitable on the lead trailer.

AXLE WEIGHT ALLOWANCES

AXLE GROUP WEIGHT ALLOWANCE

MAXIMUM AXLE WEIGHTS AND AXLE GROUP WEIGHTS

SINGLE AXLE	9,100kg
TANDEM AXLE	17,000kg
TRIDEM AXLE short spread (2.4m to < 3m)	21,000kg
TRIDEM AXLE medium spread (3m to < 3.6m)	23,000kg
TRIDEM AXLE wide spread (3.6m to 3.7m)	Not allowed

The following maximum weights apply for combinations of axle groups (excluding Steering), as axles), as per the following interaxle spacings:

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2m	24,000kg

NOTE: Interaxle spacings are the distance between the closest axles in adjacent axle groups and is measured from the centre of the axles.

APPROVED ROUTES – LCV (ROCKY MOUNTAIN DOUBLES):

PTH #1W – City of Winnipeg limits to Manitoba/Saskatchewan border

PTH#1E – City of Winnipeg limits to Manitoba/Ontario border

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#16 – PTH#1W to the Town of Shoal Lake

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

(APPENDIX 10A)

CITY OF BRANDON - APPROVED LCV (ROCKY MOUNTAIN DOUBLE) ROUTES:

PTH#110 – PTH#1W to Richmond Avenue East

Richmond Avenue East – PTH #110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Avenue East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Ave. East – 17th Street East to Terminal

**PERMIT ATTACHMENT 5.7
(APPENDIX 11)**

TRIPLE TRAILER COMBINATION

Part 1

VEHICLE SPECIFICATIONS

1. All trailers used in Triple Trailer combination units shall be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer.
 - b) All brakes must meet CMVSS 121 Standards.
 - c) All axles of the trailer combination be equipped with mud flaps or splash guards which must meet the following specifications:
 - i. they shall be anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times.
 - ii. they shall be a minimum width of 60cm and shall be mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface
 - iii. they shall be mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.
2. The vehicles in a combination shall be designed, constructed, and coupled together as to ensure that any such combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.
3. In addition to the lighting requirements prescribed by law for other vehicles or combinations, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic and that such lights be suitably spaced at intervals approximately one-third of the total overall length of the trailer combination.
4. The vehicles shall be attached in a safe and secure manner so as to ensure that the vehicle may not become detached while in operation and that 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 eye of the coupling apparatus.
5. In all cases the lead trailer must be the heaviest.
6. The power unit must be adequately geared and powered to be able to maintain speeds at posted speed limits.
7. All Triple Trailer combinations must meet the design specifications and axle weight allowances as outlined.

Part II

DRIVER QUALIFICATIONS

1. The driver of any vehicle operated under this permit must:
 - Hold a valid class 1.0 or 1.6 driver licence with air brakes endorsement.
 - Have a valid drivers licence which is not probationary or conditional.
 - Have a driver licence, which has no restrictions other than for corrective lenses.
 - Have a minimum of two years driving experience and/or 150,000 km of driving experience related to semi-trailer and/or multiple trailer operations.
 - Adhere to any safety requirements as developed by his/her company safety supervisor.

Part III

HOURS OF OPERATION

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday.
 - 9:00 p.m. on Friday to 11:00 a.m. Saturday.
 - 9:00 p.m. on Saturday to 11:00 a.m. Sunday.
2. No movement will be allowed after 4:00 p.m. on days preceding a statutory holiday.
3. Notwithstanding condition #1, designated directional travel will be allowed on the following routes only:
 - Westbound from Pipeline Road, 4km west of Falcon Lake Access to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg on Sundays.
4. Not valid when turning through intersection to cross opposite bound lanes authorized by Condition # 3.
5. No movement will be allowed on statutory holidays. Statutory holidays are defined as:
 - New Years Day (January 1)
 - Louis Riel Day (the third Monday in February)
 - Good Friday (the Friday preceding Easter Sunday)
 - Victoria Day (the Monday of the May Long Weekend)
 - Canada Day (July 1)
 - Labour Day (the first Monday in September)
 - Thanksgiving Day (the second Monday in October)
 - Christmas Day (December 25)
6. Movement will be allowed on the following statutory holiday:
 - Boxing Day (December 26) travel may commence at 11:00 p.m. on Christmas Day (December 25).
7. Between the Tuesday following the September long weekend (Labour Day) and the Thursday preceding the May long weekend (Victoria Day), long combination vehicles will be allowed to travel on their designated routes 24 hours a day, seven days a week. **Note: No movement will be allowed as stated in conditions 2 and 3 above.**

Part IV

OTHER CONDITIONS

1. The Permit holder must drive in a reasonable and prudent manner, having regard for road and weather conditions. Details available at (204) 945-3704 or 1-877-MBRoads (1-877-627-6237).
2. That the permittee shall, upon request of any authorized employee of Manitoba Infrastructure and Transportation or any peace officer, permit and assist such employee or peace officer to make any inspection, test, examination or inquiry as such member may wish to make in regard to the operation of these trailer combinations.
3. That the permittee undertake and assume full responsibility for the operation of these trailer combinations and will indemnify and save harmless Manitoba Infrastructure and Transportation, its officers and employees, from and against all actions, cause of actions, claims and demands which may arise as a result of these operations.
4. That the permittee shall maintain in full force and effect a policy of insurance against Public Liability and Property Damage in a limit of not less than one million dollars (\$1,000,000.00).
5. That the permittee shall ensure that the relevant valid permit number is maintained in each power unit and ensure the number is available upon request.
6. Approval to travel within the corporate limits of the City of Winnipeg and the City of Brandon must be given by the city directly unless explicitly stated in the permit.
7. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all long combination vehicle permits.

7. Any deviation from the conditions of each permit may result in the immediate suspension or termination of all long combination vehicle permits.

**DESIGN SPECIFICATIONS FOR:
EXTENDED LENGTH VEHICLE – TURN PIKE DOUBLE**

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall length	Max. 38.5m	Max. 38.5m	Max. 38.5m
Lead Semi-Trailer			
Length (box length)	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	N/A	Max. 16.2m
Wheel Base (WB)	Min. 9.5m	N/A	Max. 9.5m
	Max. 14m	Max. 14m	Max. 14m
Hitch Offset			
Trailer Length 12.3 to 13.7 m	Max 1.8m	N/A	Max 1.8m
Trailer Length > 13.7 m	Max 2.8m	N/A	Max 2.8m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Converter Dolly			
Draw Bar Length	Max 4.65m	N/A	Max 2m*
Maximum number of axles	2	N/A	1
Second Semi-Trailer of Full Trailer			
Length	Min. 12.2m	Min. 12.2m	Min. 12.2m
	Max. 16.2m	Max. 16.2m	Max. 16.2m
Wheel Base	Min. 9.5m	Min. 9.5m	Min. 9.5m
	Max. 12.5m	Max. 11.5m	Max. 12.5m
Effective Overhang	Max. 35% of WB	Max. 35% of WB	Max. 35% of WB
Statutory Maximum Gross Vehicle Weight	Max. 62,500kg	Max. 62,500kg	Max. 62,500kg
Maximum Gross Combination Weight			
5 AXLES	41,900kg	40,700kg	41,900kg
6 AXLES	49,800kg	48,600kg	49,800kg
7 AXLES	57,700kg	56,500kg	57,700kg
8 or more AXLES	62,500kg	62,500kg	62,500kg

* 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.

CONDITIONS

- In all cases, the lead semi-trailer of the configuration must be heavier than the second trailer or semi trailer.
- The tridem axle group, because of the hitch offset requirement, could only be present on A and C trains on lead trailers of lengths greater than 13.7m. Note: The tridem axle group on B trains is suitable on the lead trailer.

AXLE CONFIGURATION INFORMATION

AXLE GROUP WEIGHT ALLOWANCE

MAXIMUM AXLE WEIGHTS AND AXLE GROUP WEIGHTS

SINGLE AXLE	9,100kg
TANDEM AXLE	17,000kg
TRIDEM AXLE short spread (2.4m to < 3m)	21,000kg
TRIDEM AXLE medium spread (3.0m to < 3.6m)	23,000kg
TRIDEM AXLE wide spread (3.6m to 3.7m)	Not allowed

The following maximum weights apply for combinations of axle groups (excluding Steering), as axles, as per the following interaxle spacings:

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg

TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg

TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg

TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2m	24,000kg

NOTE: Interaxle spacings are the distance between the closest axles in adjacent axle groups and is measured from the centre of the axles.

(APPENDIX 11A)

CITY OF BRANDON – APPROVED LCV (TRIPLE TRAILER COMBINATION) ROUTES:

PTH#110 – PTH#1W to Richmond Avenue East

Richmond Avenue East – PTH#110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Ave. East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Avenue East – 17th Street East to Terminal

**PERMIT ATTACHMENT 5.8
(APPENDIX 12)**

TURNPIKE DOUBLE COMBINATION

Part 1

VEHICLE SPECIFICATIONS

1. All trailers used in Turn Pike Double combination units shall be equipped with:
 - a) The widest available axle and suspension system not to exceed the width of the trailer.
 - b) All brakes must meet CMVSS 121 Standards.
 - c) All axles of the trailer combination be equipped with mud flaps or splash guards which must meet the following specifications:
 - i) they shall be anti-sail type, constructed of a material that will keep the flap in a rigid, perpendicular, downward position at all times.
 - ii) they shall be a minimum width of 60cm and shall be mounted behind the trailer wheels at a distance not exceeding 25cm to the rear of the wheels and not more than 15cm from the road surface.
 - iii) they shall be mounted to the underside of the trailer body in a manner that will not allow road spray to pass between the top of the flap and trailer body.
2. The vehicles in a combination shall be designed, constructed, and coupled together as to ensure that any such combination traveling 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 10cm to each side of the path of the towing vehicle when it is moving in a straight line.
3. In addition to the lighting requirements prescribed by law for other vehicles or combinations, all trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic and those lights be suitably spaced at intervals approximately one-third of the total overall length of the trailer combination.
4. The vehicles shall be attached in a safe and secure manner so as to ensure that the vehicle may not become detached while in operation and that 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 eye of the coupling apparatus.
5. In all cases, the lead trailer must be the heaviest.
6. The power unit must be adequately geared and powered to be able to maintain speeds at posted speed limits.
7. All Turn Pike Double combinations must meet the design specifications and axle weight allowances as outlined.

Part II

DRIVER QUALIFICATIONS

1. The driver of any vehicle operated under this permit must:
 - Hold a valid class 1.0 or 1.6 driver license with air brakes endorsement.
 - Have a valid driver's license which is not probationary or conditional.
 - Have a driver license, which has no restrictions other than for corrective lenses.
 - Have a minimum of two years driving experience and/or 150,000 km of driving experience related to semi-trailer and/or multiple trailer operations.
 - Adhere to any safety requirements as developed by his/her company safety supervisor.

Part III

HOURS OF OPERATION

1. Normal hours of operation:
 - 9:00 p.m. on Sunday to 4:00 p.m. on Friday.
 - 9:00 p.m. on Friday to 11:00 a.m. Saturday.
 - 9:00 p.m. on Saturday to 11:00 a.m. Sunday.
2. No movement will be allowed after 4:00 p.m. on days preceding a statutory holiday.
3. Notwithstanding condition #1, designated directional travel will be allowed on the following routes only:
 - Westbound from 4km west of Falcon Lake Access to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg after 4:00 p.m. on Fridays.
 - Eastbound from Virden to Winnipeg on Sundays.
4. Not valid when turning through intersection to cross opposite bound lanes authorized by Condition # 3.
5. No movement will be allowed on statutory holidays. Statutory holidays are defined as:
 - New Years Day (January 1)
 - Good Friday (the Friday preceding Easter Sunday)
 - Victoria Day (the Monday of the May Long Weekend)
 - Canada Day (July 1)
 - Labour Day (the first Monday in September)
 - Thanksgiving Day (the second Monday in October)
 - Christmas Day (December 25)
6. Movement will be allowed on the following statutory holiday:
 - Boxing Day (December 26) travel may commence at 11:00 p.m. on Christmas Day (December 25).
7. Between the Tuesday following the September long weekend (Labour Day) and the Thursday preceding the May long weekend (Victoria Day), long combination vehicles will be allowed to travel on their designated routes 24 hours a day, seven days a week. **Note: No movement will be allowed as stated in conditions 2 and 3 above.**

Part IV

OTHER CONDITIONS

1. The Permit holder must drive in a reasonable and prudent manner, having regard for road and weather conditions. Details available at (204) 945-3704.
2. That the permittee shall, upon request of any authorized employee of Manitoba Infrastructure and Transportation, or any peace officer, permit and assist such employee or peace officer to make any inspection, test, examination or inquiry as such member may wish to make in regard to the operation of these trailer combinations.
3. That the permittee undertake and assume full responsibility for the operation of these trailer combinations and will indemnify and save harmless Manitoba Infrastructure and Transportation, it's officers and employees, from and against all actions, cause of actions, claims and demands which may arise as a result of these operations.
4. That the permittee shall maintain in full force and effect a policy of insurance against Public Liability and Property Damage in a limit of not less than one million dollars (1,000,000).
5. That the permittee shall ensure that the relevant valid permit number is maintained in each power unit and ensure the number is available upon request.
6. Approval to travel within the corporate limits of the City of Winnipeg and the City of Brandon must be given by the city directly unless explicitly stated in the permit.

**DESIGN SPECIFICATIONS FOR:
EXTENDED LENGTH VEHICLE – TRIPLE TRAILER COMBINATION**

PARAMETER	LIMIT		
	A Converter	B Converter	C Converter
Overall length	Max. 35m	Max. 35m	Max. 35m
All Semi-Trailers or Full Trailers			
Wheel Base (WB)	Max. 6.25m	Max. 6.25m	Max. 6.25m
Hitch Offset	Max 1.8m	N/A	Max 1.8m
First Converter Dolly			
Draw Bar Length	Max 4.65m	N/A	Max 2m*
Maximum number of axles	2	N/A	1
Gross Vehicle Weight	Max. 53,500kg	Max. 53,500kg	Max. 53,500kg

*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.

AXLE WEIGHT ALLOWANCES

(This applies to all configurations)

AXLE GROUP WEIGHT ALLOWANCE

MAXIMUM AXLE WEIGHTS AND AXLE GROUP WEIGHTS

SINGLE AXLE	9,100kg
TANDEM AXLE	17,000kg
TRIDEM AXLE short spread (2.4 m to < 3.0 m)	21,000kg
TRIDEM AXLE medium spread (3.0 m to < 3.6 m)	23,000kg
TRIDEM AXLE wide spread (3.6 m to 3.7 m)	Not allowed

The following maximum weights apply for combinations of axle groups (excluding Steering), as axles), as per the following interaxle spacings:

TANDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 3 AXLE GROUP
Equal or greater than 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO SINGLE	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 3.5m	28,000kg
Less than 3.5m but greater than or equal to 3m	27,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
TANDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 4 AXLE GROUP
Equal or greater than 5m	34,000kg
Less than 5m but greater than or equal to 4.7m	32,600kg
Less than 4.7m but greater than or equal to 4.4m	31,200kg
Less than 4.4m but greater than or equal to 4.1m	29,800kg
Less than 4.1m but greater than or equal to 3.8m	28,400kg
Less than 3.8m but greater than or equal to 3m	26,100kg
Less than 3m but greater than or equal to 2.5m	23,000kg
Less than 2.5m but greater than or equal to 2m	21,000kg
TRIDEM TO TANDEM	GROSS WEIGHT ALLOWABLE FOR 5 AXLE GROUP
Equal or greater than 5.5m	38,000kg
Less than 5.5m but greater than or equal to 5m	36,000kg
Less than 5m but greater than or equal to 4.5m	34,000kg
Less than 4.5m but greater than or equal to 4m	32,000kg
Less than 4m but greater than or equal to 3.5m	30,000kg
Less than 3.5m but greater than or equal to 3m	28,000kg
Less than 3m but greater than or equal to 2.5m	26,000kg
Less than 2.5m but greater than or equal to 2.0m	24,000kg

NOTE: Interaxle spacings are the distance between the closest axles in adjacent axle groups and is measured from the centre of the axles.

APPROVED ROUTES – LCV (TRIPLE TRAILER COMBINATIONS):

PTH #1W – City of Winnipeg limits to Manitoba-Saskatchewan border

PTH#1E – City of Winnipeg limits to PTH#12

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

APPROVED ROUTES – LCV (TURNPIKE DOUBLE COMBINATIONS):

PTH #1W – City of Winnipeg limits to Manitoba-Saskatchewan border

PTH#1E – City of Winnipeg limits to PTH#12

PTH#3 – City of Winnipeg limits to PTH#100

PTH#5 – PTH#1W to 5.0km south

PTH#7 – City of Winnipeg limits to PTH#101

PTH#12 – PTH#1E to the City of Steinbach

PTH#29 – PTH#75 to Manitoba/U.S. border

PTH#75 – City of Winnipeg limits to PTH#29

PTH#100 – PTH#1E to PTH #1W

PTH#101 – PTH #1E to PTH#1W

PTH#221 – City of Winnipeg limits to PTH#101

(APPENDIX 12A)

CITY OF BRANDON – APPROVED LCV (TURNPIKE DOUBLE) ROUTES:

PTH#110 – PTH#1W to Richmond Avenue

Richmond Avenue East – PTH#110 to Maple Leaf access

Richmond Avenue East – PTH #110 to Park Ave. East

Park Avenue East – Richmond Ave. East to Terminal

17th Street East – Richmond Ave. East to Van Horne Ave. East

Douglas Street – 17th Street East to Terminal

Van Horne Avenue East – 17th St. East to Terminal

**PERMIT ATTACHMENT 5.9
(APPENDIX 13)**

MIT WINTER ROADS

1. All Permit Holders must fax into the Selkirk Regional Highway Condition Information Office every week. If they do not have a fax they must phone in their reports and mail it in by Monday morning at the latest. All Weekly Usage Reports must contain the following information:
 - i) Licence Plate
 - ii) Gross Vehicle Weight, Net Weight (load weight)
 - iii) Date of Move
 - iv) Destination
 - v) Entry point onto system and route
 - vi) Date and Nature of Back Haul (if any)
2. All loads over 15,000kg Gross Vehicle Weight should be spaced 1km apart on any ice road and should not pass each other when traveling in the same direction. When meeting (going in different directions) one load must pull over to the side if possible. Both should decrease speed to 10 km/h.
3. Separate permits must be obtained when moving oversize/overweight loads. These permits can also be obtained by calling the permit office at 945-3961.
4. Maximum speed allowed is 15 km/h for vehicles with a gross vehicle weight greater than 7,000kg.
5. Stopping or parking loaded trucks on the ice is prohibited.
6. The use of mobile phones and Citizen Band Communication (Channel 1) is advised.
7. Any accidents involving the transportation of Dangerous Goods must be reported immediately to Manitoba Environment at (204) 944-4888.
8. Permit holders must drive with extreme caution. The alignment, superelevation and stopping ability is not normal on a winter road.
9. It is recommended that the Permittee have Winter Road Maps, Ice Thickness Charts and Safety Procedure/Guidelines. These are available at the Highway Condition Information Office (945-3704) or the Selkirk Highway Office (204-785-5040).