

Guide to Nova Scotia Trucking Rules & Regulations

Professional Driver's Edition

Version 2018



Guide to Nova Scotia Trucking Rules and Regulations

The Nova Scotia Department of Transportation and Infrastructure Renewal provides this booklet as a public service. The guide is for your convenience and personal use. The wording may differ from the official version of the Motor Vehicle Act and Regulations. Acts & Regulations may change. When accuracy is critical, please consult official resources.

<http://nslegislature.ca/legc/statutes/motor%20vehicle.pdf>

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1. National Safety Code (NSC)

The National Safety Code (NSC) is a set of 16 minimum performance standards that make sure commercial vehicles are operated safely. The NSC has been agreed to by all jurisdictions in Canada. The NSC applies to all people responsible for operating commercial vehicles on the public highway system, including trucks, truck-tractors, trailers, and combinations of these vehicles with a gross registered weight greater than 4500 kg, and buses with room for 10 or more seats, including one for the driver, and applies to governments, carriers, and drivers. Some exceptions apply, including emergency vehicles, recreational vehicles, and buses when operated for personal use.

Standard 1: Single driver license compact-states commercial vehicle driver can hold only one license to which all driving infractions are assigned.

Standard 2: Knowledge and Performance tests (drivers) – offers standardized testing of commercial drivers.

Standard 3: Driver examiner training program-makes sure driver examiners have consistent skills and knowledge.

Standard 4: Classified driver licensing system-offers uniform classification and enforcement of commercial vehicle driver licenses and makes sure a driver's license from one jurisdiction is recognized by all jurisdictions.

Standard 5: Self-certification standards and procedures-outlines criteria to let carriers and driver training schools train commercial drivers.

Standard 6: Medical Standards for drivers- sets the medical criteria to decide whether drivers are medically fit to drive.

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Standard 7: carrier and driver profiles-gives jurisdictions a record of how drivers and carriers comply with safety rules and regulations, and identifies the type of information that must be kept on each commercial driver and carrier.

Standard 8: short term suspensions-describes the criteria for placing a driver out of service for 24 hours for being under the influence of alcohol or drugs.

Standard 9: Hours of service-outlines the number of hours a commercial driver can be on duty and operate a commercial vehicle, and the need to complete a daily log.

Standard 10: Cargo securement-specifies the rules for securing loads to commercial vehicles so the loads do not shift, move or fall from the vehicle.

Standard 11: Commercial vehicle maintenance and inspection standards-outlines the rules for maintenance and periodic inspections

Standards 12: Commercial Vehicle Safety Alliance (CVSA) on-road inspections-describes the CVSA on road inspection criteria.

Standard 13: Daily trip inspection-sets daily trip inspection rules to make sure vehicle problems and defects are found early on.

Standard 14: Safety Rating-sets up the motor carrier safety rating framework to assess the safety performance of motor carriers.

Standard 15: Facility audits-outlines the audit process used by jurisdictions to set a carrier's compliance level with all applicable safety standards.

Standard 16: First aid Training-Lists what a basic first aid course for commercial drivers should include (voluntary Standard).

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2. Commercial Carrier Registration Program

To register a truck or a truck-tract with a registered weight greater than 4,500 kg, or a bus with room for 10 or more seats, including one for the driver, and to get a vehicle permit and license plate, an operator must first be registered with the Commercial Carrier Registration Program.

A National Safety Code Carrier Registration application form, with the appropriate fee, must be submitted either in person at any Registry of Motor Vehicles (RMV) office throughout the province. The Commercial carrier registration certificate is valid for 12 months from the first month of application. A renewal notice will be sent out before the registration expires.

The commercial carrier registration certificate will include a National Safety Code number and a safety rating. The National Safety Code number is a unique number used to identify each specific carrier.

The safety rating will be one of four categories:

- Satisfactory
- Satisfactory Unaudited
- Conditional
- Unsatisfactory

The Satisfactory rating means the carrier shows safe operation and compliance with applicable highway safety laws and NSC Standards, and has passed a facility audit.

The satisfactory unaudited rating means the carrier shows safe operation and compliance with applicable highway safety laws and NSC standards, but has yet to have facility audit. Unless there is information on the initial application form or on a renewal form to indicate otherwise, applicants will be categorized as satisfactory unaudited.

The Conditional rating means the carrier shows deficiencies in safe operation, in compliance with applicable highway safety laws, and/or in compliance with NSC standards, or in the results of a facility audit.

The unsatisfactory rating means the carrier shows deficiencies in safe operation, in compliance with applicable highway safety laws, and/or in compliance with NSC standards, or in the results of a facility audit. As well, the carrier has already been assigned a conditional rating, but did not make the specific improvements within a predetermined period of time. The lack of needed insurance coverage will also result in an unsatisfactory rating. An unsatisfactory rating means the carrier is not allowed to operate a commercial vehicle.

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3. Driver Licensing

To operate a commercial vehicle in Nova Scotia. A driver's license that is appropriate to the vehicle is needed.

The following are the various classes of driver's licenses available in Nova Scotia:

Class 1- allows the operation of tractor semi-trailer combinations and all types of vehicle in classes 2,3,4,5, and 8, but does not allow the operation of vehicles with air brakes, school buses or school-purposes buses, or motorcycles or motor-driven cycles without the proper endorsements.

Minimum driver requirements:

- 19 years old
- One year's experience with at least a Class 5 license
- Successfully complete a written test for a Class 1 vehicle
- Satisfactory medical and optical reports
- Show ability to drive a tractor semi-trailer

Class 2-allows the operation of buses seating more than 24 and all types of vehicles in Classes 3,4,5, and 8, but does not allow the operation of vehicles with air brakes, school buses or school-purpose buses, or motorcycles or motor-driven cycles without the proper endorsement, nor a Class 1 vehicle.

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Minimum Driver requirements:

- 19 years old
- One year's experience with at least a Class 5 License
- Successfully complete a written test for a Class 2 vehicle
- Satisfactory medical and optical reports
- Show ability to drive a bus seating more than 24

Class 3-allows the operation of any single vehicle with a gross vehicle weight greater than 14,000 kg, any combination of vehicles, other than a tractor semi-trailer combination with a gross vehicle weight greater than 14,000 kg where the towed vehicle in the combination does not have a gross vehicle weight greater than 4,500 kg, and all types of vehicles in Classes 4,5, and 8, but does not allow the operation of vehicles with air brakes, school buses or school-purpose buses, motorcycles or motor-driven cycles, or towed vehicles with a gross vehicle weight greater than 4,500 kg without the proper endorsement, nor of a Class 1 or 2 vehicle, or a public passenger vehicle unless at least 19 years old

Minimum driver requirements:

- 18 years old
- one year's experience with at least a Class 5 license

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- Successfully complete a written test for a Class 3 vehicle
- Satisfactory medical and optical reports
- Show ability to drive a single vehicle or combination of vehicles other than a tractor semi-trailer greater than 14,000 kg.

Class 4- allows the operation of busses seating less than 24, taxis and ambulances, and all types of vehicles in Classes 5, and 8, but does not allow the operation of buses, or motorcycles, or motor-driven cycles without the proper endorsement, nor a Class 1,2, or 3 vehicle, or a public passenger vehicle unless at least 19 years old.

Minimum Driver requirements:

- 18 years old
- One year's experience with at least a Class 5 license
- Successfully complete a written test for a Class 4 vehicle
- Satisfactory medical and optical reports
- Show ability to drive any Class 4 vehicle

Class 5 Vehicle-allows the operation of any single vehicle with a gross vehicle weight not greater than 14,000 kg, and any combination of vehicles, other than tractor semi-trailers not greater than 14,000 kg, where the towed vehicle in the combination does not have a gross vehicle weight greater than 4,500 kg, and a Class 8 vehicle, but does not allow the

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operation of vehicles with air brakes, school buses or school-purposed buses, motorcycles or motor-driven cycles, or towed vehicles with a gross vehicle weight greater than 4,500 kg without the proper endorsement, nor of a Class 1,2,3, or 4 vehicle.

Minimum driver requirements:

- 18 years old (16 years old with consent of parent or guardian)
- Hold a Class 7 License for at least twelve months or nine if a driver education or driver training course has been successfully completed.
- Show ability to drive any Class 5 vehicle
- Satisfactory medical and optical reports may be needed.

Class 6 Vehicle- allows the operation of motorcycles and motor-driven cycles and Class 8 vehicles, but does not allow the operation of Class 1,2,3,4, or 5 vehicles.

Minimum driver requirements:

- 18 years old (16 years old with consent of parent or guardian)
- A Class 7 License
- Successfully complete a written test for a Class 6 vehicle\satisfactory medical and optical reports may be needed

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- Show ability to drive a Class 6 Vehicle

Class 7 Vehicle-a learner's license, but only valid if accompanied by a person with a valid license for the class of vehicle being operated, except Class 6 or Class 8

Minimum driver requirements:

- 18 years old (16 years old with consent of parent or guardian)
- Pass a vision screening test
- Pass written tests on rules and signs
- Satisfactory medical and optical reports may be needed.

Class 8 Vehicle- allows the operation of a farm tractor with a gross vehicle weight not greater than 14, 000 kg, but not the operation of a farm tractor with a trailer

Minimum driver requirements:

- 18 years old (14 with consent of parent or guardian).
- Pass a vision screening test
- Pass written tests on rules and signs
- Satisfactory medical and optical reports may be needed.

Registry of Motor Vehicles - Graduated Driver's License System

The Graduated Driver License system consists *of three separate phases*. In each phase, the new driver is subject to driving restrictions and conditions. To graduate to the next phase, the driver must successfully complete a series of milestones. This allows a new driver to gain experience and build skills gradually over time, rather than being exposed to the full range of driving challenges and situations all at once.

The three phases of Graduated Driver License system are:

- ***The Learner's License phase.***
- ***The Newly Licensed phase.***
- ***The Restricted Individual phase.***

Once a new driver has successfully completed all three stages, all the restrictions associated with Graduated Driver Licensing are removed and the driver is considered a fully experienced driver.

Learner's License Phase, Operating conditions at this stage include:

- No passengers, except a supervising driver who is not enrolled in the Graduated Driver License system.
- Zero blood alcohol level for the learning driver.

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- To progress to the next phase the driver must complete the minimum practice period and successfully pass a driving test.

The minimum practice period is 12 months. The practice period can be reduced to a minimum of 9 months if the driver completes a recognized driver education or driver training program. Suspensions will delay graduation to the newly licensed driver stage by a period of time equal to the minimum practice period.

Once a road test has been successfully completed, the learner becomes a Newly Licensed driver for a minimum of two years.

Newly Licensed Driver Phase, Operating conditions include:

- Zero blood alcohol level for the newly licensed driver.
- Only one front seat passenger and rear seat passengers limited to the number of available seat belts.
- No upgrade beyond a Class 5 driver's license.
- No driving between midnight and 5:00AM, unless exempted from the nightly curfew for employment purposes or the newly licensed driver is accompanied by a supervising driver.

A newly licensed driver may apply for an exemption from the night time driving curfew for employment purposes. The

driver must take the most direct route to and from work and is not permitted to have any passengers in the vehicle. A Form APP33 Application for Exemption from Nighttime Driving Curfew must be properly completed, signed and submitted to the Registry of Motor Vehicles office with the applicable fee.

To graduate from the newly licensed driver stage, the driver must successfully complete a 6-hour Defensive Driving course or complete a recognized driver training course (25 hours theory, 10 hours driving time). A copy of the graduation certificate must be provided, in person or by mail, to any Registry of Motor Vehicles office for recording purposes. If a graduation certificate is not provided to the Registry of Motor Vehicles, the driver will remain in the newly licensed phase indefinitely.

License suspensions will delay graduation to the restricted individual stage by 2 years from the date the license is reinstated. A demerit point system will remain in effect for newly licensed drivers. These drivers will be subject to driver improvement action much earlier than is the case for experienced drivers.

Restricted Individual Stage, while in the restricted individual stage, the driver is subject to a special driving restricted called “***condition 47***”.

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Operating conditions include:

- Zero blood alcohol level for the restricted individual.
- The restricted individual cannot be a supervising driver for another driver.

The driver will remain in the restricted individual stage for 2 years. At the end of the two-year driving period, all restrictions associated with the Graduated Driver License system are removed and the driver is considered a fully experienced driver.

Driver License Endorsements:

ENDORSEMENTS: The following codes are used and displayed on the license:

A Valid for Any Motorcycle and Motor-driven Cycle. Client must hold a valid Class 1-5 license, successfully complete a written knowledge test for Class 6 (motorcycle) and successfully demonstrate driving ability in a Class 6 vehicle. Note: Age and medical requirements as per Class 6.

B Valid for School Bus. Client must hold a valid Class 1-4 license, successfully complete a written knowledge test, vision screening for operation of a school bus, and successfully demonstrate driving ability in a school bus with seating capacity appropriate for the Class of license held. Furthermore, the client must be at least 19 years of age, and must submit a satisfactory medical assessment form on

application for the school bus endorsement. Note: A medical assessment form must be completed on any subsequent renewal and yearly after the age of 65.

C Valid for Motorcycle and School Bus. Combination of requirements for endorsements A and B noted above.

D Valid Only for Motorcycle with Engine Size of 100 cc or less and motor-driven cycle. Client must hold a valid Class 1-5 license, successfully complete a written knowledge test for Class 6 (motorcycle), and successfully demonstrate driving ability in a Class 6 vehicle with an engine size of 100 cc or less.

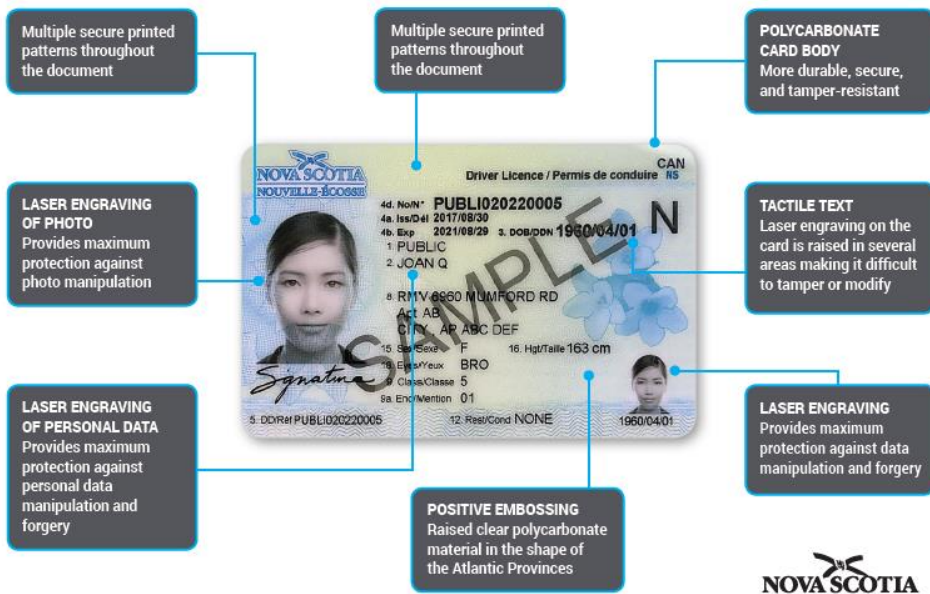
E Valid for School Bus and Motorcycle with Engine Size of 100 cc or less and motor-driven cycle. Combination of requirements for endorsements B and D noted above.

03 Valid for Vehicle Equipped with Air Brakes. While this “endorsement” is considered a “condition” in our present system, it is more accurately described as an endorsement to the driver’s license. In order to get this endorsement, a client must hold a valid Class 1-6 license and successfully complete a written air brakes knowledge test.

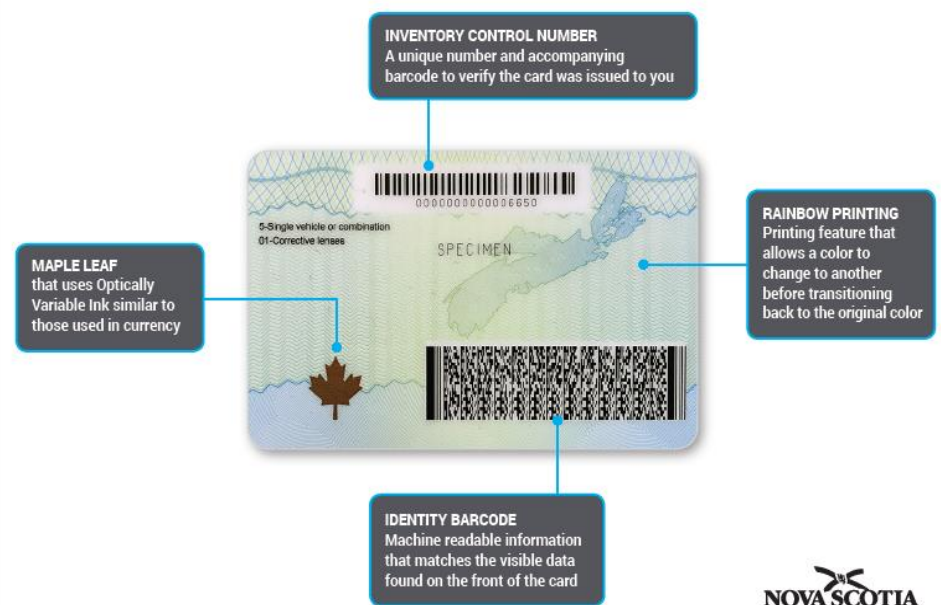
15-Valid for towing trailers more than 4500 kg

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NEW GOVERNMENT IDENTIFICATION – FRONT



NEW GOVERNMENT IDENTIFICATION – BACK



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4. Carrier Profile

Nova Scotia, like every jurisdiction in Canada, maintains a carrier profile system to record all convictions, roadside inspection results, reportable collisions, and facility audits of carriers registered in the province. This information is recorded under the National Safety Code number of the appropriate carrier, and the information can come from any jurisdiction in North America. The carrier profile system assigns points based on infraction seriousness. *Thresholds have been set up to identify carriers showing an unacceptable level of risk to the travelling public and who need an intervention by Carrier Safety Officers.*

Intervention Level 1-the carrier is told in writing that a facility audit may be carried out.

Intervention Level 2-the carrier is told that an interview may be needed to find the reasons why the carrier's demerit points are above average and decide on an appropriate action plan.

Intervention Level 3-a hearing may be held to review the carrier's record and find the reasons why the action plan failed.

If the carrier's operation does not improve, they may be assigned an unsatisfactory rating and their safety fitness certificate may be revoked. A person cannot operate a commercial vehicle business without a valid safety fitness certificate.

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5. Facility Audit

A facility audit monitors carrier to see if they comply with all highway safety rules and regulations

An audit includes:

- Examining in detail records that carriers keep, including written policies for driver management and vehicle maintenance, driver's profile, driver's hours of service records and vehicle maintenance records.
- Interviewing personnel responsible for safety management
- Conducting on-and off highway Commercial Vehicle Safety Alliance (CVSA) inspections.

All drivers and vehicles that the carrier exercises control over are subject to audit. This includes company drivers and vehicles, owner operators, leased vehicles, and drivers acquired through driver services.

A facility audit may be performed at random or because of a poor safety record. The audit is a way to check a carrier's safety/compliance performance by finding all violations. As well, the audit results are used along with a carrier profile to establish a carrier safety rating.

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Record Keeping Requirements-Carrier must keep records of:

- **The driver licensing qualifications of each person who operates commercial vehicles on its behalf, including current license class and status, current driver abstract and other driving qualifications as applicable (air brake endorsement, TDG certificate, etc.)**
- **The hours of service worked by each driver, including driver log books and supporting documents, and systems, policies and practices to find and fix non-compliance issues.**
- **Each driver's convictions for traffic offences or criminal driving offences.**
- **Each driver's traffic accidents**
- **Training materials and written details of any corrective disciplinary action taken.**

The carrier must also have on file the current driver profile from the appropriate government agency.

Record Keeping requirements for Vehicles-Every carrier must keep for each of its commercial vehicles, records of:

- **Vehicle maintenance procedures, including descriptions of all service and repair activities with dates and vehicle odometer readings**

- **Annual provincial inspections, CVSA inspections, and trip inspections.**
- **Vehicle manufacturers' notices of defects and proof that all defects have been corrected.**

Every carrier must have available a written program that shows ongoing and regular inspection, maintenance, and repair of commercial vehicles.

Retention of Records

All records must be kept or made available at the carrier's principle place of business in Nova Scotia. The records are not to be altered, defaced, or otherwise falsified. The records must be made available for inspection during normal business hours.

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6. International Registration Plan (IRP)

The International Registration Plan (IRP) is a North American co-operative agreement for registering commercial vehicles that traveling two or more jurisdictions. The IRP makes sure that jurisdiction license registration fees are paid at the carrier's base jurisdiction. These fees are based on the amount of travel in each jurisdiction and on each jurisdiction's registration fee schedule. The base jurisdiction divides and distributes the registration fees among the other jurisdictions.

A driver must apply to register under the IRP if their commercial is any of the following:

- A motor vehicle with a gross vehicle or registered weight is greater than 11,794 kg
- A motor vehicle with more than two axles, no matter its weight
- A regular route bus
- A motor vehicle used to tow or pull
- a trailer where the total weight of both vehicles is more than 11,794 kg

A driver does not have to register under the IRP if their commercial vehicle is any of the following:

- Operating under a separate reciprocity agreement that hasn't been replaced by the IRP.

- Operating within a single jurisdiction
- Showing plates with geographic, distance, or commodity restrictions
- Showing dealer plates, and with no load
- A government-registered vehicle, antique vehicle(with no load), farm vehicle, emergency vehicle, or special mobile equipment.

Vehicle operators are responsible for checking with each jurisdiction that their particular plate qualifies as an exempt vehicle.

Registering under the IRP does not mean a truck operator does not have to get operating authority from any jurisdiction, if such an authority is needed. *It doesn't replace the requirement of the International Fuel Tax Agreement (IFTA).* A carrier still must file proof of insurance liability coverage in each jurisdiction.

Before a vehicle can be registered in the IRP, the carrier must:

- Have an established place of business in Nova Scotia
- Fill out and send in the Prorate Fleet and Vehicle Application Forms

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- Send in a copy of the bill of sale for the vehicle or vehicle lease agreement and the letter of authorization to plate the leased vehicle.
- Offer any other requested documentation
- Show proof of valid insurance.

When all fees have been paid, the base jurisdiction gives out a plate and a cab card. The cab card lists the jurisdictions where registration fees have been paid, and the maximum gross vehicle weight for each jurisdiction. The cab card is proof of registration, and the original must be carried in the motor vehicle at all times.

If a non-prorate vehicle must travel in another jurisdiction, the driver must have a single-trip permit before entering the jurisdiction.

IRP Registration Offices:

Halifax	902.450.3933	Dartmouth	902.424.4937
Sydney	902.563.0554	Sydney	902.563.2560

7. Canadian Agreement on Vehicle Registration (CAVR)

The Canadian Agreement on Vehicle Registration (CAVR) is an agreement between the 10 Canadian Provinces to offer reciprocity benefits not included under the IRP.

Full and free registration reciprocity, where a vehicle that is properly registered in a member jurisdiction does not have to register in other member jurisdictions, is granted to the following ***Category “B” vehicles:***

- Motor vehicle (with or without trailer) with a registered weight less than 11,794 kg.
- Charter bus
- Farm or fish industry vehicle carrying vehicle owner’s own farm/fish products, goods, and supplies
- Vehicle travelling with a load
- Private bus
- Recreational vehicle
- Motor vehicle registered as federal, provincial, municipal, or regional government vehicle.
- Trailer, semi-trailer, converter dolly, or container chassis, or equivalent.

Additional information on clarification on CAVR can be had by phoning Service Nova Scotia and Municipal Relations at

1.902.424.1550 or 1.902.424.5517

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8. International Fuel Tax Agreement (IFTA)

The International Fuel Tax Agreement is an agreement covering multiple jurisdictions between Canadian Provinces and most American states. It aims to keep fuel tax reporting simple for commercial vehicle operators who travel in two or more-member jurisdictions. Only Alaska, District of Columbia, Northwest Territories, Nunavut, and Yukon Territory are not members.

A “**qualified motor vehicle**” is a vehicle that is used, designed, or maintained for moving people or property, and that includes one of the following:

- Two axles and a gross vehicle weight or registered gross vehicle weight greater than 11,797 kg (26,000 pounds)
- Three or more axles no matter the weight
- Has two or three axles, weighs less than 11,797 kg and is hauling or towing a trailer, such that the combination of the vehicles weighs greater than 11,797 kg

A legible copy of the license must be carried in each qualified motor vehicle. The identification decals must be placed on the outside of the cab on both the driver and passenger sides. The IFTA license is valid from January 1 to December 31, and must be renewed each year. The registration fee, determined by the distance travelled in each jurisdiction, must be paid at the interval.

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Before entering Nova Scotia, non-IFTA carriers must have a pre-paid single-trip fuel permits from an approved permit-issuing company. Fuel permits are not available at Vehicle Compliance Stations. The fee for the permit is based on the distance to be travelled in the province on that trip.

Contact IFTA unit at: 1.902.424.2850 or 1.800.670.4357 (in Nova Scotia)

7. Liability Insurance and Cargo Insurance

Commercial vehicles liability and cargo insurance is controlled by the Carriage of Freight by Vehicle Regulations under the Motor Vehicle Act.

Every Motor carrier operating in Nova Scotia must have motor vehicle liability insurance with third-party coverage for loss or damage caused by bodily injury to or death of persons other than passengers, and for damage to property of others to at least \$1 million, not including interest and costs, for general commercial vehicles, and to at least \$2 million, not including interest and costs, for commercial vehicles carrying dangerous goods, under an inclusive coverage for each commercial vehicle used.

For exceptional over-width moves under the Special Move Permits program, i.e. vehicles and loads more than 5.5 m wide, the carrier must carry an extra \$2 million in liability insurance with the province of Nova Scotia named as a co-policy holder. Every Motor carrier operating in Nova Scotia

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must also have liability insurance to protect freight carried by the motor carrier against loss or damage caused by:

- Fire
- Flood
- Cyclone, hurricane, or tornado
- Accidental collision of the vehicle with any other vehicle or object
- Overturning of the vehicle
- Collapse of a bridge
- Stranding, sinking, fire, or collision when being transported while on a regular ferry.
- Theft of an entire shipping package

10. Commercial Vehicle Maintenance and Inspection

Vehicle safety inspections and mandatory maintenance programs are an important part of trucking operations. *There are four distinct commercial vehicle inspections listed in three National Safety Code standards* that make sure the equipment on our highways is safe.

Commercial Vehicle Maintenance

Standard 11, Part A, Maintenance

Mandatory Inspection of Commercial Vehicles

Standard 11, Part B, Periodic Motor Vehicle Inspection (PMVI)

Commercial Vehicle Safety Alliance (CVSA) On-Road Inspections

Standard 12

Daily Vehicle Trip Inspection

Standards 13

These interrelated standards for commercial vehicle maintenance and inspection are set up in all Canadian jurisdictions. This is to make sure these rules are applied in the same way across the country.

Commercial Vehicle Maintenance-Standard 11 Part A

This standard makes sure all operators of commercial trucks and trailers have regular vehicle maintenance and service programs for all vehicles they control. For Nova Scotia, Standard 11, Part A, Maintenance is reflected in the regulations Commercial Vehicle Maintenance Standards.

The Regulations state the carrier must set up a system of preventive vehicle inspection, maintenance, and repair for every truck and trailer it operates. The carrier must then inspect, maintain, and repair each truck and trailer it operates according to the system it has set up and to the required

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maintenance and performance standards stated in Appendix “A” of the Regulations.

The carrier must keep the following records for each truck and trailer:

- The make, model year, plate number, serial number, and tire size of the vehicle
- The name of the person or company leasing the vehicle to the carrier, if applicable
- The nature and due date of the various inspections and maintenance operations to be done
- The date and nature of all inspections, repairs, and maintenance activities, including lubrications
- The date and nature of axle and suspension modifications affecting the manufacturer’s gross vehicle weight rating or gross axle weight rating.

Mandatory Inspection of Commercial Vehicles-NSC Standard 11 Part B

In Nova Scotia, Standard 11, Part B, Periodic Motor Vehicle Inspection (PMVI) is reflected in the *Classes of Vehicles to be Inspected at Official Testing Stations Regulations* and the *Vehicle Inspection Regulations* under the Motor Vehicle Act.

The *Classes of Vehicles to be Inspected at Official Testing Stations Regulations*, which can be viewed at *Safety & Compliance through Education, Inspection, and Enforcement*

www.gov.ns.ca/just/regulations/regs/mvclassinsp.htm, states commercial vehicles (trucks, tractors, and trailers with a gross vehicle weight, more than 4,500 kg) must be inspected each year at an approved inspection facility. The *Vehicle Inspection Regulations*, which can be viewed at www.gov.ns.ca/just/regulations/regs/mvinspct.htm, outline the inspection requirements for commercial vehicles (Type 2 vehicles within the Regulations). The inspection procedures for commercial vehicles are adopted from the National Safety Code Standard 11B: Periodic Commercial Motor Vehicle Inspections (PMVI). All Canadian jurisdictions have agreed to adopt this standard, and as a result inspections from one jurisdiction are recognized in all other jurisdictions. In fact, commercial vehicles base-plated in one jurisdiction do not have to be inspected in the base jurisdiction, but can be inspected in any Canadian jurisdiction.

After a vehicle passes inspection, its operator will get a certificate and a sticker will be put on the vehicle in a specific spot. For a truck and a tractor, that spot is the inside lower driver’s side of the windshield. For a trailer, it is the trailer’s lower driver’s side as close to the front and as visible as possible. A valid inspection certificate for the truck or tractor, and any trailer being towed, must always be kept in the truck or tractor. The carrier must also keep a copy of the valid inspection certificates for all its vehicles at its principal place of business. When travelling in the US, Canadian vehicles with a valid inspection sticker from any Canadian jurisdiction already meet US standards. They don’t have to be re-inspected to meet US standards.

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Enforcement

A valid Safety Inspection Sticker is **visual evidence that a vehicle has received a required evaluation of certain systems and components within specified tolerances or standards on the date inspected. It does not represent assurance of subsequent condition of a vehicle.** The condition of a vehicle must be considered as it is found and determined at the time checked, whether or not to be in conformity with equipment requirements of the Motor Vehicle Act.

A Vehicle Inspection Certificate is required as proof of inspection when sticker replacement is required because of defacement, loss or windshield replacement. The provisions of the Motor Vehicle Act, Section 201(6) should be used when uncertainty exists as to the expiry date on any defaced sticker. Notwithstanding the nature of any enforcement action which may be taken in respect of an inadequately equipped motor vehicle, it is desirable when necessary that a re-inspection of the vehicle be ordered pursuant to Section 201(6) of the Motor Vehicle Act. This is to assure that defective items are further evaluated and repairs undertaken. Any indication of poor vehicle condition which is reasonably relative to a date of recent inspection and which questions the way an inspection was undertaken by an Official Testing Station should be made known to the nearest representative of the Motor Vehicle Administration. Non-resident vehicles being registered in Nova Scotia must bear evidence of inspection when Nova Scotia license plate(s) have been affixed to the vehicle. On June 17, 1972, an Agreement was

made by the Council of Maritime Premiers which provides in part that Nova Scotia will hereafter accept as proper evidence of inspection a valid inspection approval sticker issued by the Provinces of New Brunswick and Prince Edward Island. This inspection sticker is to be considered valid in Nova Scotia for the remainder of its unexpired term. An Agreement was also made which provides, in part, that Nova Scotia will hereafter accept as proper evidence of inspection, a valid inspection approval sticker applied to any commercial vehicle with a gross vehicle registered weight in excess of 4,500 kg, issued by any of the Canadian provinces. This inspection sticker is to be considered valid in Nova Scotia for the remainder of its unexpired term.

Vehicles Subject to Inspection TYPES OF VEHICLES TO BE TESTED AT OFFICIAL TESTING STATIONS

Type 1 vehicle means a vehicle in any of the following classes:

- (a) passenger motor vehicles, except taxicabs,
- (b) trucks and vans that weigh under 4501 kg,
- (c) implements of husbandry that are not required to display a slow-moving vehicle sign as prescribed under the Act,
- (d) motorcycles,
- (e) motor driven cycles,
- (f) trailers that weigh less than 4501 kg,
- (g) motor vehicles designed or reconstructed, equipped and used or intended to be used primarily for sleeping, eating and

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living quarters, including motorized homes or buses converted for that purpose,

(h) trailers designed and intended for use as temporary or permanent living accommodations.

Type 2 vehicle means a vehicle in any of the following classes:

a) trucks and truck tractors that have a registered weight of more than 4500 kg,

(b) trailers that weigh 4501 kg or more,

(c) ambulances,

(d) hearses,

(e) motor vehicle service, repair or towing trucks,

(f) taxicabs,

(g) fire department vehicles,

(h) buses not licensed as public passenger vehicles under the Motor Carrier Act, except buses that are passenger vehicles as defined in subsection 2(h) of that Act,

(i) vehicles that have permanently mounted equipment on a truck or truck tractor chassis, such as a crane, a lifting device or well-drilling or other miscellaneous equipment.

IN ADDITION

The following classes of vehicles **are exempt from compulsory annual inspection:**

1. Traction Engines.

2. Road rollers.

3. Farm tractors designed for agricultural purposes.

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4. Cranes, self-propelled.

5. Tractor cranes, self-propelled.

6. Power shovels.

7. Road building machines, such as earth movers, crushers and paving plants, etc.

8. Road sweepers.

9. Trucks with small wheels and used in factories, warehouses, airports, seaports or railroad stations and operated principally on private property.

10. Office trailers and mobile homes.

11. Golf carts and invalid chairs.

12. Vehicles not required to be registered in this Province.

13. Vehicles plated under the Off-Highway Vehicle Act.

14. Municipal equipment used for local emergencies such as portable pumps, sewer machines, etc.

15. Homemade tractors without carrying capacity.

16. Off-highway drilling and forestry equipment.

17. Mobile bunk houses.

Notwithstanding these exemptions, no vehicle is authorized to operate on the highway unless properly equipped according to the Motor Vehicle Act and Regulations.

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CVSA On-Road Inspections - NSC Standard 12

The Commercial Vehicle Safety Alliance (CVSA) is an organization of federal, state, and provincial government agencies, and representatives from private industry in Canada, the United States, and Mexico working to improve commercial vehicle safety in North America. Jurisdictions taking part have created and put in place a set of fixed inspection procedures, focusing on the vehicle and the driver, that are applied at the roadside. Nova Scotia is a member of the CVSA and follows the on-road inspection procedures as found in Standard 12, CVSA On-Road Inspections.

The roadside inspection program rules make sure that

- every truck and trailer is always safe to operate while on a highway
- every load carried on a truck or trailer is always properly secured
- every driver is properly licensed, medically qualified, and following all regulatory requirements, including those for hours of service, trip inspection reporting and dangerous goods transport rules

A vehicle **may be stopped at any time by an enforcement officer for a CVSA on-road inspection**. There are seven standard inspection levels, which can be viewed at www.cvsa.org/programs/nas_levels.aspx. A truck or trailer that passes a level 1 CVSA inspection will be issued an inspection report and a dated decal, which is placed on the lower passenger side of the windshield. The CVSA

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decal is valid for two months after the month it is put on the vehicle. This decal is recognized by all North American jurisdictions. Drivers and vehicles that do not meet CVSA safety standards when inspected will need to be made legal before the driver and/or vehicle is next dispatched. If the defects can be fixed before leaving the inspection site, an inspection report and decal will be issued. In serious cases, the vehicle and/or the driver could be placed out of service. Out-of-service declarations are recorded on the carrier/driver profile.

All Inspection Levels

Level I – North American Standard Inspection

An inspection that includes examination of driver's license; Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status, as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; cargo securement; coupling devices; driveline/driveshaft; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering

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mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motor coaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in engine and battery compartments, seating, HM/DG and specification cargo tank requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo tank inspectors, as applicable.

NOTE: If more than 20 percent of pushrod travel on exposed pushrods cannot be measured, then the inspection would not be considered a Level I Inspection and shall be identified as a Level II Inspection.

NOTE: A five-axle vehicle combination with one axle not measured will still require two defective brakes to be placed out of service under the 20 percent brake criteria.

Level II – Walk-Around Driver/Vehicle Inspection

An examination that includes each of the items specified under the North American Standard Level II Walk-Around Driver/Vehicle Inspection Procedure. As a minimum, Level II Inspections must include examination of: driver's license;

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Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; cargo securement; coupling devices; driveline/driveshaft; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motor coaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in engine and battery compartments, seating, and HM/DG requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo tank inspectors, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items that can be inspected without physically getting under the vehicle.

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Level III – Driver/Credential Inspection

An examination that includes those items specified under the North American Standard Level III Driver/Credential Inspection Procedure. As a minimum, Level III Inspections must include, where required and/or applicable: examination of the driver's license; Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate; driver's record of duty status; hours of service; seat belt; and vehicle inspection report(s). Those items not indicated in the North American Standard Level III Driver/Credential Inspection Procedure shall not be included on a Level III Inspection.

Level IV – Special Inspections

Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

Level V – Vehicle-Only Inspection

An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

Level VI – North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material

An inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements and the North American Standard Out-of-Service Criteria for Transuranic Waste and Highway Route Controlled Quantities of Radioactive material.

As of Jan. 1, 2005, all vehicles and carriers transporting HRCQ of radioactive material are regulated by the U.S. Department of Transportation (DOT) and required to pass the North American Standard Level VI Inspection.

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Previously, U.S. Department of Energy (DOE) voluntarily complied with the North American Standard Level VI Inspection Program requirements.

Select radiological shipments include HRCQ of radioactive material as defined by Title 49 CFR §173.403. And, because only a small fraction of transuranic are HRCQ, the U.S. DOE decided to include its transuranic waste shipments in the North American Standard Level VI Inspection Program.

Level VII – Jurisdictional Mandated Commercial Vehicle Inspection

An inspection that is a jurisdictional mandated inspection program that does not meet the requirements of any other level of inspection. An example will include inspection programs such as, but not limited to, school buses, limousines, taxis, shared-ride transportation, hotel courtesy shuttles and other intrastate/intra-provincial operations. These inspections may be conducted by CVSA-certified inspectors, other designated government employees or jurisdiction-approved contractors. Inspector training requirements shall be determined by each jurisdiction. No

CVSA decal shall be issued for a Level VII Inspection but a jurisdiction-specific decal may be applied.

Level VIII – North American Standard Electronic Inspection

An examination that includes those items specified under the North American Standard Electronic Inspection Procedure. An electronic inspection must include, where required and/or applicable, a descriptive location, including GPS coordinates; electronic validation of who is operating the vehicle; appropriate driver's license class and endorsement(s) for vehicle being operated; license status; valid Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate; current driver's record of duty status; hours-of-service compliance; USDOT or (Canada) NSC number; power unit registration; operating authority; Unified Carrier Registration (UCR) compliance; and federal out-of-service orders.

The North American Standard Level VIII Electronic Inspection is an inspection conducted electronically or wirelessly while the vehicle is in motion without direct

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interaction with an enforcement officer. To be considered a complete Level VIII Electronic Inspection, a data exchange must include each of the required and/or applicable data points listed in the CVSA North American Standard Level VIII Electronic Inspection definition.

Commercial Vehicle Trip Inspection Regulation

The daily vehicle trip inspection standard makes sure vehicle problems and defects are found early on, and to stop vehicles from operating when they have conditions that are likely to cause or contribute to a collision or vehicle breakdown. Daily vehicle inspection is an ongoing process designed to protect drivers and tell carriers about mechanical problems. These Regulations came into effect on 13 February 2018. Link to Regulations:

<https://novascotia.ca/just/regulations/regs/mvcvtrip.htm>

Example Schedule 1

1. Air Brake System	
Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Audible air leak Slow air pressure build up rate 	<ul style="list-style-type: none"> Pushrod stroke of any brake exceeds the adjustment limit Air loss rate exceeds prescribed limit Inoperative towing vehicle(tractor) protection system Low air warning system fails, or system is activated Inoperative service, parking, or emergency brake
2. Cab	

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Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Occupant compartment door fails to open 	<ul style="list-style-type: none"> Any cab or sleeper door fails to close securely
3. Cargo Securement	
Defect(s)	Major Defect(s)
Insecure or improper load covering (e.g. wrong type or flapping in the wind.	<ul style="list-style-type: none"> Insecure cargo Absence, failure, malfunction or deterioration of required cargo securement device or load covering
4. Coupling Devices	
Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Coupler or mounting has loose or missing fastener 	<ul style="list-style-type: none"> Coupler is insecure, or movement exceeds prescribed limit Coupling or locking mechanism is damaged or fails to lock Defective, incorrect or missing safety chain/cable
5. Dangerous Goods	
Defects(s)	Major Defect(s)
	<ul style="list-style-type: none"> Dangerous Goods requirements not met
6. Driver Controls	
Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly 	
7. Driver Seat	
Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Seat is damaged or fails to remain in set position 	<ul style="list-style-type: none"> Seatbelt or tether belt is insecure, missing or malfunctions
8. Electric Brake System	
Defect(s)	Major Defect(s)
<ul style="list-style-type: none"> Loose or insecure wiring or electrical connection 	<ul style="list-style-type: none"> Inoperative breakaway device Inoperative brake
9. Emergency Equipment & Safety Devices	
Defect(s)	Major Defect(s)

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<ul style="list-style-type: none"> Emergency equipment is missing, damaged or defective 	
10. Exhaust System	
Defect(s) <ul style="list-style-type: none"> Exhaust leak 	Major Defect(s) <ul style="list-style-type: none"> Leak that causes exhaust gas to enter the occupant compartment
11. Frame and Cargo Body	
Defect(s) <ul style="list-style-type: none"> Damaged frame or cargo body 	Major Defect(s) <ul style="list-style-type: none"> Visibly shifted, cracked, collapsing or sagging frame member(s).
12. Fuel System	
Defect(s) <ul style="list-style-type: none"> Missing fuel tank cap 	Major Defect(s) <ul style="list-style-type: none"> Insecure fuel tank Dripping fuel leak
13. General	
	Major Defect(s) <ul style="list-style-type: none"> Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation
14. Glass and Mirrors	
Defect(s) <ul style="list-style-type: none"> Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted Required mirror or glass has broken or damaged attachments onto vehicle body 	Major Defect(s)
15. Heater/Defroster	
Defect(s) <ul style="list-style-type: none"> Control or system failure 	Major Defect(s) <ul style="list-style-type: none"> Defroster fails to provide unobstructed view through the windshield
16. Horn	
Defect(s) <ul style="list-style-type: none"> Vehicle has no operative horn 	Major Defect(s)
17. Hydraulic Brake System	

Defect(s) <ul style="list-style-type: none"> Brake fluid level is below indicated minimum level 	Major Defect(s) <ul style="list-style-type: none"> Parking brake is inoperative Brake boost or power assist is inoperative Brake fluid leak Brake pedal fade or insufficient brake pedal reserve Activated (other than ABS) warning device Brake fluid reservoir is less than ¼ full
18. Lamps and Reflectors	
Defect(s) <ul style="list-style-type: none"> Required lamp does not function as intended Required reflector is missing or partially missing 	Major Defect(s) When Lamps are required: <ul style="list-style-type: none"> Failure of both low-beam headlamps Failure of both rearmost tail lamps At all times: <ul style="list-style-type: none"> Failure of a rearmost turn-indicator lamp Failure of both rearmost brake lamps
19. Steering	
Defect(s) <ul style="list-style-type: none"> Steering wheel lash (free-play) is greater than normal 	Major Defect(s) <ul style="list-style-type: none"> Steering wheel is insecure, or does not respond normally Steering wheel lash (free-play) exceeds required limit
20. Suspension System	
Minor Defect(s) <ul style="list-style-type: none"> Air leak in air suspension system Broken spring leaf Suspension fastener is loose, missing or broken 	Major Defect(s) <ul style="list-style-type: none"> Damaged (patched, cut, bruised, cracked to braid, mounted insecurely) or deflated air bag Cracked or broken main spring leaf or more than one broken spring leaf Part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component Loose U-bolt
21. Tires	
Defect(s) <ul style="list-style-type: none"> Damaged tread or sidewall of tire Tire leaking (if leak can be felt or heard, tire is to be treated as flat) 	Major Defect(s) <ul style="list-style-type: none"> Flat tire Tread depth is less than wear limit Tire is in contact with another tire or any vehicle component other than mud-flap
22. Wheels, Hubs and Fasteners	

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Defect(s) <ul style="list-style-type: none"> Hub oil below minimum level. (When Fitted with sight glass) 	Major Defect(s) <ul style="list-style-type: none"> Wheel has loose, missing or ineffective fastener Damaged, cracked or broken wheel, rim or attaching part Evidence of imminent wheel, hub or bearing failure Leaking wheel seal
23. Windshield Wiper/Washer	
Defect(s) <ul style="list-style-type: none"> Control or System malfunction Wiper blade damaged, missing or fails to adequately clear driver's field of vision 	Major Defect(s) When necessary for prevailing weather conditions <ul style="list-style-type: none"> Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

Example Trip Inspection Report

Driver's Vehicle Inspection Report, Schedule 1

Date: _____ Time: _____ : _____ am/pm Odometer: _____ Location: _____

Vehicle

Make: _____ Model: _____ Plate# or Unit _____ Trailer Plate# or Unit# _____

Trailer Plate# or Unit# _____ Trailer Plate# or Unit# _____

Trailer Plate# or Unit# _____ Trailer Plate# or Unit# _____

Check Any Defective Item and Give Details in "Remarks"

<input type="checkbox"/> Air Brake System	<input type="checkbox"/> General
<input type="checkbox"/> Cab	<input type="checkbox"/> Glass & Mirrors
<input type="checkbox"/> Cargo Securement	<input type="checkbox"/> Heater/Defroster
<input type="checkbox"/> Coupling Device	<input type="checkbox"/> Horn
<input type="checkbox"/> Dangerous Goods	<input type="checkbox"/> Hydraulic Brake System
<input type="checkbox"/> Driver Controls	<input type="checkbox"/> Lamps & Reflectors
<input type="checkbox"/> Driver Seat	<input type="checkbox"/> Steering
<input type="checkbox"/> Electric Brake System	<input type="checkbox"/> Suspension System

<input type="checkbox"/> Emergency Equipment & Safety Devices	<input type="checkbox"/> Tires
<input type="checkbox"/> Exhaust System	<input type="checkbox"/> Wheels, Hubs, and Fasteners
<input type="checkbox"/> Frame & Cargo Body	<input type="checkbox"/> Windshield Wiper/Washer
<input type="checkbox"/> Fuel System	

Condition

No Defects/No Major Defects Found
 Above Defects Corrected
 Above Defects need not be corrected for safe operation of vehicle

I declare that the vehicle(s) listed above has/have been inspected in accordance with the applicable Schedule

Delegate Name: _____

Delegate Signature: _____

License Technician Name: _____

License Technician Signature: _____

"designate" means a commercial driver or other individual to whom a carrier assigns the duty to conduct Schedule 1, 2 or 3 inspections

Remarks:

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Definitions

“**carrier**” means a person who owns, leases or is responsible for the operation of a commercial vehicle for the purpose of transporting

passengers or goods;

“**commercial driver**” means an individual who is driving, in charge of or operating a commercial vehicle;

“**commercial vehicle**”, except as provided in Section 3, means any of the following commercial motor vehicles:

(i) a truck, truck tractor or trailer, or any combination of them, that exceeds a registered gross vehicle weight of 4500 kg,

(ii) a bus, including a motor coach;

“**defect**” means an inadequacy in a commercial vehicle that is listed in the column headed “Defects” in an inspection schedule;

“**designate**” means a commercial driver or other individual to whom a carrier assigns the duty to conduct Schedule 1, 2 or 3 inspections

required by these regulations;

“**emergency vehicle**” means any of the following vehicles: Schedule “A”: Page 2 of 19

(i) a fire-fighting vehicle, ambulance, police vehicle or other vehicle that is used for emergency purposes,

(ii) a vehicle being operated by or on behalf of a government agency to provide snow removal or ice control,

(iii) a vehicle being operated by or on behalf of a public utility to perform emergency repair services;

“**inspection report**” means a report prepared by a designate or a licensed technician as required by Section 7 on completing an inspection

of a commercial vehicle;

“**inspection schedule**” means a written list as set out in Schedule 1, 2, 3 or 4, itemizing the components of a commercial vehicle to be

inspected and the defects and major defects associated with each component:

“**licensed technician**” means an individual who holds a valid certificate of qualification in the truck and transport mechanic trade under

the Apprenticeship and Trades Qualifications Act;

“**major defect**” means an inadequacy in a commercial vehicle that is listed in the column headed “Major Defects” in an inspection

schedule;

“**motor coach**” mean a bus of monocoque design manufactured to provide intercity, suburban, commuter or charter service and equipped

with under-floor baggage storage;

“**motor vehicle inspector**” means an individual appointed as a motor vehicle inspector by the Minister under Section 6 of the Act;

“**recreational vehicle**” means a vehicle that is designed as mobile accommodation and used as transportation for personal and

recreational purposes without compensation, and includes a cabin trailer, collapsible cabin trailer, tent trailer and camping

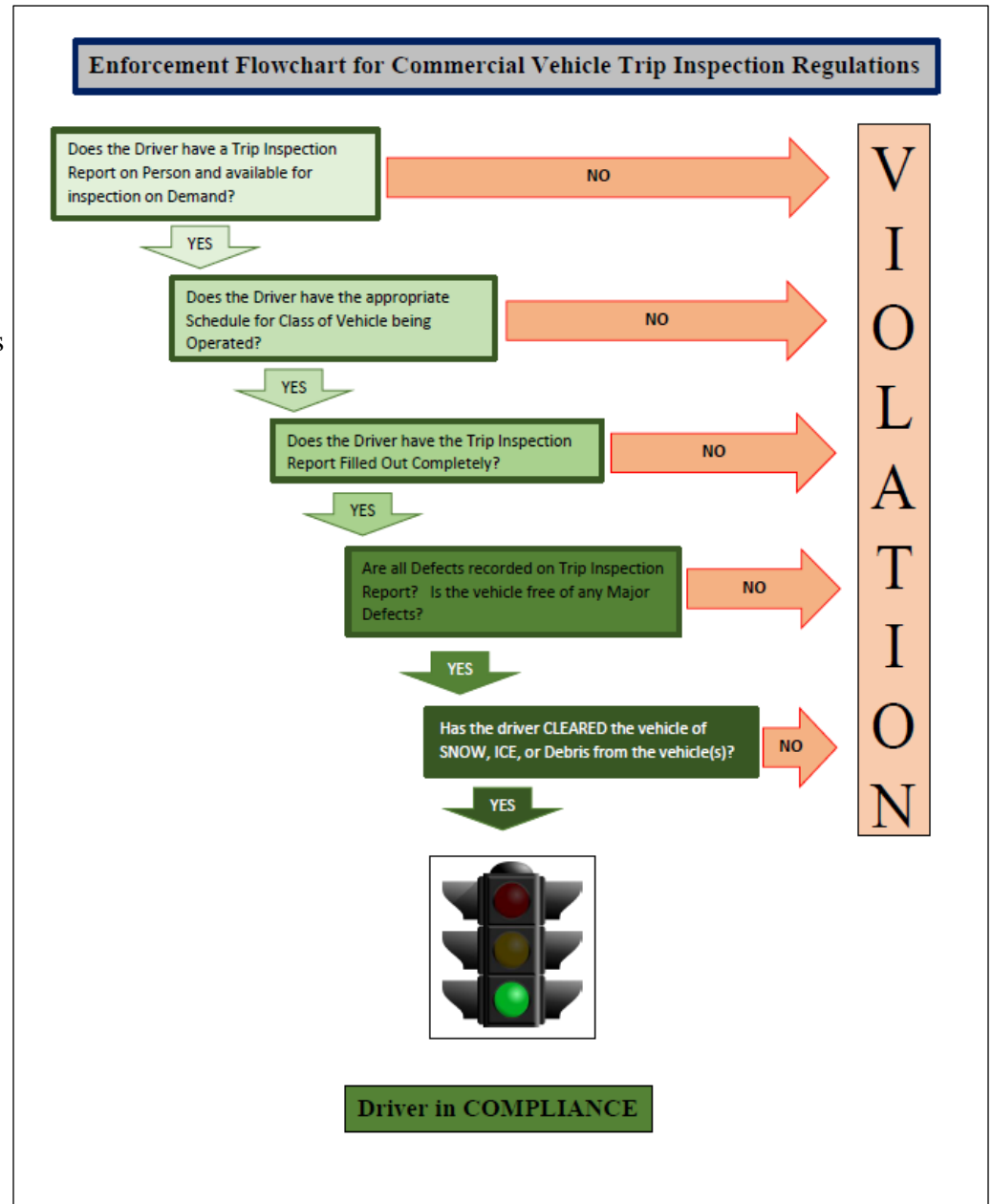
trailer.

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Exemptions from regulations

3 All of the following commercial vehicles are exempt from these regulations:

- (a) a 2-axle or 3-axle commercial vehicle when being used for any of the following trips, if the driver or the carrier is the producer of the products referred to: Schedule "A": Page 3 of 19
 - (i) a trip to pick up feed grain or the primary products of a farm, forest, sea or lake,
 - (ii) a trip to transport feed grain or the primary products of a farm, forest, sea or lake.
 - (iii) a return trip after transporting feed grain or the primary products of a farm, forest, sea or lake;
- (b) an emergency vehicle;
- (c) a vehicle when it is being used to provide relief during a public welfare emergency as defined in the Emergencies Act (Canada) or during an emergency as defined in the Emergency Management Act;
- (d) a recreational vehicle.



11. Transportation of Dangerous Goods

The transportation of dangerous goods in Nova Scotia is controlled by the *Dangerous Goods Transportation Regulations* under the *Dangerous Goods Transportation Act*. The *Regulations*, which are adopted from the federal regulations, can be viewed at www.gov.ns.ca/just/regulations/regs/dgtgenrl.htm.

Many products pose some danger while being transported, but dangerous goods are generally products that are inherently dangerous whether or not they are in transport. Special precautions are needed to make sure they are safely transported.

Classes of Dangerous Goods

Manufacturers of dangerous goods cannot offer these goods for transport unless they have been properly classified. **There are nine classes of dangerous goods:**

Class 1: Explosives

Class 2: Gases

Class 3: Flammable Liquids

Class 4: Flammable Solids

Class 5: Oxidizing Substances and Organic Peroxides

Class 6: Toxic and Infectious Substances

Class 7: Radioactive Materials

Class 8: Corrosives

Class 9: Miscellaneous Products, Substances, or Organisms

Training Certificates

Any person transporting dangerous goods must be trained and hold a training certificate, or be working under the direct supervision of someone who is trained and holds a training certificate. Employers must train employees who are required to handle dangerous goods, and they must issue training certificates to employees when they are adequately trained. A self-employed person can self-issue a safety certificate if they are adequately trained. A training certificate expires 36 months after it is issued. A person transporting dangerous goods who changes employers must get a new training certificate from the new employer.

Shipping Documents

Dangerous goods must have the appropriate shipping documents, which must include specific information such as the shipping name, the UN number, the class, a 24-hour contact number, and an Emergency Response Assistance Plan (ERAP) telephone number where necessary. The shipping document must be kept close to the driver when the driver is in the vehicle and in clear view in the vehicle when the driver is not in the vehicle.

Means of Containment

Dangerous goods must be safely contained to prevent them from being released in a way that could pose a danger to life, health, property, or the environment under normal transport conditions. All means of containment must be certified, with the proper markings, to show they were built

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and maintained to the appropriate safety standard. Some means of containment, such as highway tankers, also need markings to show that they have had the required periodic inspection and testing. All certification marks must be durable, visible, legible, and easily accessible for inspection.

Safety Marks

Dangerous goods must be identified when being transported. Safety marks (labels and placards) are used to identify the dangerous goods and the nature of the danger. A small means of containment (with a capacity of 450 L or less) must display the primary and subsidiary class labels, the shipping name, and the UN number. A large means of containment (with a capacity greater than 450 L) must display a placard and a UN number. The appropriate safety marks can be viewed at www.tc.gc.ca/media/documents/tdg-eng/tp11504e.pdf.

Emergency Response Assistance Plan (ERAP)

For certain dangerous goods and for particular quantities and concentrations of dangerous goods, an approved Emergency Response Assistance Plan (ERAP) must be on file with the federal government before the dangerous goods are offered for transport. Generally speaking these are dangerous goods that are more harmful than others, and may present widespread hazards in an accident. Response to this type of an accident may need special equipment or specially trained and qualified personnel. Explosives, toxic gases, flammable gases, multiple hazards, and poisons are examples of such

dangerous goods. The purpose of an ERAP is to give on-site help to local authorities in an accidental release of the dangerous goods. The shipper applies to Transport Canada for review and approval of the ERAP.

Incident Reporting

The person in charge of the dangerous goods at the time of an accidental release or imminent accidental release must take all reasonable emergency measures necessary to eliminate or reduce any danger to public safety and the environment. Responding quickly and appropriately to dangerous goods incidents is critical to protect life and the environment. If an accidental release takes place or an accidental release is about to take place within Nova Scotia, the person in charge of the dangerous goods must report the situation to the **Canadian Coast Guard by phoning 1 (800) 565-1633** If the dangerous goods are of a kind and quantity/concentration that needs an ERAP, the person in charge needs to first phone the number on the shipping document.

12. Cargo Securement

Securing cargo on and within a vehicle is controlled by the **Securing Loads on Vehicles Regulations** under the Motor Vehicle Act. The *Regulations*, which are adopted from the National Safety Code Standard 10: Cargo Securement, can be viewed at www.gov.ns.ca/just/regulations/regs/mvsecure.htm.

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The owner of a vehicle carrying cargo on a highway for commercial purposes must provide the load-securing devices required by the Regulations, and must post these rules so all drivers can easily access them.

The basic rule of securing cargo is that cargo must be contained, immobilized, or secured so that it may not leak, spill, blow off from, fall from, fall through, otherwise become dislodged from, or shift on or within the vehicle so that the stability or maneuverability of the vehicle would be put at risk when the vehicle is being driven in a normal manner or is responding to an emergency.

“Cargo” means all articles and materials carried by the vehicle, including those used in its operation. All vehicles that carry a load on a highway must secure their cargo no matter how much the vehicle weighs. For vehicles weighing 4,500 kg or less, the *Regulations* have general rules to make sure the cargo is and remains constrained. These deal with how a load is to be secured, the use of tiedowns, the quality of timber used in securing loads, and the inspection of loads while being transported.

For vehicles having a registered weight greater than 4,500 kg, the *Regulations* reference the NSC Safety Code Standard 10: Cargo Securement. The standard can be found

at www.ccmta.ca/english/committees/cra/cargo/interpretation.cfm. The web page also has other links to changes to the standard and help in understanding it. The cargo securement system must be appropriate for the size, shape, strength, and

characteristics of the cargo. The standard outlines the specific forces the load securement system must withstand. The cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength, blocking, bracing, dunnage, shoring bars, tiedowns, or a combination of these. Components of the cargo securement system must be in proper working order and be fit for the purpose for which they are used. They must not be damaged, cracked, cut, or weakened.

The aggregate working load limit of the cargo securement system used to secure a load on or within a vehicle must not be less than 50 per cent of the load’s weight. The working load limits of tiedowns and tiedown devices must be stamped directly on the tiedowns and tiedown devices. The securing devices used on or within a vehicle must, wherever practical, be inboard the rub rails where the vehicle has rub rails.

Where articles of cargo are placed beside each other and secured by tiedowns that pass over two or more articles, the articles must be placed in direct contact with each other or be prevented from moving toward each other. Where any cargo may roll, it must be restrained by chocks, wedges, a cradle, or another securing device that prevents the cargo from rolling. Except for steel strapping, tiedowns must be designed, constructed, and maintained so that a driver can tighten them. Tiedowns must be taut and must not slip, loosen, unfasten, open, or release while a vehicle is operated. Edge protectors must be used where a tiedown could be cut or subject to abrasion where it touches cargo. Division 4 of Part 1 of the

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standard sets out the working load limit of a tiedown and the minimum number of tiedowns needed to be used. Cargo can be prevented from moving forward by using front end structures. A cab shield is not considered to be a front end structure. Division 5 of Part 1 of the standard outlines the minimum requirements for front end structures, including for height, width, strength, and penetration resistance. The standard also sets out in Part 2 specific securing requirements for various cargo types, including for logs, dressed lumber, metal coils, paper rolls, concrete pipe, intermodal containers, vehicles as cargo, roll-on/roll-off and hook lift containers, and boulders.

Tarping

A load made up of lightweight or fine particles that are loosely packed must be covered entirely by a tarpaulin or other covering so that none of the load can escape from the vehicle. A load consisting of bulk, liquid, or semi-liquid materials must also be covered entirely by a tarpaulin or other covering, unless the vehicle is adequately constructed or loaded so that none of the load can escape from the vehicle.

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Minimum number

22(1) Subject to subsection (4), cargo transported by a vehicle shall be secured using the number of tiedowns calculated under subsection (2) or (3).

(2) Where an article of cargo is **not blocked or immobilized** by a front end structure, bulkhead, by other immobilized cargo or by another device that prevents it moving forward, it shall be secured by at least

- (a) 1 tiedown where the article is 1.52 metres or shorter and weighs not more than 500 kilograms,
- (b) 2 tiedowns where the article is
 - (i) 1.52 metres or shorter and weighs more than 500 kilograms, or
 - (ii) longer than 1.52 metres but not longer than 3.04 metres regardless of its weight, or
- (c) where the article is longer than 3.04 metres
 - (i) 2 tiedowns for the first 3.04 metres of length, and
 - (ii) 1 extra tiedown for each additional 3.04 metres or fraction of 3.04 metres.

(3) Where an article of cargo **is blocked or immobilized** by a front end structure, bulkhead, by other immobilized cargo or by another device to prevent it moving forward, it shall be secured by at least

- (a) 1 tiedown where the article is not longer than 3.04 meters, or
- (b) where the article is longer than 3.04 metres
 - (i) 1 tiedown for the first 3.04 metres of length, and
 - (ii) 1 extra tiedown for each additional 3.04 metres or fraction of 3.04 metres.

(4) Where a vehicle is transporting machinery or fabricated structural items that shall be secured by special methods because of their design, size, shape or weight, the special methods shall:

- (a) secured adequately any article of the cargo
- (b) be properly used in accordance with the manufacturer's instructions.

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MINIMUM NUMBER OF TIEDOWNS REQUIRED FOR BUNDLES OF DRESSED LUMBER AND UNITIZED BUILDING PRODUCTS (SECTION 46)

ARTICLE DESCRIPTION	Layers in Stack	Height of Stack	Article Blocked/Immobilized*		Article <u>Not</u> Blocked/Immobilized	
			Top Layer (# Tiedowns required)	Middle Layers (# Tiedowns required)	Top Layer (# Tiedowns required)	Middle Layers (# Tiedowns required)
1.52m (5ft) or shorter and 500kg (1100lb) or lighter	2 layers	Any height	1	Not required	1	Not required
	3 or more layers	1.85 metres or less	1	Not required	1	Not required
	3 or more layers	More than 1.85 metres	1	1 over <u>middle</u> layer	1	1 over <u>middle</u> layer
1.52m (5 ft) or shorter and over 500kg (1100 lb)	2 layers	Any height	1	Not required	2	Not required
	3 or more layers	1.85 metres or less	1	Not required	2	Not required
	3 or more layers	More than 1.85 metres	1	1 over <u>middle</u> layer	2	2 over <u>middle</u> layer
More than 1.52m (5 ft) but 3.04m (10 ft) or less	2 layers	Any height	2	Not required	2	Not required
	3 or more layers	1.85 metres or less	2	Not required	2	Not required
	3 or more layers	More than 1.85 metres	2	1 over <u>middle</u> layer	2	2 over <u>middle</u> layer
Longer than 3.04m (10 ft)	2 layers	Any height	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Not required	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Not required
	3 or more layers	1.85 metres or less	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Not required	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Not required
	3 or more layers	More than 1.85 metres	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Tiedowns over <u>middle</u> layer: <ul style="list-style-type: none"> • 1 for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	<ul style="list-style-type: none"> • 2 tiedowns for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof 	Tiedowns over <u>middle</u> layer: <ul style="list-style-type: none"> • 2 for first 3.04m (10') of cargo, plus • 1 tiedown for every 3.04m (10') or part thereof

*Articles of cargo must be blocked or immobilized by a front-end structure, bulkhead or other immobilized cargo to prevent it from moving forward.

Note: Additional tiedowns may be required to ensure the aggregate working load limit is at least 50% of the weight of the cargo the tiedowns are securing.

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Inspection Requirements:

Inspection Requirements (Section 2.3.2)

The driver is responsible for the following cargo securement inspection activities.

Driver action required	Pre-Trip	Within first 80 km (50 mi)	When duty status of driver changes	At 3 hour intervals or every 240 km (150 mi), whichever is first
Inspect Cargo and Securing devices	✓	✓	✓	✓
Inform Carrier if Packaging is Not Adequate	✓			
Adjust Cargo and/or Securing devices	As necessary	As necessary	As necessary	As necessary
Add Additional Securing devices	As necessary	As necessary	As necessary	As necessary

13. Hours of Service

The maximum number of hours a driver can operate a commercial vehicle and the minimum amount of rest a driver must take is listed in the *Commercial Vehicle Drivers' Hours of Service Regulations*, under the Motor Vehicle Act. The Regulations are posted at www.gov.ns.ca/just/regulations/regs/mvdriver.htm. They are based on federal regulations, and are like those in other Canadian jurisdictions.

Application

The *Regulations* apply to all commercial vehicles, trucks, truck-tractors, trailers, and combinations of these vehicles with a registered gross vehicle weight greater than 4,500 kg. The following vehicles are **not required to follow the Regulations**:

- a two- or three-axle vehicle carrying feed grain or the primary products of the farm, forest, sea, or lake where the driver or the carrier is the owner of the products
- an emergency vehicle, including
- a firefighting vehicle
- an ambulance
- a police vehicle
- any other vehicle used for emergencies
- a snow removal or ice control vehicle operated by or on behalf of a government agency
- a public utility vehicle being used for emergency repairs

- a vehicle offering relief during a public welfare emergency
- a public transit bus
- a commercial vehicle when driven for personal use, if all of the following conditions are met:
 - the vehicle does not have a load
 - no trailers are hitched to the vehicle
 - the vehicle does not travel more than 75 km in a day
 - the driver records the odometer reading in the daily log at the start and end of personal use
 - the driver is not the subject of an out-of-service declaration
 - a recreational vehicle

The *Regulations* apply to local drivers, e.g., those drivers operating within a 160-km radius of their home terminal, but they have **different record-keeping rules**.

Responsibility to Restrict Driving

No one must let a driver drive and a driver must not drive if

- the driver is too impaired to drive safely
- driving would possibly put at risk the safety or health of the public, the driver, or the employees of the carrier
- the driver is subject to an out-of-service declaration
- by driving the driver would not be following the Regulations

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Duty Status

Duty status means any of the following periods of time:

- off-duty time, other than time spent in a sleeper berth
- off-duty time spent in a sleeper berth
- on-duty time driving
- on-duty time, other than time spent driving
-

Day and Work Shift

In the *Regulations*, a **“day” means the 24-hour period** set by the carrier who has hired the driver. Normally it follows the calendar day, but it can start at any hour. The start of the “day” stays the same throughout the driver’s cycle. This is not necessarily the same as the start of the driver’s “work shift,” which can start at any time during a day. **“Work shift” is referred to as “elapsed time” in the *Regulations*, and it can overlap more than 1 day.**

The work shift starts after the driver has been off duty for 8 hours in a row and has started to do any work for the carrier. The work shift will only end when the driver starts to take the next off-duty time of 8 hours in a row; otherwise, the work shift continues. There are rules for the “day” and rules for the “work shift”; both sets of rules must be followed.

Day Rules

- A carrier must not let a driver drive and a driver must not drive more than 13 hours in a day or after being on duty for 14 hours in a day.

- A carrier must make sure that a driver is off duty for at least 10 hours each day, including at least 8 hours in a row. The 8 hours can be part of two periods of 8 hours in a row over 2 days in a row. A driver can divide the other 2 hours of daily off-duty time into sections of at least 30 minutes each. (See Example 02)

Deferral of Off-duty Time

Despite the day rules, drivers can wait to use the other 2 hours of daily off-duty time until the next day but

- this time must be added to the next day’s off-duty time of 8 hours in a row to become 10 hours in a row
- the total off-duty time taken in the 2 days must be at least 20 hours
- the total driving time cannot be more than 26 hours over the 2 days
- all 8 hours in a row of off-duty time must be taken within the day
- 8 hours in a row of off-duty time must be taken before driving more than 13 hours
- The work shift rules must also be followed. Drivers splitting off-duty time in a sleeper berth cannot defer the 2 hours of off-duty time.

Work Shift Rules

The most a driver can drive within a single work shift is 13 hours. A driver cannot drive at all beyond the 16th hour of a work shift, no matter how many hours were driven

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in the 16 hours before. As well, a driver cannot drive after 14 hours on duty within a work shift. If the driver has had a work shift of at least 16 hours or has been on duty for at least 14 hours of the work shift, they must take 8 hours in a row of off-duty time before driving again.

Time Spent Travelling as a Passenger

Time spent by a driver as a passenger is counted as off-duty time if they are travelling somewhere at the carrier's request, to start driving and the driver has taken 8 off-duty hours in a row before starting to drive.

Travelling by Ferry

Drivers travelling by ferry on trips taking more than 5 hours can meet the need for 8 off-duty hours in a row if the following adds up to at least 8 hours:

- the time spent in a sleeper berth at the terminal waiting to board the ferry
- the time spent in a cabin on the ferry
- the time spent in a sleeper berth at a rest stop no more than 25 km from the unloading terminal

These times must be recorded in the daily log as “off-duty time in a sleeper berth,” and drivers must show receipts for the ferry crossing and the cabin fee.

Splitting Daily Off-duty Time – Single Driver

A driver of a commercial vehicle with a sleeper berth may meet the daily minimum of 10 hours of off-duty time, including 8 off-duty hours in a row between work shifts, in

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2 periods of off-duty time if:

- neither period is shorter than 2 hours
- the total of the two periods is at least 10 hours
- the off-duty time is spent in the sleeper berth
- none of the off-duty time is deferred to the next day
- the total of the driving time right before and after either of the rest periods is not more than 13 hours
- the total of the on-duty time right before and after either of the rest periods does not include any driving time after the 14th hour of on-duty time
- there is no driving after the 16th hour of the work shift, where the work shift is calculated by excluding eligible sleeper time only

Note: If a driver violates any daily driving or shift rules on either side of any sleeper split, all later sleeper splits are void, and the driver must take 8 hours in a row of off-duty time.

Splitting Daily Off-duty Time – Team of Drivers

A team of drivers of a commercial vehicle with a sleeper berth may meet the daily minimum of 10 hours of off-duty time, including 8 off-duty hours in a row between work shifts, in two periods of off-duty time if:

- neither period is shorter than 4 hours
- the total of the two periods is at least 8 hours
- the off-duty time is spent in the sleeper berth
- none of the off-duty time is held off until the next day

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- the total of the driving time right before and after either of the rest periods is not more than 13 hours
- the total of the on-duty time right before and after either of the rest periods does not include any driving time after the 14th hour of on-duty time
- there is no driving after the 16th hour of the work shift, where the work shift is calculated by excluding eligible sleeper time only

Note: If a driver violates any daily driving or shift rules on either side of any sleeper split, all later sleeper splits are void, and the driver must take 8 hours in a row of off-duty time.

Cycles

There are two cycles allowed under the Regulations:

Cycle 1, where on-duty time is added up over 7 days in a row, and Cycle 2, where on-duty time is added up over 14 days in a row. The carrier needs a driver to follow and a driver must follow either Cycle 1 or Cycle 2. Within Cycle 1, a driver cannot drive after on-duty time adds up to 70 hours in any period of 7 days in a row. To drive again after adding up 70 hours of on-duty time, a driver must take 36 off-duty hours in a row. This will reset the cycle back to 0 on-duty hours.

Note: It is not necessary for a driver to rest if cycle hours are exceeded; a driver will be declared out of service for the number of hours needed to correct the violation. Within Cycle 2, a driver cannot drive after on-duty time adds up to 120 hours in any period of 14 days in a row,

nor drive after adding up 70 hours of on-duty time without taking 24 off-duty hours in a row. To drive again after adding up 120 hours of on-duty time, a driver must take 72 off-duty hours in a row. This will reset the cycle back to 0 on-duty hours.

Note: It is not necessary for a driver to rest if cycle hours are exceeded; a driver will be declared out of service for the number of hours needed to correct the violation. Under either cycle, a driver cannot drive without taking at least 24 off-duty hours in a row in the 14 days before, no matter how many of the hours were on-duty. To switch from Cycle 1 to Cycle 2, at least 36 off-duty hours in a row are needed. To switch from Cycle 2 to Cycle 1, at least 72 off-duty hours in a row are needed.

Emergencies and Adverse Driving Conditions

In an emergency, a driver may drive beyond the maximum driving times and the maximum on-duty times, and take less off-duty times than needed, to reach a safe destination, without any limits. An “emergency” in this instance means a danger to those in the commercial vehicle, to the security of the commercial vehicle and its load, and to others using the roads. A driver who comes across adverse driving conditions while operating a commercial vehicle may drive beyond the allowed 13 hours of driving time and reduce the 2 hours of daily off-duty time by the amount of time needed to finish the trip under the following limits:

- the additional driving, on-duty, and elapsed time is not more than 2 hours

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- the driver still takes 8 off-duty hours in a row that day
- the trip could have been finished under normal circumstances without the reduction

Adverse driving conditions include snow, sleet, fog, or other bad weather or road conditions that were not known or could not reasonably have been known by the driver or the dispatcher before starting to drive.

A driver who extends their driving, on-duty, or elapsed time because of an emergency or adverse driving conditions must record the reason why in the “Remarks” section of the daily log.

Daily Logs

A carrier needs a driver to fill out and a driver must fill out a daily log that lists all of the driver’s on-duty and off-duty times for that day. A driver must use the local time at the driver’s home terminal when recording in a daily log.

Contents of Daily Logs

A carrier needs a driver to make clear entries and a driver must make clear entries with **all of the following information in a daily log at the start of the driver’s first on-duty time for the day:**

- the date, the driver’s name, and the names of any codrivers, if applicable
- the start time, if different from midnight, and the cycle the driver is following
- the license plate or unit numbers and odometer reading of each commercial vehicle operated by the driver

- the names and addresses of the home terminal and the principal place of business of each carrier the driver works for during the day
- in the “Remarks” section of a daily log, the number of hours of off-duty time and on-duty time added up by the driver for each day during the previous 14 days if the carrier or driver did not have to fill out a daily log right before the start of the day
- in the “Remarks” section of a daily log, a declaration that the driver is deferring off-duty time, if applicable
- the odometer reading at the start and end of each period the commercial vehicle was driven for personal use, if applicable, and if it is Day 1 or Day 2 of the deferral

As it becomes available, a carrier needs a driver to record and a driver must record in a daily log the following information:

- the time the driver spends in each duty status during the day (see Schedule 2 of the *Regulations*)
- the periods of driving time combined and the periods of other on-duty time combined if the driver’s time is interrupted by other on-duty periods of less than 1 hour each
- in the “Remarks” section of a daily log, the place where each time of the driver’s duty status changes happened during the day

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At the end of each day, a carrier needs a driver to record and a driver must record all of the following information:

- the total time the driver spends in each duty status
- the total distance driven by the driver during the day, not including any distance driven for personal use the odometer reading of each commercial vehicle operated by the driver
- At the end of each day, a carrier needs a driver to sign and a driver must sign the daily log confirming the accuracy of its contents.

Alternative to Daily Logs for Local Drivers

Under certain conditions, a driver may not need to fill out a daily log, but will need to keep a record of on-duty time in the truck. A daily log does not have to be filled out if:

- the driver operates or is told to operate within a radius of 160 km of the home terminal
- the driver returns to the home terminal each day to start a minimum of 8 hours in a row of off-duty time

If these conditions are met, the driver only needs to keep an on-duty record in the truck with the following information for the **current day and the previous 7 days:**

- the beginning and ending time of each on-duty segment
- the total on-duty time

The maximum time from **the start of the work shift to the end of the work shift can be no more than 16 hours (No Driving after 14 Hours On-Duty)**, and

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the **total on-duty time can be no more than 14 hours.**

Also, the carrier must keep on-duty records for at least the previous 6 months.

If the driver does not have the on-duty records in the truck, the carrier must have the following information for each day for at least the previous 6 months and be able to provide the information during a compliance check:

- the driver's duty status and elected cycle
- the time at which each duty status starts and ends
- the total number of hours spent in each duty status

John Doe
November 10, 2010

On-Duty Status: 5am to 12pm
12pm to 1pm - Break
1pm to 5pm

Total on-duty time: 11 hours

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Overview: Daily Log Content

- Beginning of Day:** Date, start time, Driver's Name, Co-Driver's Name, Cycle 1 or 2, Address & Name of business, Deferred Off Duty Day 1 or 2
- As it Becomes Known:** time the driver spends in each duty status during the day, Remarks section has the name of the municipality or the location on a highway or community, name of Province or State where each of the driver's duty status occurred during the day.
- End of Shift:** Total time the driver spends in each duty status during the day/total distance driven during the day (excluding Personal use)/odometer reading of each commercial vehicle operated by the driver at the end of the day, **Driver signs daily log attesting** to the accuracy of the information recorded.

Day Rules

- 13 Hours Maximum Driving Time **in a day**
- 14 Hours Maximum On-Duty Time **in a day**
- 10 Hours Minimum Off-Duty Time
 - Off-Duty time other than the mandatory 8 consecutive hours may be distributed throughout the day in blocks of no less than 30 minutes each.
 - Total amount of Off-duty time taken by a driver in a day shall include at least 2 hours of Off-Duty time that does not form part of a period of 8 consecutive hours of Off-Duty Time

Shift Rules

- 13 Hours Maximum Driving **in a shift**
- 14 Hours On-Duty Time **in a shift**
- 16 Hour work shift clock runs continuously, even during Off-Duty periods within Work Shifts
- 8 Hour Off-Duty Period (**Core Reset**) Resets Work Shift

Deferral of Daily Off-Duty Time

- A driver may defer a maximum of 2 hours of the daily Off-Duty Time to the follow day if:
 - The Off-Duty time deferred is not part of the mandatory 8 consecutive hours of Off-Duty Time
 - The total Off-duty time taken in the 2 days is at least 20 hours
 - The Off-Duty time deferred is added to the 8 consecutive hours of Off-Duty time taken in the second day
 - The total driving time in the 2 days does not exceed 26 hours
 - There is a declaration in the "Remarks" section of the Daily log that states that the driver is deferring Off-Duty time and clearly indicates whether the driver is driving under day one or day two of that time

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Cycles

Cycle 1

- 70 Hours Maximum On-Duty Time in 7 Days
- 36 hours resets Cycle

Cycle 2

- 120 Hours Maximum On-Duty Time in 14 Days
- 72 Hours Off-Duty Resets Cycle
- Driver must take 24 hours Off-duty after reaching 70 hours

24 Hour Rest Period

- No Motor Carrier or Driver shall drive unless the driver has taken at least 24 consecutive hours of Off-Duty time in preceding 14 Days

Sleeper Berths

Single Driver Sleeper Berth is eligible if:

- Maximum 2 Periods equaling 10 hours at least 2 hours in length
- Must Comply with 24 Hour Day Rules
- 2 Periods immediately prior and after each sleeper berth period:
 - No Driving after 13 hours
 - No Driving after 14 hours On-Duty
 - No Driving after 16 hours Elapse time

Team Driver Sleeper Berths are eligible if:

- Maximum 2 Periods equaling 8 hours at least 4 hours in length
- Must Comply with 24-hour Day Rules
- 2 periods immediately prior and after each sleeper berth periods
 - No Driving after 13 hours
 - No Driving after 14 hours On-Duty
 - No Driving after 16 hours Elapse time

Personal Use Mileage

- Personal use of bus (maximum 75 km for a day) can be logged as off-duty provided

- bus is empty
- no trailer in tow and
- the trip is for personal (not carrier) business.

Personal use mileage during work shift does NOT pause the 16-hour work shift clock.

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Electronic Logs

A driver may use an automatic recording device as long as

- the information stored in the electronic device matches that in the daily log's paper format the driver can show the information needed on a digital display screen, in handwritten or machine-printed daily logs, or a combination of them, for the day of the request and for the past 14 days in a row
- the device can display
- the driving and on-duty times for each day it is used
- the total on-duty time left and added up in the cycle the driver is following
- the sequential changes in duty status and the times when the changes happened each day when it is used
- the driver can prepare a handwritten daily log from the information stored in the device
- the device automatically records the times and dates when it has been disconnected and reconnected and keeps a record of those times and dates
- the device records the time spent in each duty status
- the driver confirms the accuracy of the device's contents by signing each page of the hard copy
- the carrier puts blank daily log forms in the commercial vehicle for the driver to use

Possession and Distribution of Daily Logs

A driver must have on hand the daily logs or copies of the daily logs for the previous 14 days as well as the daily log of the current day finished up to the time of the last duty status change. The driver must also have supporting documents and any other relevant records received during the current trip.

A carrier must make sure that a driver sends and a driver must send the original daily log and supporting documents to the carrier's home terminal, no later than 20 days after finishing the daily log. **If a driver works for more than one carrier in a day, then the driver must send the originals to the first carrier he worked for and copies to any other carriers.** A carrier must deposit the daily logs and supporting documents at their principal place of business no later than 30 days after receiving them, and keep them for at least 6 months and in chronological order for each driver.

Tampering and Falsifying of Daily Logs

A carrier must not ask, require, or allow a driver to keep and a driver must not keep more than one daily log for each day.

A carrier must not ask, require, or allow a driver to record and a driver must not record false information in a daily log, or falsify, mutilate, or deface a daily log or supporting documents.

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Carrier Responsibility for Driver Compliance

A carrier must monitor each of their drivers to make sure they follow the *Regulations*. If a carrier finds that a driver has not followed the *Regulations*, they must take remedial action right away, send a notice of non-compliance to the driver, and record the following:

- the dates the non-compliance happened
- the date the notice of non-compliance was sent
- the remedial action taken

Out-of-Service Declaration

A driver may be given an out-of-service declaration for certain violations of the *Regulations*. The out-of-service declaration stops the driver from operating a commercial vehicle, including operating a commercial vehicle for personal use, for a specified length of time as follows:

- for 10 hours in a row for driving when under the influence of alcohol or drugs
- for 10 hours in a row for driving when safety or health would be put at risk
- for 10 hours in a row for not following the maximum daily driving and on-duty times
- for the number of hours needed to meet off-duty time requirements
- for 72 hours in a row for keeping more than one daily log, for tampering or falsifying a daily log, or for not producing a daily log or supporting documents
- for more than 72 hours until the necessary corrections are made to the daily log and it is decided that the driver has followed the *Regulations*

Inspections

If an inspector asks, **a driver must immediately produce daily logs and supporting documents** and any related relevant records, and give copies (or originals if copies are not available) of them to the inspector. The inspector will give a receipt for any written information given.

If an inspector asks, a carrier must immediately make available daily logs, supporting documents, and any relevant records for inspection during business hours at a place named by the inspector.

An application guide for hours of service is available at

www.ccmta.ca/english/pdf/HoS_Application_Guide.pdf.

14. Weights and Dimensions

The size and weight of trucks operated on the public highway system is controlled by the *Weights and Dimensions of Vehicles Regulations* under the Motor Vehicle Act. The Regulations can be viewed at www.gov.ns.ca/just/regulations/regs/mvwd.htm.

Background

The current *Regulations* have their origin in the 2001 Atlantic Memorandum of Understanding among the four ministers responsible for transportation respecting uniform weights and dimensions standards in Atlantic Canada. The dimension limits and controls are based on national standards, while the maximum axle and gross vehicle weights are also based on national standards but with adjustments to meet the needs of the trucking industry in Atlantic Canada. National standards for truck weights and dimensions are designed to make sure that the stability, handling, and turning characteristics of heavy vehicles meet certain performance standards, while limiting the impact on infrastructure, including roads and bridges.

Configurations

Schedule A, Part 2, of the *Regulations* contains the 12 categories of truck configurations that are allowed on the public highway system in Nova Scotia.

The Schedule includes

- Category 1: Tractor Semi-trailer
- Category 1A: Tridem Drive Tractor Semi-trailer
- Category 2: A Train Double
- Category 3: B Train Double
- Category 4: C Train Double
- Category 5: Straight Truck (single and tandem steering axle)
- Category 6: Truck-Pony Trailer Combination
- Category 7: Tandem Steering Axle Truck-Pony Trailer Combination
- Category 8: Truck-Full Trailer Combination
- Category 9: Tandem Steering Axle Truck-Full Trailer Combination
- Category 10: Intercity Bus and Recreational Vehicles
- Category 11: Stinger Steer Auto Carrier
- Category 12: Tractor Self-steering Quad-axle Semi-trailer

Each category sets out the dimension requirements and weight limits particular to the specific configuration.

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Dimensions

Unless a special move permit has been issued, no person can operate or cause to be operated a vehicle or combination of vehicles on a highway that does not meet the dimension requirements as set out in the *Regulations*.

General Dimensions

Overall Height

Rule The overall height limit of a vehicle or combination of vehicles is 4.15 m. Exception A stinger steer auto carrier and a tractor semi-trailer designed and being used as an auto carrier has a **maximum height of 4.30 m**, but only when loaded. For the stinger steer auto carrier and the semi-trailer designed and being used as an auto carrier with a height of 4.30 m, the driver must make sure there is a safe clearance under any physical overpass, including bridges and utility lines.

Overall Width

Rule The overall width limit of a vehicle or combination of vehicles is 2.6 m. Exceptions An **outside rear-vision mirror can extend up to 300 mm** on each side of a vehicle or combination of vehicles. Auxiliary equipment or devices not designed or used to carry cargo can extend up to **100 mm on each side** of the vehicle or combination of vehicles.

The load on a stinger steer auto carrier and a tractor semi-trailer designed and being used as an auto carrier that overhangs the front or rear of the auto carrier or tractor semi-trailer cannot go beyond 2.1 m in width.

Overall Length

Rule The overall length limit of a single vehicle is 12.5 m. Exceptions A semi-trailer can be up to 16.2 m in length. An intercity bus or recreational vehicle can be up to 14.0 m in length. **Rule: The overall length limit of a combination of vehicles is 23 m.** Exceptions A tractor semi-trailer being used to transport poles, pipe, or material that cannot be taken apart can be up to 25 m in length. A tri-drive semi-tractor combination can be 23.5 m in length. A stinger steer auto carrier and a tractor semi-trailer designed and being used as an auto carrier can be up to 25 m in length, but only when loaded. A Train Double and C Train Double configurations can also be up to 25 m in length; while a B Train Double can be 27.5 meters.

Box Length

Rule The maximum box length limit of 20.0 m applies to A, B, and C Train Doubles, and to Truck – Pony Trailer and Truck – Full Trailer combinations. A For double-trailer combinations, it is measured from the front of the first trailer to the rear of the second trailer. A For truck-trailer combinations, it is measured from the front

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Dimensional Controls

Wheelbase

Rule The maximum wheelbase of a tractor is 6.2 m and is measured from the centre of the steering axle to the middle of the tractor's drive axle group. Exception The wheelbase of a tractor can be more than 6.2 m up to 7.2 m if the wheelbase of the semi-trailer is not greater, as set out in Schedule A-1 of the *Regulations*. Rule The minimum wheelbase of a semi-trailer, a full trailer, and a pony trailer is 6.25 m. For a semi-trailer, it is measured from the kingpin of the semi-trailer to the middle of the semi-trailer axle group. For a full trailer, it is measured from the turntable of the full trailer to the middle of the full trailer axle group. For a pony trailer, it is measured from the hitching device on a pony trailer to the middle of the pony trailer axle group. Exception The minimum wheelbase of a semi-trailer model year 2002 and earlier is 3.75 m. Rule The maximum wheelbase of a semi-trailer is 12.5 m. Exception In the case where the tractor wheelbase is greater than 6.2 m, the semi-trailer wheelbase cannot be more than the limits set out in Schedule A-1 of the *Regulations*

Effective Rear Overhang

Effective rear overhang is measured from the middle of the rear axle group of a vehicle to the rearmost point of the vehicle, including cargo. Rules For a straight truck, a pony trailer, and an intercity bus or recreational vehicle, the

maximum effective rear overhang is 4.0 m. For a semi-trailer and a full trailer, the maximum effective rear overhang is 35 per cent of the trailer's wheelbase. Exception For a stinger steer auto carrier and a semitrailer designed and being used as an auto carrier, the maximum rear overhang is 42 per cent of the auto carrier's or semitrailer's wheelbase, but only when loaded.

Rear Overhang

Rear overhang is measured from the rearmost point of the bed or body of a vehicle to the rearmost point of the cargo. Cargo may overhang the rear of a vehicle if the overall length and effective rear overhang limits are met. **Rules: The maximum rear overhang is 2.0 m.** If the rear overhang is more than 1.0 m, then a red warning flag is needed at the end of the cargo. Exception For a stinger steer auto carrier and a semitrailer designed and being used as an auto carrier, the maximum rear overhang is 1.2 m and a red flag is not needed.

Front Overhang

The front overhang of a vehicle is measured from the front bumper, as installed by the vehicle manufacturer, to the foremost point of the vehicle or cargo, whichever is greater. Front overhang is included in the measurement of overall length of the vehicle or combination of vehicles. **Rule: The maximum front overhang is 1.0 m.**

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Kingpin Setback

Rule No portion of the semi-trailer or its cargo can extend beyond a 2.0 m radius of the kingpin of the semi-trailer.

Track Width

The track width is measured between the outside faces of the tires on the trailer axle. **Rule** The minimum track width of a semi-trailer, full trailer, and pony trailer is 2.5 m.

Exception If the trailer has been outfitted with single tires at least 445 mm in width, the minimum track width is 2.3 m.

Interaxle Spacing

Interaxle spacing is the measurement between the centre of the rearmost axle of an axle group to the centre of the foremost axle of the next axle group. **Rule** The minimum interaxle spacing requirements are as follows:

A single axle to single axle – 3.0 m

A single axle to tandem axle – 3.0 m

A single axle to tridem axle – 5.0 m

A tandem axle to tandem axle – 5.0 m

A tandem axle to tridem axle – 5.5 m

Exception For a tandem steering axle to a tandem drive axle, the minimum interaxle spacing is 3.65 m.

Miscellaneous Dimension Requirements

Passenger Vehicles

Rule: No load may extend beyond the line of the fenders on the left side of the vehicle and extend more than 150

mm beyond the line of the fender on the right side of the vehicle.

Snow-clearing Equipment

Rule Snow-clearing equipment may be operated on a highway if it has an overall width greater than 2.6 m, an overall height greater than 4.15 m, or an overall length greater than 12.5 m.

Road-building Machinery

Rule Road-building machinery operating within a construction area is exempt from the dimensional limits set out in the *Regulations*.

Farm Vehicles

Rules An implement of husbandry temporarily moved on a highway is exempt from the dimensional limits set out in the *Regulations*; however, an implement of husbandry more than 2.6 m in overall width must be equipped with:

- a sign indicating slow-moving vehicle
- fluorescent flags or flashing lights at the extremities of the implement of husbandry visible for a distance of 300 m
- an **amber revolving or strobe warning light** visible in all directions for a distance of 300 m, except if the implement of husbandry does not have motive power the amber warning light must be **mounted on the vehicle moving the implement of husbandry** If the implement of husbandry is **more than 4.27 m** in overall width, it must also be preceded by a **pilot vehicle equipped with a D-sign** and an amber

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revolving or strobe warning light visible in all directions for a distance of 300 m.

Axle Spreads-Tandem Axles

Rules The minimum axle spread is 1.2 m. The maximum axle spread is 1.85 m. Exceptions A semi-trailer may have a tandem axle spread greater than 1.85 m. A tandem steering axle may have a spread

Axle Spreads-Tridem Axles

Rule There are four allowable axle spreads:

- a minimum of 2.4 m and a maximum of less than 3.0 m
- a minimum of 3.0 m and a maximum of less than 3.6 m
- a minimum of 3.6 m and a maximum of 3.7 m
- greater than 3.7 m
-

Axles Spreads-Triaxles

Rule There are three allowable axle spreads:

- a minimum of 2.4 m and a maximum of less than 3.0 m
- a minimum of 3.0 m and a maximum of less than 3.6 m
- a minimum of 3.6 m and a maximum of 4.9 m
-

Grandfathered Vehicles

Certain vehicles that **do not meet the dimensional requirements of the Regulations can continue to operate on the public highway system with no sunset date.** If any of those vehicles have short wheelbases, there will be specific weight reductions to address safety concerns. Triaxle semi-

trailers, model year 2002 and earlier, are allowed maximum axle weights of 21,000 kg, 24,000 kg, and 26,000 kg for the three-axle spread ranges. Triaxle semi-trailers, model year 2003 and later, are allowed 18,000 kg for any axle spread. Triaxle pony trailers, model year 2002 and earlier, are allowed a maximum axle weight of 21,000 kg for any spread. Triaxle pony trailers, model year 2003 and later, are allowed 18,000 kg. Tridem-axle pony trailers, model year 2002 and earlier with axle spreads greater than 2.4 m up to 3.7 m, are allowed a maximum axle weight of 21,000 kg. Tridem axle pony trailers, model year 2003 and later with axle spreads greater than 2.4 m, are allowed 18,000 kg. Short wheelbase semi-trailers, model year 2002 and earlier, are allowed to operate but with reduced axle weight as set out in Schedule A-3 of the Regulations. Short wheelbase pony trailers, model year 2002 and earlier, are allowed to operate but with reduced axle weight as set out in Schedule A-2 of the *Regulations*. Regardless of model year, tandem semi-trailers with an axle spread greater than 1.85 m, are allowed to operate with a maximum axle weight of 18,000 kg

Aerodynamic Devices

Aerodynamic devices (boat tails) are allowed to extend beyond the rear of a semi-trailer a maximum of 1.52 m. These devices are exempt from length measurements.

Weight Limits

Unless a special move permit has been issued, no person can operate or cause to be operated a vehicle or combination of

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vehicles on a highway that is greater than the weight limits as set out in the *Regulations*.

General Weight Limit Rules

A vehicle or combination of vehicles cannot be greater than the weight limit on the vehicle permit. An axle weight cannot be greater than the manufacturer's gross axle weight rating. An axle weight cannot be more than the lesser of:

- the sum of the tire load ratings of all tires installed on the wheels of an axle
- the sum of 10 kg per mm of tire width of all tires installed on the wheel of an axle for tires greater than 150 mm in width
- the following weights as applicable:
 - 9,100 kg, for an axle equipped with four tires
 - 9,100 kg, for an axle equipped with two tires that is a steering axle
 - 6,000 kg for an axle equipped with two tires that is not a steering axle
 - 7,700 kg for an axle equipped with two tires, other than a steering axle, that has tire widths of at least 445 mm and is installed on a vehicle operated on a maximum weight road listed in Schedule C of the *Road List Regulations*

An axle weight cannot be more than the maximum axle weight limits specified in Schedule A of the *Road List Regulations*.

The following maximum axle weights are for axles equipped with dual tires, except for steering axles:

- Single-steering axle 8,000 kg for a truck 7,250 kg for an intercity bus, 5,500 kg for a tractor
- Single axle (dual tires) 9,100 kg
- Tandem-steering axle 16,000 kg for a truck
 - Tandem axle, 1.2 m to 1.85 m 18,000 kg
 - Tandem axle, > 1.85 m 18,000 kg for a semi-trailer
- Tridem axle, 2.4 m to < 3.0 m 21,000 kg
- Tridem axle, 3.0 m to < 3.6 m 24,000 kg
- Tridem axle, 3.6 m to 3.7 m 26,000 kg
- Tridem axle, > 3.7 m 18,000 kg (26,000 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 2.4 m to < 3.0 m 18,000 kg (21,000 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 3.0 m to < 3.6 m 18,000 kg (24,000 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 3.6 m to 4.9 m 18,000 kg (26,000 kg for semi-trailer model year 2002 and earlier)

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The following maximum axle weights are for axles, other than steering axles, equipped with single tires of at least 445 mm in width on Maximum Weight Roads only:

- Single axle 7,700 kg
- Tandem axle, 1.2 m to 1.85 m 15,400 kg
- Tandem axle, > 1.85 m 15,400 kg for a semi-trailer
- Tridem axle, 2.4 m to < 3.0 m 21,000 kg
- Tridem axle, 3.0 m to < 3.6 m 23,100 kg
- Tridem axle, 3.6 m to 3.7 m 23,100 kg
- Tridem axle, > 3.7 m 15,400 kg (23,100 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 2.4 m to < 3.0 m 15,400 kg (21,000 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 3.0 m to < 3.6 m 15,400 kg (23,100 kg for semi-trailer model year 2002 and earlier)
- Triaxle, 3.6 m to 4.9 m 15,400 kg (23,100 kg for semi-trailer model year 2002 and earlier)

The following maximum axle weights are for axles, other than steering axles, equipped with single tires less than 445 mm in width or of at least 445 mm in width on roads other than Maximum Weight Roads:

- Single axle 6,000 kg
- Tandem axle, 1.2 m to 1.85 m 12,000 kg
- Tandem axle, > 1.85 m 12,000 kg for a semi-trailer
- Tridem axle, 2.4 m to 3.7 m 18,000 kg
- Tridem axle, > 3.7 m 12,000 kg (18,000 kg for semi-trailer model year 2002 and earlier)

- Triaxle, 2.4 m to 4.9 m 12,000 kg (18,000 kg for semi-trailer model year 2002 and earlier)

A weight on any axle of an axle group cannot be more or less than 1,000 kg of the weight of an adjacent axle in the same axle group (load equalization).

A weight cannot be more than 4,500 kg on any axle of an assembly of two or more consecutive axles that is not an axle group.

A gross vehicle weight cannot be more than the manufacturer's gross vehicle weight rating.

A gross vehicle weight cannot be more than the maximum gross vehicle weights specified in Schedule A of the *Regulations* for a specified vehicle configuration for a specified class of highways.

Registered Weights

The Registry of Motor Vehicles will use the axle weights set out in Schedule A of the *Regulations* to calculate the maximum gross vehicle registered weight for a vehicle permit.

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Rules The maximum gross vehicle registered weight specified in Schedule A is the maximum gross vehicle weight that a vehicle or combination of vehicles can be registered under The Registry of Motor Vehicles must use a steering axle weight of 5,500 kg to calculate the maximum registered gross vehicle weight of a tractor, truck, and an intercity bus or recreational vehicle.

Exception If the Registry is presented with a certificate that shows a higher axle weight rating and with any other information as required by the Registry to set a safe registered weight, the Registry may use the higher steering axle weight to calculate the maximum registered gross vehicle weight, but no more than 8,000 kg for a truck and 7,250 kg for an intercity bus or recreational vehicle.

Other Weight Limit Rules

The steering axle of a vehicle can be as high as 9,100 kg if it does not go beyond the load-carrying capacity of the steering axle and all other components. The maximum gross vehicle weight of the vehicle or combination of vehicles is not increased.

The maximum gross vehicle weight of a vehicle or combination of vehicles that does not conform to the minimum interaxle spacing requirements will be reduced by 1,000 kg for each 0.5 m, or part thereof, shortfall in the minimum interaxle spacing limits.

If the weight of a pony trailer, model year 2002 and earlier, is not greater than the maximum weight limits set out in Schedule A-2 of the *Regulations*, the reduction for shortfall in interaxle spacing requirements will not be applied.

If the weight of a semi-trailer, model year 2002 and earlier, is not greater than the maximum weight limits set out in Schedule A-3 of the *Regulations*, or if the semi-trailer, model year 2002 and earlier, meets the wheelbase requirements of Schedule A of the *Regulations*, the reduction for shortfall in interaxle spacing requirements will not be applied.

The setting of an axle group weight and a gross vehicle weight will not take into consideration a lift axle, other than a lift axle that is part of a tandem-equivalent axle group or tridem-equivalent axle group.

Snow-clearing and ice-control vehicles operated by, or on behalf of, the Department of Transportation and Infrastructure Renewal or a municipality can be operated on a highway with axle weights and gross vehicle weights greater than the weight limits in the *Regulations* if the weights do not go beyond the manufacturer's axle weight ratings, tire load ratings, and gross vehicle weight ratings.

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Tolerance Rule

There is no tolerance to be added to the axle and gross vehicle weight limits in the *Regulations*. If weights go beyond the axle or gross vehicle weight, the charge and penalty will be based on the weight that goes beyond the maximum axle or gross vehicle weight limits.

Classes of Highways

There are four classes of highways, based on gross vehicle weight. They are as follows:

- **Maximum Weight Roads**, which are listed in Schedule C of the *Road List Regulations*
- **Intermediate Weight Roads**, which are listed in Schedule D of the *Road List Regulations*
- **B-train Routes**, which are listed in Schedule B of the *Road List Regulations*
- **All Other Highways**

Maps and the lists of the roads in Schedules C, B, and D can be viewed at www.gov.ns.ca/tran/trucking/roaddesignation.asp.

On Maximum Weight Roads (MWR)

Rule Vehicles and combinations of vehicles are allowed to operate at the maximum gross vehicle weight specified for the configuration in the *Weights and Dimensions of Vehicles Regulations*.

Safety & Compliance through Education, Inspection, and Enforcement

On Intermediate Weight Roads (IWR)

Rule Vehicles and combinations of vehicles are limited to a maximum gross vehicle weight of 49,500 kg.

Rule A-train, B-train, and C-train Double configurations can operate on Intermediate Weight Roads UNLADEN.

On B-train Routes (B-train)

Rule Vehicles and combinations of vehicles are limited to a maximum gross vehicle weight of 41,500 kg. Exceptions B-train Doubles have a maximum gross vehicle weight of 62,500 kg for an eight-axle B-train. Configurations with tridem semi-trailers have a maximum gross vehicle weight of 47,500 kg for tridems with axle spreads between 3.0 m and 3.7 m, and 44,500 kg for tridems with an axle spread from 2.4 m and to less than 3.0 m. **Rule A-train and C-train Double configurations are allowed to operate on B-train Routes, however, they can not have any load.**

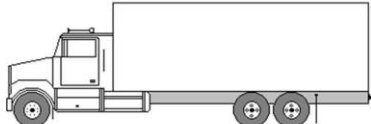
On All Other Highways (AOH)

Rules: Vehicles and combinations of vehicles are limited to a maximum gross vehicle weight of 41,500 kg. **A-train, B-train, and C-train Double configurations are allowed to operate on All Other Highways however, they can not have any load.**


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2-Axle Truck	Road Class	Steer (kg)	Drive (kg)	GVW (kg)
	MWR	8000	9100	17,100
	IWR	8000	9100	17,100
	B-Train	8000	9100	17,100
	AOH	8000	9100	17,100


The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.

Tandem Truck	Road Class	Steer (kg)	Drive (kg)	GVW (kg)
	MWR	8000	18,000	26,000
	IWR	8000	18,000	26,000
	B-Train	8000	18,000	26,000
	AOH	8000	18,000	26,000

The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.


Tandem Truck with Tandem Pony trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	8000	18,000	18,000	44,000
	IWR	8000	18,000	18,000	44,000
	B-Train	8000	18,000	18,000	44,000
	AOH	8000	18,000	18,000	41,500

The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.


Tandem Truck with Tridem Pony trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	8000	18,000	21,000	47,000
	IWR	8000	18,000	21,000	47,000
	B-Train	8000	18,000	21,000	47,000
	AOH	8000	18,000	21,000	41,500

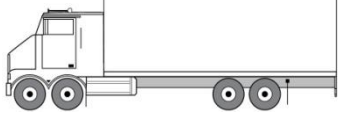
The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.


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Tandem Truck with Full trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	8000	18,000	24,000 ¹	50,000
	IWR	8000	18,000	24,000 ¹	49,500
	B-Train	8000	18,000	24,000 ¹	49,500
	AOH	8000	18,000	24,000 ¹	41,500
¹ maximum weight for each trailer axle group is 9100kg and 18000kg respectively					

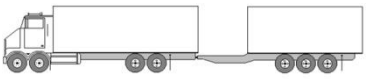
The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.

Tandem Truck with Full trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	8000	18,000	31,000 ¹	53,500
	IWR	8000	18,000	31,000 ¹	49,500
	B-Train	8000	18,000	31,000 ¹	49,500
	AOH	8000	18,000	31,000 ¹	41,500
¹ maximum weight for each trailer axle group is 18000kg					

Tandem Steer Truck	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)
	MWR	16,000	18,000	34,000
	IWR	16,000	18,000	34,000
	B-Train	16,000	18,000	34,000
	AOH	16,000	18,000	34,000


Tandem Steer Truck with Tandem Pony trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	16,000	18,000	18,000	50,000
	IWR	16,000	18,000	18,000	49,500
	B-Train	16,000	18,000	18,000	49,500
	AOH	16,000	18,000	18,000	41,500

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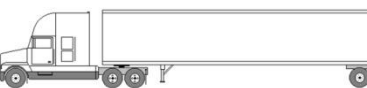
Tandem Steer Truck with Tridem Pony trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	16,000	18,000	21,000	53,500
	IWR	16,000	18,000	21,000	49,500
	B-Train	16,000	18,000	21,000	49,500
	AOH	16,000	18,000	21,000	41,500

Tandem Truck with Full trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	16,000	18,000	27,100 ¹	53,500
	IWR	16,000	18,000	27,100 ¹	49,500
	B-Train	16,000	18,000	27,100 ¹	49,500
	AOH	16,000	18,000	27,100 ¹	41,500

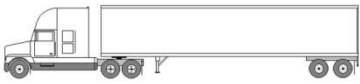
¹maximum weight for each trailer axle group is 9100kg and 18000kg respectively


Tandem Drive Truck with Full trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	16,000	18,000	36,000 ¹	53,500
	IWR	16,000	18,000	36,000 ¹	49,500
	B-Train	16,000	18,000	36,000 ¹	49,500
	AOH	16,000	18,000	36,000 ¹	41,500


¹maximum weight for each trailer axle group is 18000kg

4-Axle Tractor Semitrailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	5500	18,000	9100	32,600
	IWR	5500	18,000	9100	32,600
	B-Train	5500	18,000	9100	32,600
	AOH	5500	18,000	9100	32,600


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Tandem Semitrailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	5500	18,000	18,000	41,500
	IWR	5500	18,000	18,000	41,500
	B-Train	5500	18,000	18,000	41,500
	AOH	5500	18,000	18,000	41,500

Tridem Semitrailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	5500	18,000	26,000	49,500
	IWR	5500	18,000	26,000	49,500
	B-Train	5500	18,000	26,000	49,500
	AOH	5500	18,000	18,000	41,500


Tridem Drive Tractor Semi-trailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	7300	21,000	26,000	54,300
	IWR	7300	21,000	26,000	49,500
	B-Train	7300	21,000	26,000	54,300
	AOH	7300	18,000	18,000	41,500

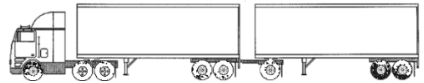
The maximum steering axle weight can be as high as 9100 kg for a vehicle or combination of vehicles if the load carrying capacity of the axle, tires, and all other components is not exceeded, and the tire loading does not exceed 10 kg/mm of width; however, the maximum gross vehicle weight limit will be based on a steering axle weight of 8000 kg for a single steering axle straight truck.

8 Axle A-Train	Road Class	Steer (kg)	Drive (kg)	Trailer 1 (kg)	Trailer 2 (kg)	GVW (kg)
	MWR	5500	18,000	18,000	27,100 ¹	53,500
	IWR	Permitted to operate provided they are not carrying a load				
	B-Train	Permitted to operate provided they are not carrying a load				
	AOH	Permitted to operate provided they are not carrying a load				

¹maximum weight for second trailer axle groups are 9100kg and 18000kg respectively


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8 Axle B-Train	Road Class	Steer (kg)	Drive (kg)	Trailer 1 (kg)	Trailer 2 (kg)	GVW (kg)
	MWR	5500	18,000	24,000	18,000	62,500
	IWR	Permitted to operate provided they are not carrying a load				
	B-Train	5500	18,000	24,000	18,000	62,500
	AOH	Permitted to operate provided they are not carrying a load				

8 Axle C-Train	Road Class	Steer (kg)	Drive (kg)	Trailer 1 (kg)	Trailer 2 (kg)	GVW (kg)
	MWR	5500	18,000	18,000	18,000	58,500
	IWR	Permitted to operate provided they are not carrying a load				
	B-Train	5500	18,000	18,000	18,000	58,500
	AOH	Permitted to operate provided they are not carrying a load				

C-Train Weight Limitation 1 & 2 Description

<p>Weight Limitation 1: Sum of axle weights of lead semi-trailer plus weight of converter dolly axle</p>	<p>If Dimension "A" is less than 3 metres, the weight of the axle(s) on the lead semi-trailer plus the weight of the converter dolly axle(s) is limited to a maximum of 18 000 kg for a 2 axle group or a maximum of 24 000 kg for a 3 axle group.</p>
<p>Weight Limitation 2: Sum of axle weights of full trailer or second semi-trailer</p>	<p>The weight of the second trailer must not exceed the weight of the tractor drive axle(s) plus the weight of the axle(s) on the first semi-trailer</p>

Quad Axle Semitrailer	Road Class	Steer (kg)	Drive (kg)	Trailer (kg)	GVW (kg)
	MWR	5500	18,000	32,000 ¹	55,500 ²
	IWR	5500	18,000	26,000	49,500
	B-Train	55,500 if a MWR Also			
	AOH	5500	18,000	18,000	41,500

15. Spring Weight Restrictions

The Department of Transportation and Infrastructure Renewal imposes lower weight limits on parts of the highway system each year during the spring thaw period. The spring weight restriction period usually begins in March and can last into early May, depending on weather and road conditions. When the frost comes out of the ground, roads are at their weakest state and are most susceptible to damage, including structural failures. Roads are only reopened when tests results show the roads are strong enough to take regular loadings. Certain roads are exempt from spring weight restrictions because they have been built to a standard that can support normal weight loadings during the spring thaw period. The maximum vehicle and axle weights allowed during the spring weight restriction period are as follows:

- **A maximum single-axle weight of 6,500 kg**, except single drive school and passenger buses, public utility service trucks, and firefighting trucks. The self-steering steering quad axle's maximum weight is 8000 kg.
- **A maximum tandem- or triple-axle weight of 12,000 kg** per axle grouping
- **A maximum tridem- or tridem-equivalent axle weight of 18,000 kg** per axle grouping (*subject to highway designation*).
- **A maximum gross vehicle weight of 12,000 kg** for single drive school and passenger buses, public utility service trucks, and firefighting trucks that are greater than 6,500 kg on a single axle

- **A Maximum quad axle weight** of 24 000 kg per axle group on Schedule B roads, 18 000 kg per axle group on Schedule D roads and 12 000 kg per axle group on all other roads;

Exemptions are made for

- A public utility service trucks while responding to emergency situations, where an emergency situation includes restoring services or establishing new services to occupied buildings
- A firefighting truck while responding to emergency situations, where an emergency situation includes attending actual fires, medical crises, and motor vehicle accidents, and helping in fire investigations
- A truck hauling bulk milk and solid waste (recyclables, compostable, and garbage) where they are permitted to haul 80 per cent of normal axle loads, with steering axles permitted to carry a maximum of 6,500 kg

Bulk milk and solid waste haulers must apply to Service Nova Scotia and Municipal Relations for a special permit (at no cost) for each vehicle transporting bulk milk or solid waste. The exact routings of these vehicles must be specified in the application and will appear on the special permit. The special permit must be in the vehicle at all times and be available for inspection by a Vehicle Transportation Inspector. The vehicle can only transport bulk milk or solid waste, and the vehicle must only travel on the routes identified on the special permit. The Department of Transportation and Infrastructure Renewal issues a press release to all media outlets advising industry of any pending weight restrictions, and publishes in the *Chronicle Herald* and the *Cape Breton Post* a listing of roads that are exempt from spring weight restrictions.

16. Special Move Permits

A special move permit may be issued for vehicles and/ or loads with dimensions and/or weights greater than the dimensions and/or weights allowed in the *Weights and Dimensions of Vehicles Regulations*. **Special move permits are only issued for vehicles and/or loads that cannot be further reduced.** All reasonable efforts must have been made to reduce the size and weight of the vehicle and/or load. Special move permits are issued with specific terms and conditions to make sure the permit holder and the general public travel safely, and to limit the impact on roads and bridges. Special move permits are issued by Service Nova Scotia and Municipal Relations. They may be issued on a yearly or single-trip basis. The terms and conditions for special move permits are set out by the Department of Transportation and Infrastructure Renewal, and include operational restrictions, the application of warning devices, and the use of escort vehicles. The policy documents supporting over dimensional and overweight special move permits may be viewed at www.gov.ns.ca/snsmr/access/drivers/specialmovepermits/about.asp. Every effort has been made to harmonize the over-dimensional special move permit terms and conditions among the Atlantic provinces, including the development of the *Escort Vehicle Drivers' Handbook* for Atlantic Canada, which can be viewed at www.comt.ca/english/programs/trucking/Atlantic%20Escort%20Guide.pdf.

Application

PR5049 Over-Weight Moves

Purpose

The roadway system is designed to accommodate vehicles of certain standard sizes for dimensions and weights. The dimensions and weights of vehicles authorized to operate on public highways are provided in the applicable Acts and Regulations. Provisions are made for Special Move Permits solely for the purpose of accommodating the necessary transportation of single, indivisible loads or self-contained units which are in excess of the maximum legal weights and only where the integrity of provincial highway system, including roadway surface, bridge structures and/or traffic safety, would not be compromised. Permits for over-weight typically involve over-dimensions and as such, must consider both when applying conditions for moving.

Procedure(s)

Special move permits (over-weight) are issued for indivisible loads only. Loads are considered indivisible if the load is not composed of more than one article, and all reasonable measures have been taken to minimize the extent to which the vehicle or load exceeds the legal weight limits.

General

TIR has authority to approve the issuance of permits for travel over all public highways. Approval for issuance of permits to travel over highways or bridges not under Provincial jurisdiction may be required from the authorities responsible for those roadways and structures. Permits are issued with the understanding that all legal requirements including operational and safety equipment imposed by Nova Scotia

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Department of Service Nova Scotia and Municipal Relations (SNS&MR) and any other authorized public agency are complied with. Reasonable precautions shall be taken to prevent damage to any structure or to the roadway surface, and where such damage does occur the permit holder shall be held responsible for any injury or damage to persons or property due to or resulting from the operation of the vehicle.

Weight

The maximum legal weights for any vehicle complete with their respective load which may travel on a highway without a permit for over-weight shall be in accordance with Weights and Dimensions of Vehicles Regulations made pursuant to Section 191 of the Motor Vehicle Act, in effect at the time the vehicle (or axle) is in use.

Move Conditions

Permits to exceed legal weight limits for axle groups and gross vehicle weights (by category) can be granted, within acceptable limits, provided conditions are adhered to during travel. Move conditions are placed on special move permits and are to be adhered to by the permit holder in the interest of safety and preventing damage to the infrastructure.

Move conditions are applied dependent upon axle group weights, gross vehicle weight (GVW) and routes to be travelled. Also to be considered is over-dimensions of the vehicle and thus move conditions applicable in accordance with TIR's Over-Dimensional Moves Procedure #PR5033.

Move conditions based solely on weight and route, without consideration of vehicle over-dimensions, are as shown in the following Summary Table - Move

Moves:

- 1 A valid permit, obtained from Service Nova Scotia and Municipal Relations must be in the possession of the driver of the vehicle and is subject to revocation at any time.
- 2 For roads that are not owned by the Department of Transportation and Infrastructure Renewal, the mover must contact the Municipality who owns the road.
- 3 The vehicle is not permitted on any highway during adverse road and weather conditions, or when visibility is reduced as to create a hazard.
- 4 A distance between over dimensional vehicles must be no less than 500 metres while operating on a highway.
- 5 The vehicle must observe traffic and must, when traffic begins to accumulate behind the movement, pull off the road and allow traffic to pass.
- 6 The mover will be held responsible for all damages caused as a result of the moving of the special move permitted vehicle.
- 22 The vehicle must display a revolving or flashing amber warning light on the top of the towing vehicle, and must:
 - a be visible for a distance of 300 metres in all directions (if the light is blocked, it may be necessary to use more than one revolving light).
 - b flash 60 - 90 times per minute.
 - c be mounted a minimum of 1.5 m from the ground.

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30 Vehicles used to provide escort services during the movement of

Over-dimensional loads must:

- a have a Gross Vehicle Weight Rating no greater than 8000 kg
- b have no more than 2 axles
- c have a wheelbase of at least 2.5 m
- d not carry cargo or tow a trailer. Only equipment and passengers related to the movement of the oversize/overweight load can be carried in the escort vehicle.
- e have clear rearward visibility from all mirrors.
- f have a two-way radio which allows communication with the over-dimensional vehicle, and other escort vehicles involved with the movement, at all times (cellular telephones are not to be used for this communication purpose).
- g have a cellular telephone for communication with police and other emergency services. If two escort vehicles are required for movement of an over-dimensional vehicle or load, one cellular telephone is acceptable.
- h have a "D" sign on the front and rear of the vehicle or lighted sign-box on the vehicle.

31 D-signs for escort vehicles must meet the following requirements:

- a 180 cm wide, 30 cm high, 20 cm high Letter Series E font.

- b White level II reflectance and stop sign red (#712 3M or equivalent).
- c The sign panel must be fabricated of retro reflective material.
- d The "D" sign must not be used when not operating under special move conditions.

32 A lighted sign box, if used, must meet the following specifications:

- a the sign must be upright when in use, and clearly visible from the front and rear of the vehicle. The sign must be folded flat when not in use or not required, or must be removed from the vehicle.
- b the box must be 180 centimetres x 35 centimetres x 10 centimetres and must shelter all wire connectors, switches, flashers, etc.
- c A sufficient number of lamps must be mounted in the box and spaced to give even lighting of the sign background across its full width.
- d the sign panel must be constructed of white plexi-glass with red bars painted with transparent red paint. The letter "D" must be white in color and must be 20 centimetres high, Series E.
- e must consist of two 175-millimetre (minimum) amber lights with reflectors, rated at 12.5 volts, 3 amps and 0.50 candela with a rated life of 300 hours.
- f must consist of 2 standard 203-millimetre revolving or flashing amber lights, with 2 sealed beam units per lamp.

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- g The sign box must be deactivated, removed, or covered when not operating under special move conditions.

33 An escort vehicle is required at the rear of the vehicle.

112 Escort vehicles, displaying D-signs front and rear and an amber warning light on top of the escort vehicle visible for a distance of 150 metres, are required to precede and follow the move.

301 Steering axle not to exceed 6,500 kg., but can be as high as 8,000 kg., provided the combined weight with other tractor axles does not exceed 36,000 kg.

302 Single axle (non steering) not to exceed 11,340 kg.

303 Two axle group, or any two adjacent axles in a group, not to exceed 22,700 kg.

304 Tractor drive three axle group (overall axle spread of 2.4 m or greater) not to exceed 29,500 kg.

305 Trailer three axle group not to exceed:

- Axle spread 2.4 m to <3.0 m 29,500 kg.
- Axle spread 3.0 m to <3.6m 32,000 kg.
- Axle spread 3.6 m or greater 34,000 kg.

306 Trailer four axle group not to exceed:

Axle spacing equal to or greater than 4.88 m* 36,000 kg. *(for equipment built prior to 1999, axle spacing equal to or greater than 4.3 m applies)

307 Permit is not valid on steel truss bridges except those on 100 Series highways.

308 Permit is not valid if the vehicle is not registered to maximum weight as outlined in Nova Scotia's *Weights and Dimensions of Vehicles* Regulations.

309 Permit is not valid if any of the following are exceeded:

- i. manufacturer's tire weight rating,
- ii. manufacturer's axle weight rating,
- iii. manufacturer's gross vehicle weight rating.

310 All axles to have four tires per axle except steering axle(s).

311 Vehicle to reduce speed to 45 km/hr at bridges.

312 Reduce speed to 10 km/hr at bridges.

313 Only vehicle on bridge.

314 Vehicle must travel along centerline of bridge.

315 Vehicle to avoid crossing of bridges where interchange ramps allow such alternative routing.

316 Jeep dolly single in combination with drive axles, not to exceed 29,500 kg.

317 Jeep dolly double in combination with drive axles, not to exceed:

- Axle group spread 3.6 m to <4.8 m 34,000 kg.
- Axle group spread 4.8 m to <6.6 m 36,000 kg.
- Axle group spread 6.6 m or greater 38,000 kg.

318 Permit is not valid during Spring Weight Restrictions.

319 Permit is valid for transporting indivisible loads only. The load is considered indivisible if the load is not composed of more than one article, and all reasonable measures have been taken to minimize the extent to which the vehicle or load exceeds the legal weight limits.

6 Exceptional Moves

Moves which exceed the limits of GVW shown for each class of road in the Summary Table are considered Exceptional

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Moves. Such moves shall be subject to review by TIR (Structural Engineering). The review will determine the level of assessment to bridges that will apply and whether TIR or the applicant is required to undertake the assessment. If the applicant is required to undertake the assessment, a professional engineer licensed to practice in Nova Scotia and acceptable to TIR, would be engaged at the cost of the applicant.

7 Spring Weight Restrictions

Roads are subject to Spring Weight Restrictions each year, requiring a reduction in axle weights to protect weakened pavement structure during spring thaw. Also, during Spring Weight Restrictions, the transporting of over-weight commodities is restricted. Special move permits are available under the following limits:

- 1 the move can be completed on 100 Series highways (Hwy 101, TCH 104, etc.)
- 2 maximum GVW of 62,500 kg. includes tolerances
- 3 legal axle weights apply, and shall include:
 - i. three axle drive group 21,000 kg.
 - ii. four axle trailer group 27,500 kg.
 - iii. single axle dolly in combination with tandem drive axle group - 21,000 kg.
 - iv. tandem jeep dolly in combination with tandem drive axle group:
 - a Axle group spread 4.8 m to <5.4 m 26,000 kg.
 - b Axle group spread 5.4 m to <6.0 m 32,000 kg.
 - c Axle group spread 6.0 m or greater 36,000 kg.

Requests that exceed the above limits or for travel on highways other than 100 Series highways will be considered based on the circumstances of the situation.

8 Annual Permits

Special move permits (over-weight) may be issued on an annual basis, but are not valid during Spring Weight Restrictions with the exception of fire trucks responding to emergency situations. Annual permits may be issued for the following:

- a fire trucks
- b self-contained, indivisible vehicles (well drillers, mobile cranes, etc.) which do not exceed GVW of 45,400 kg.
- c mobile cranes which travel regularly between their base and a given location, and vice versa
- d self-contained, indivisible units that are towed as a semi-trailer which do not exceed GVW of 59,500 kg. (chippers, crushers, asphalt plant, etc.).

To be eligible for an annual permit for a self-contained unit, the applicant must provide accurate weights for axle groups and GVW which will be stated on the permit. Move conditions will be stated on the permit, which are to be adhered to during travel.

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Over-dimensional Special Move Permits

Over-dimensional special move permits are needed for vehicles and loads that are greater than

- **4.15 m in height**
- **2.60 m in width**
- **23 m in length** (25 m(A & C) train double combinations and tractor semi-trailers hauling poles and pipe), B-train length is 27.5 m.
- **1.0 m in front overhang**
- **2.0 m in rear overhang.**

Vehicles and loads that are greater than 4.88 m in height, 5.49 m in width, and 30 m in length need review and approval by the Department of Transportation and Infrastructure Renewal before an over-dimensional special move permit will be issued. These are referred to as exceptional move permits and are issued under additional and more restrictive terms and conditions. In particular, for exceptional over-width moves greater than 5.50 m in width, the carrier must carry an additional \$2 million in liability insurance with the Province of Nova Scotia named as a co-policy holder. **Annual over-dimensional special move permits can be issued for vehicles and loads that are up to 4.30 m in height, 4.30 m in width, 30 m in length, and 5.50 m in rear overhang, and for any front overhang.** Single-trip permits are valid for seven days.

Overweight Special Move Permits

Overweight special move permits are needed for vehicles **that go beyond the axle and gross vehicle weights** as outlined in the *Weights and Dimensions of Vehicles Regulations*, and are only available for indivisible loads.

Vehicle and loads that go beyond overweight limits of:

- 8,000 kg on a single-steer axle
- 11,340 kg on other single axles
- 22,700 kg on tandem axles
- 29,500 kg on three-axle drive axle groups and narrow spread
- three-axle trailer axle groups
 - 32,000 kg on medium-spread three-axle trailer axle groups
 - 34,000 kg on wide-spread three-axle trailer axle groups and narrow-spread four-axle trailer axle groups
- 36,000 kg on wide-spread four-axle trailer axle groups
- 69,800 kg on the full vehicle combination (52,200 kg on mobile cranes) will need review and approval by the Department of Transportation and Infrastructure Renewal before an overweight special move permit will be issued. These are referred to as exceptional move permits and are issued under additional and more restrictive terms and conditions.

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Annual overweight permits are only available for

- fire trucks
- self-contained indivisible vehicles, such as well-drilling, vehicles and mobile cranes, with a gross vehicle weight no greater than 45,400 kg
- mobile cranes that travel regularly between their base and a specific location, and vice versa
- self-contained indivisible units, such as crushers, chippers, and asphalt plants, that are hauled by a tractor and have a gross vehicle weight no greater than 59,500 kg

All other overweight special move permits are single-trip permits and are valid for seven days. During the spring thaw period, when roads are at their weakest, overweight moves are significantly restricted. Overweight moves will only be considered for spring weight-exempt roads, and axle weights cannot go beyond regulated maximum limits.

Project Special Move Permits

The Department of Transportation and Infrastructure Renewal will consider advance approval for exceptional special move permits for over-dimensional and/or overweight vehicles and loads for the movement of a specified list of commodities, on specified vehicle configurations, associated with a defined project. The project must have a minimum of five exceptional moves to be eligible for advance approval consideration, and an application must be received in writing at least 60 days

before the anticipated start date. If advance approval is given, the applicant must still apply to Service Nova Scotia and Municipal Relations for a special permit for each exceptional move, but the time period to get Department of Transportation and Infrastructure Renewal approval will be removed.

17. Vehicle Transportation Inspection

To make sure commercial vehicles are following all operating rules and regulations, the Department of Transportation and Infrastructure Renewal has set up the Vehicle Compliance Division.

The mandate of Vehicle Compliance is *“Safety and Compliance through Education, Inspection, and Enforcement.”* Its goal is to increase the safety of motorists and to protect the highway infrastructure. Vehicle Transportation Inspection Officers enforce specific legislation and regulations about commercial vehicle traffic within Nova Scotia. Officers work with industry to offer information and guidance on best practices. **The emphasis of Vehicle Compliance is placed on safety.** The Vehicle Transportation Inspection Division operates five fixed Vehicle Compliance Stations (VCS), often referred to as “scales.”

Drivers who operate a vehicle or combination of vehicles with a registered weight greater than 4,500 kg must report to the scales. They are at:

Amherst Incoming

TransCanada Highway 104,
call 1 (902) 667-8724

Amherst Outgoing

TransCanada Highway 104,
call 1 (902) 667-5008

Auld’s Cove

TransCanada Highway 104 at the Canso Causeway,
call 1 (902) 747-2004

Enfield

Exit 7, Highway 102 southbound,
call 1 (902) 883-2480

Kelly Lake

Highway 102 northbound,
call 1 (902) 861-2991

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Vehicle Transportation Inspection operates **four weigh-in-motion** scales (WIMS), or high-speed scales, before the Vehicle Compliance Stations in Kelly Lake, Enfield, Amherst Incoming, and Auld's Cove (eastbound; Canso Causeway).

These WIMS are placed in the highway surface before the VCS to pre-screen all commercial vehicles. Commercial vehicles are screened on a percentage of gross vehicle weight, and also randomly, reducing the percentage of reporting to less than 40 per cent from the traditionally 100 per cent. WIMS serve many purposes, including environmental fewer trucks idling safety prevents traffic from backing onto the highway noise pollution fewer trucks using their engine retarder brakes classification all vehicles crossing the scales are classified according to axle groups and spacing industry fewer reports, less time waiting, and less idling improves the bottom line. Drivers must stay in the right-hand lane before the WIMS; there are signs posted explaining this requirement. Once the driver has crossed the WIMS, variable message signs are timed (to each vehicle) to instruct the driver to report to or bypass the vehicle compliance scale.

In addition to the five VCS, there are also 17 mobile patrol units strategically placed throughout the province. They are essentially broken into four groups: four in the Western District (Valley/South Shore), four in the Central District (Halifax Regional Municipality, or HRM), four in the Northern District (Amherst), and four in the Eastern District

(Port Hawkesbury). The 17th mobile unit is operated in HRM by a training officer. Besides weighing vehicles, Vehicle Transportation Inspection officers will inspect all aspects of vehicle operation, including:

- vehicle mechanical fitness (CVSA inspection)
- load security
- vehicle-licensing requirements
- special move permits
- dimensions limits
- driver qualifications (license class, air brake endorsement, and dangerous goods training)
- hours of service requirements (log book and supporting documentation)
- Trip inspection reports
- Inspection of Dangerous Goods including
 - Shipping documents
 - Safety marks
 - Means of containment
 - Training
 - ERAP
 - Accidental Release
 - Road Transport of Dangerous Goods

