

GUIDE regarding the **SPECIAL ROAD TRAIN** **OPERATING PERMITS REGULATION**

2026 Edition



This publication was prepared by the Direction générale de la sécurité et du camionnage and edited by the Direction générale des communications of the ministère des Transports et de la Mobilité durable.

The content of this publication can be found on the Ministère's website at the following address: www.transports.gouv.qc.ca.

Cette publication est également disponible en français sous le titre
Guide concernant le Règlement sur le permis spécial de circulation d'un train routier.

For more information, you can:

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© Gouvernement du Québec, ministère des Transports et de la Mobilité durable, 2025
ISBN 978-2-555-02672-8 (PDF)

(Original edition: ISBN 978-2-555-02671-1 [PDF])

Legal deposit – 2025

Bibliothèque et Archives nationales du Québec

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PLEASE NOTE

This guide presents the main provisions of the *Special Road Train Operating Permits Regulation* (SRTOPR), commonly referred to as the Long Road Train Regulation. The material provided in this document is for information purposes only.

Refer to the regulatory texts for a legal interpretation.

The SRTOPR refers to the *Vehicle Load and Size Limits Regulation* (VLSLR) for:

- a) Definitions
- b) Exclusions relating to the calculation of overall length, semi-trailer length and rear overhang
- c) Maximum width limits
- d) Maximum height limits
- e) Axle categories and method for establishing maximum axle load limits

The following two regulations also have specific provisions for long road trains:

Transportation of Dangerous Substances Regulation

The transportation of dangerous substances by road trains longer than 25 m is governed by the *Transportation of Dangerous Substances Regulation*.

Regulation respecting licences

Under Québec's Regulation respecting licences, the driver of a long road train must have a driver's licence and a certificate of competence to drive such a road train (with the words "train routier" [road train] on the Québec driver's licence). Québec recognizes the equivalence of these documents issued by a neighbouring Canadian jurisdiction.

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INTRODUCTION

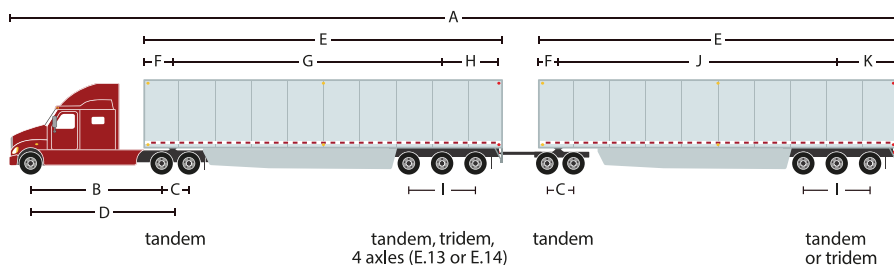
A road train (commonly referred to as a *long road train*) whose length exceeds the authorized length in the VLSLR may be authorized for travel according to the conditions set out in the SRTOPR.

The framework set out in the regulations concerning special permits is intended to ensure the safety of road users. The road trains covered by these regulations are generally composed of a tractor unit pulling two semi-trailers, each of which can be up to 16.2 m long. This road train configuration is suitable for transporting high-volume, low-weight loads.



VEHICLES COVERED, DIMENSIONS AND MAXIMUM TOTAL LOADED MASS

a) Type A double train

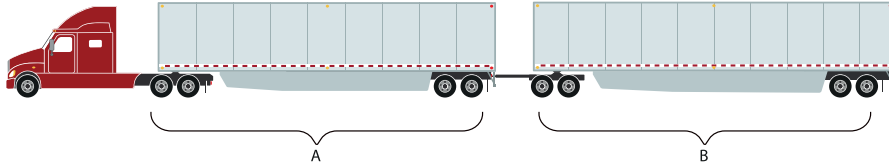


DIMENSION		LIMIT
Total length ¹		A ≤ 41 m
Tractor		
Interaxle spacing		B ≥ 3.5 m
Tandem axle spread		1.2 m ≤ C ≤ 1.85 m
Wheelbase		D ≤ 6.2 m
Semi-trailer		
Length		12.2 m ≤ E ≤ 16.2 m
Kingpin setback		F ≤ 2.0 m
Wheelbase ² :		
• Semi-trailer < 14.5 m	- tandem	10 m ≤ G ≤ 12.5 m
	- tridem	9 m ≤ G ≤ 12.5 m
• Semi-trailer ≥ 14.5 m	- tandem	11.45 m ≤ G ≤ 12.5 m
	- tridem	10.9 m ≤ G ≤ 12.5 m
Hitch offset ²		
- with a tridem axle spread of 3.6 m to 3.7 m		H ≤ 3.4 m
- other		H ≤ 2.8 m
Spread:		
- tandem		1.2 m ≤ I ≤ 3.1 m
- tridem		2.4 m ≤ I ≤ 3.7 m
- E.13 and E.14 (self-steering + tridem)		See VLSLR
Full trailer		
Length		12.2 m ³ ≤ E ≤ 16.2 m
Kingpin setback		F ≤ 2.0 m
Wheelbase ² :		
• Trailer < 14.5 m	- tandem	10.0 ≤ J ≤ 12.5 m
	- tridem	9.0 ≤ J ≤ 12.5 m
• Trailer ≥ 14.5 m	- tandem and tridem	10.2 m ≤ J ≤ 12.5 m
Effective rear overhang		K ≤ 35% of the wheelbase
Spread:		
- tandem dolly		1.2 m ≤ C ≤ 1.85 m
- tandem		1.2 m ≤ I ≤ 3.1 m
- tridem		2.4 m ≤ I ≤ 3.7 m

1. Up to 31 December 2029, this limit is not bound to be compliant.

2. Up to 31 December 2029, this limit is not bound to be compliant if the length of the semi-trailer is not less than 13.5 m.

3. Up to 31 December 2029, this minimum length may be 12 m.



LOAD LIMITS

The sum of axle loads for the tandem axle group at the rear of the tractor and for the axle group of the semi-trailer (A) must be greater than the sum of axle loads for the axle groups of the full trailer (B).

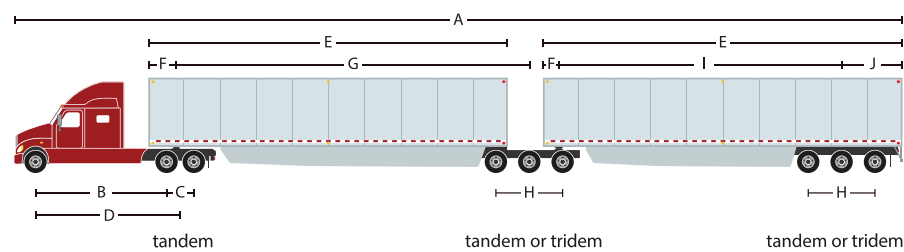
$$(A) > (B)$$

The maximum total loaded mass is the lesser of the following values:

- the sum of the maximum total load per axle or axle group, without exceeding **5,500 kg** for the axle at the front of the tractor
- **55,000 kg**¹ if the length of the semi-trailer < 14.5 m
- **67,500 kg**

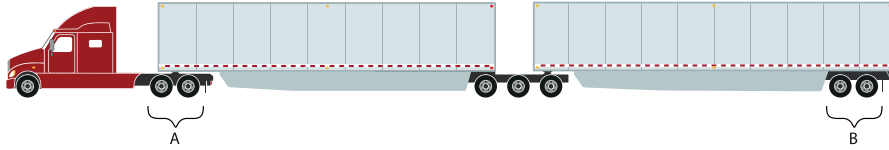
1. Up to 31 December 2029, this limit is not bound to be compliant if the length of the semi-trailer is not less than 13.5 m.

b) Type B double train



DIMENSION		LIMIT
Total length ¹		A ≤ 40 m
Tractor		
Interaxle spacings		B ≥ 3.5 m
Tandem axle spread		1.2 m ≤ C ≤ 1.85 m
Wheelbase		D ≤ 6.2 m
Head semi-trailer		
Length		12.2 m ≤ E ≤ 16.2 m
Kingpin setback		F ≤ 2.0 m
Wheelbase ¹		G ≤ 13.5 m
Spread:		- tandem 1.2 m ≤ H ≤ 1.85 m - tridem 2.4 m ≤ H ≤ 3.7 m
Rear semi-trailer		
Length		12 m ≤ E ≤ 16.2 m
Kingpin setback		F ≤ 2.0 m
Wheelbase		I ≤ 12.5 m
Effective rear overhang		J ≤ 35% of the wheelbase
Spread:		- tandem 1.2 m ≤ H ≤ 1.85 m - tridem 2.4 m ≤ H ≤ 3.7 m

1. Up to 31 December 2029, this limit is not bound to be compliant.



LOAD LIMITS

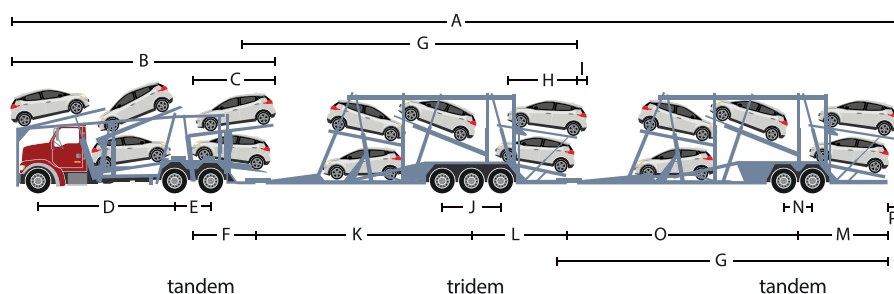
The axle load for the tandem axle group at the rear of the tractor (A) must be greater than that for the axle group of the second semi-trailer (B).

$$(A) > (B)$$

The maximum total loaded mass is the lesser of the following values:

- the sum of the maximum load per axle or axle group, without exceeding **5,500 kg** for the axle at the front of the tractor
- **67,500 kg**

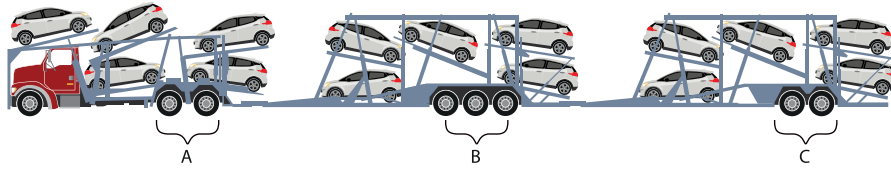
c) Double train designed to transport motor vehicles



DIMENSION		LIMIT
Total length		A ≤ 40 m
Tractor		
Length		B ≤ 12.5 m (including cargo and extensions)
Effective rear overhang:	- Excl. cargo and extensions	C ≤ 4 m
	- Incl. cargo and extensions	C ≤ 4.6 m
Interaxle spacing		D ≥ 3.5 m
Tandem axle spread		1.2 m ≤ E ≤ 1.85 m
Hitch offset		F ≤ 1.9 m
Head semi-trailer		
Length		G ≤ 14.65 m (excluding cargo and extensions)
Effective rear overhang of the vehicle (excluding cargo and extensions)		H ≤ 4.0 m ou 42% of the wheelbase, whichever is higher
Overhang (cargo and extensions)		I ≤ 1.2 m
Tridem axle spread		2.4 m ≤ J ≤ 2.8 m
Wheelbase		11.35 m ≤ K ≤ 12.5 m
Hitch offset		L ≤ 2.4 m
Rear semi-trailer		
Length		G ≤ 14.65 m
Effective rear overhang (excluding cargo and extensions)		M ≤ 4.0 m ou 42% of the wheelbase, whichever is higher
Tandem axle spread		1.2 m ≤ N ≤ 3.1 m
Wheelbase		10.0 m ≤ O ≤ 12.5 m
Overhang (including cargo and extensions)		P ≤ 1.2 m

Special provisions and transitional provisions:

- Any rear cargo or extensions overhang must not be wider than 2.3 m and be centred widthwise on the semi-trailer.
- Any extensions must be retracted when not supporting the cargo.
- An extension is a removable, retractable, foldable or tiltable device that supports the front or rear wheels of a motor vehicle being transported.



LOAD LIMITS

The load for the tandem axle group at the rear of the tractor (A) must be greater than the load for the tandem axle group of the second trailer (C).

$$(A) > (C)$$

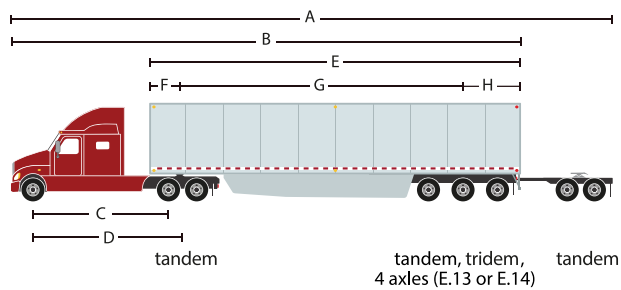
The load for the axle group of the head trailer (B) must be greater than the load for the axle group of the rear trailer (C).

$$(B) > (C)$$

The maximum total loaded mass is the lesser of the following values:

- the sum of the maximum load per axle or axle group, without exceeding **5,500 kg** for the axle at the front of the tractor
- **55,000 kg**

d) Tractor/semi-trailer and dolly



DIMENSION	LIMIT
Total length ¹	A ≤ 27.5 m
Length of tractor – semi-trailer	B ≤ 23 m
Tractor	
Interaxle spacing	C ≤ 3.5 m
Wheelbase	D ≤ 6.2 m
Semi-trailer	
Length	E ≤ 16.2 m
Kingpin setback	F ≤ 2.0 m
Wheelbase	G ≤ 12.5 m
Effective rear overhang of the vehicle	H ≤ 35% of the wheelbase

1. Up to 31 December 2029, this limit is not bound to be compliant.

LOAD LIMIT
The maximum total loaded mass is the lesser of the following values:
- the sum of the maximum load per axle or axle group, without exceeding 5,500 kg for the axle at the front of the tractor - the maximum total loaded mass authorized for the tractor and the semi-trailer by the VLSLR, plus 2,000 kg

CONDITIONS APPLICABLE AT ALL TIMES

a) General

Engine power¹

The engine of the tractor must have a minimum horsepower of 425 hp.

Air compressor of the tractor¹

The tractor must be equipped with an air compressor with a capacity of not less than 465 litres per minute (16.5 pi³/min) and a desiccant air dryer of a capacity sufficient to prevent the accumulation of humidity in the brakes of semi-trailers.

Speed recorder with geolocation¹

The tractor must be equipped with a functional and accurate on-board electronic device to record, at regular intervals of not more than five minutes, the speed of the vehicle, the time and the date. The speed recorder must feature a global positioning system (GPS) or a similar vehicle-tracking system whose data can be extracted and presented as a readable table. A tachograph or tachograph charts do not constitute a speed recorder with geolocation. Data recorded by this device must be stored for at least 60 days. It must also be possible to produce a report showing the speed of the vehicle at specific dates and times. This data may be requested by the authorities.

Dolly brake²

The dolly must be equipped with an overpressure protection valve and a pilot relay valve designed to boost the braking signal of the second semi-trailer.

Pintle hook hitch³

The first semi-trailer of a type A double train must be equipped with a damper type pintle hook hitch without slack and has a secondary locking mechanism.

Sign

A sign must be affixed to the rear of the second semi-trailer. This sign is a pictogram of a black road train on fluorescent yellow retroreflective sheeting that has the following characteristics:



This sign is not required when the road train is configured as follows: tractor + semi-trailer + dolly.

Operator

The operator of a vehicle under the *Act respecting owners, operators and drivers of heavy vehicles* must be the permit holder.

Safety rating

The permit holder must have a "satisfactory" safety rating.

Accidents and traffic jams

A holder of a special permit must notify the Minister of Transport and Sustainable Mobility within two days of any accident or traffic jam caused by the road train.

Carrying out of transportation

Public authorities may request data on the carrying out of transportation having occurred within 60 days before the application, including:

- the licence plate number of the tractor of the road train
- the number of the special permit
- the date and time of departure and arrival of the trip
- the address of the place of departure and the destination of the trip
- the number of each autoroute used

Maximum speed

90 km/h

Distance from road vehicle preceding it

At least 150 m, except where passing is necessary.

Visibility

Visibility must extend for a distance of 500 m or more and the roadway must be free from snow and ice.

Safe travel

The holder of a special permit must ensure that the trip allows for the safe movement of the road train, particularly in terms of authorized dimensions, weather conditions, and the condition of the road network at the time the trip will be made.

1. Up to 31 December 2029, the tractor may have an engine that has a minimum horsepower of 1 hp per 180 kg of the road train's total loaded mass and is equipped with an air compressor with a capacity of not less than 425 litres per minute supplying the braking system without a desiccant air dryer and be equipped with a device that monitors driver behaviour without geolocation, which records significant speed variations and relevant data concerning the date, time and speed.
2. Up to 31 December 2029, the dolly is not bound to be equipped with an overpressure protection valve.
3. Up to 31 December 2029, the pintle hook hitch is not bound to be a damper type nor have a secondary locking mechanism.

b) Obligations during the months of November, December, January, February and March

Safe stopping locations

Each year, in October, a document must be prepared or updated. This document must include the safe stopping locations for road trains in the event of unforeseeable deterioration of the weather, road conditions or visibility. It is imperative that this document be on board the road trains to allow them to operate during the months of November, December, January, February and March without penalty. Public authorities may request this information.

A safe stopping location must:

- be identified by using its address or, failing an address, by a description making it easy to find the stopping location in an emergency and the route to follow to get there from the autoroute exit ramp
- allow safe parking or uncoupling of the road train
- be accessible by an authorized road offering the necessary space to safely manoeuvre the road train
- be open and accessible at all times
- be situated 50 km or less from the departure location, another stopping location or the destination

The following locations are not safe for stopping:

- stations used for the control of highway transportation of persons and goods
- autoroute exit or access ramps
- autoroute shoulders

AUTHORIZED ROADS

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

- 1) divided lane autoroutes and their entrance and exit ramps
- 2) road segments linking the exit and entrance ramps of an autoroute in opposite directions
- 3) roads open to trucks, from an autoroute exit or entrance ramp and for a distance of no more than 500 m
- 4) roads on which trucks are permitted to access an industrial park or technology park, from an autoroute exit or entrance ramp and for a distance of no more than 2 km
- 5) roads within an industrial park or technology park

Note

- The distance of trips outside the autoroute is measured from the junction of the autoroute exit or entrance ramp with another road.
- The special permit does not authorize its holder to use exits 174 or 203 of A-40 to access or exit the autoroute.

PERMIT APPLICATION AND DURATION

Applications for special road train operating permits must be made through the special permit management system (GPM).

The special permit is valid for a period of 1 to 12 months, and the cost is the same as that of a Class 1 general permit under the *Regulation respecting special permits*.

