



# FARM GUIDE

## FARM EQUIPMENT ON THE HIGHWAY



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March 7, 2008

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## OVERVIEW

This guide has been developed to provide general information and clarification for the laws that apply to farm equipment and select provisions that apply to farm trucks. Representatives from the Ontario Federation of Agriculture and its partners have provided input into the development of the guide to ensure that questions from the farming community have been addressed. This guide is intended to help the farming community better understand their legal obligations under the law. Enforcement officers may also use this guide as a reference.

Although some of the rules of the road and component standards that apply to cars, trucks and trailers do not apply to farm equipment, it is important to remember that under Section 84 (1) of the HTA: ***“No person shall drive or operate or permit the driving or operation upon a highway of a vehicle, a street car or vehicles that in combination are in such a dangerous or unsafe condition as to endanger any person.”*** This includes the operation of farm equipment. The owners of heavy farm equipment are potentially liable if an overweight vehicle causes damage to a highway or bridge.

Unless otherwise mentioned in this document, the operation of farm equipment is assumed to be for agricultural purposes.

Note: Check with the appropriate municipality for any further restrictions. Conversions from metric to imperial are only provided as a convenience. Imperial measurements are approximate amounts only.

## LAWS

Note: This guide highlights some important legal provisions but is not an exhaustive description of all the laws that apply.

References to the applicable Acts, regulations and section numbers may be found just under the subject headings, for example:

Slow-Moving Vehicle Sign  
HTA 76, Reg. 616

Slow moving vehicle sign legislation is located in Section 76 of the Highway Traffic Act (HTA). Additional sign requirements are also located in Regulation 616 (SLOW MOVING VEHICLE SIGN) made under the Highway Traffic Act.

Ontario laws may viewed on the province’s website at:

<http://www.e-laws.gov.on.ca/navigation?file=home&lang=en>

Note: Printed versions of this document may not contain recent changes, updates or additions. Please visit the ministry's website at <http://www.mto.gov.on.ca/english/pubs/farm/farm.htm> to view the latest version.

# TERMS USED IN THIS DOCUMENT

## **Please Note:**

The following terms are used in this document for the purposes of clarity. The terms focus on farm equipment use, within the farm section of this document. For complete and official definitions refer to the Highway Traffic Act.

## **For the purposes of this document the term:**

### "SPIH"

means a self-propelled implement of husbandry (SPIH) that was manufactured, designed, redesigned, converted or reconstructed for a specific use in farming.

- combines, swathers, forage harvesters, etc. are SPIH.
- former trucks that have been converted for specific farm uses may qualify as SPIH.
- highway truck tractors and trucks are not SPIH.

### "Tractor"

means a farm tractor. A tractor is not a SPIH, truck or a truck tractor.

### "Implement"

means an implement of husbandry and includes balers, wagons, ploughs, cultivators, wheeled corn dryers, tobacco dryers, elevators, etc.

### "Farm Equipment"

is a collective term used in this document for tractor, SPIH, and towed implement(s), whether operated singularly or in combination.

### "Truck"

includes a highway truck tractor.

### "Trailer"

means a plated trailer designed to carry a load and towed by a car, truck or truck tractor and does not include an implement such as a hay wagon.

### "Road"

includes a highway, side road, gravel road, street, avenue, etc., whether operated by the Province, Region, County, Municipality or Township. Road includes the area between the lateral property lines (fence to fence).

### "Travelled portion of a road"

means the part of the road that is improved, paved, gravelled, designed or ordinarily used by traffic. If a road is a gravel road, the travelled portion is normally between the ditches.

### "Shoulder of a road"

The shoulder of a road, whether paved or not, is not part of the travelled portion of the road.

# FARM EQUIPMENT RULES

## RULES OF THE ROAD FOR FARM EQUIPMENT

HTA 41, 66, 106, 128, 130, 132, 150, *Criminal Code of Canada*

Generally, rules of the road, such as stop signs, right-of-way, traffic lights, turning, etc., that apply to cars and trucks also apply to farm equipment.

Some rules do not apply to the operation of farm equipment on the road. The following list contains examples only. Please refer to the Highway Traffic Act (HTA) for all applicable rules:

### Rules that do apply

- Careless driving
- Dangerous driving
- Impaired driving
- Signalling (electronic or hand/arm signals)

### Rules that do not apply

- Slow driving
- Seat belt requirements
- Farm equipment operating on the shoulder of the road

## WHERE TO DRIVE ON THE ROAD

HTA 148, 149

Farm equipment may be driven on the travelled portion of the road, on the shoulder portion of the road, except where prohibited, or on both portions when operating wide equipment.

Narrow farm equipment should be driven completely on the travelled portion or completely on the shoulder of the road. If the driver has doubts about the safety of operating completely on the shoulder, the driver should operate completely on the travelled portion. Drivers must exercise extreme caution when it is necessary to move between the shoulder and the travelled portion of the road.

Wide equipment, that requires the use of both the travelled portion and the shoulder, should be driven by using the complete portion of the travelled portion with the remaining equipment width on the shoulder.

Travelling partially on both travelled and shoulder portions of the road with wide or narrow equipment and not leaving the full width of the travelled portion of the road available to vehicles passing in the same direction can constitute a serious hazard for the equipment driver and motorists attempting to overtake.

Farm equipment, regardless of width, must by law, give up one-half of the roadway when being overtaken or passed in the opposite direction.

# LENGTH, WIDTH, HEIGHT AND WEIGHT OF FARM EQUIPMENT AND LOADS

HTA 108, 109, 113

Farm equipment is exempt from the maximum width, length and weight rules when operated on a road singularly or in combination. These exemptions also apply to implements when towed with trucks. However, heavy farm equipment owners are potentially liable if an overweight vehicle causes damage to a highway or bridge.

Trucks, tractors and SPIH have no restriction on the length of the towed implements when one or more implements are being towed.

Wide farm equipment operating on the roads must:

- keep right of the centreline, allowing other vehicles one-half of the travelled portion of the road.
- keep right when being overtaken on the left.
- keep right of the centreline when approaching the crest of a grade or hill or at a curve in the road or within 30 m (100 ft) of a bridge or tunnel when the driver's view is obstructed.
- keep right of the centreline, within 30 m (100 ft) of a level railway crossing.

If large farm equipment is transported on licensed trucks and trailers, oversize/overweight permits may be required. For details, see the "OVERSIZE / OVERWEIGHT PERMITS FOR TRUCKS AND TRAILERS TRANSPORTING FARM EQUIPMENT" section of this guide located in the farm truck section.

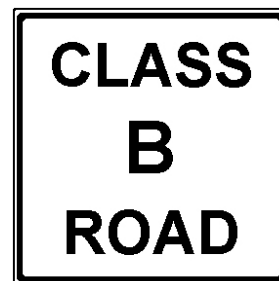
Loose Fodder: Width restrictions do not apply to loads of loose fodder carried on trucks and trailers. Loose fodder includes round and rectangular bales of hay.

## WEIGHT ON REDUCED ROADS AND BRIDGES

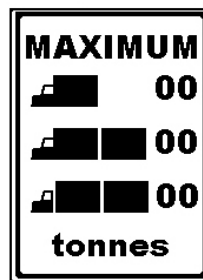
HTA 114(3), 120, 122, 123 & Reg 615

Farm equipment, including mounted implements, are not subject to the reduced weight rules on "load reduced roads", Class B roads or bridges. However, heavy farm equipment owners are potentially liable if an overweight vehicle causes damage to a highway or bridge.

Roads



## Bridges



For information on reduced weight on roads and bridges for trucks and trailers, see "WEIGHT ON REDUCED ROADS AND BRIDGES" in the FARM TRUCK AND TRAILER RULES SECTION.

## LOAD SECURITY - FARM EQUIPMENT

HTA 111 Reg 363/04

Legislation does not offer specific methods, standards or specifications for securing loads on SPIH or implements towed with tractors, SPIH or off-road vehicles. Farm equipment drivers may look to the load security requirements for trucks and trailers for guidance.

### NOTE:

Loads on implements, such as hay wagons that are towed with trucks, are required to be loaded, bound, secured, contained or covered so that no portion of the load becomes dislodged, falls, leaks, spills or blows from the implement.

If the truck that is towing the implement is also loaded, see Ontario Regulation 363/04 (Security of Loads) made under the HTA, for the load security requirements for the truck.

## TOWING IMPLEMENTS

HTA 1, 113, 161

### Towing Implements:

Tractors, SPIH and trucks are permitted to tow more than one implement on the road.

### Wagons do not become trailers:

Wagons, including wagons carrying farm equipment or components of farm equipment such as combine heads, do not become trailers when towed by trucks and are, therefore, not subject to the trailer requirements relating to brakes, size, annual safety inspections and other requirements. This also applies to other types of implements such as, but not limited to, balers, ploughs and tillage equipment.

A wagon, while being used for **non-farm purposes** can become a trailer when towed behind a truck.

A trailer, whether plated or not, is an **implement** when towed by a tractor or SPIH.

### Trailers do not become wagons:

Highway trailers, such as a utility, gooseneck and float trailers, when towed with a truck, do not become farm wagons simply because they are carrying farm products, including livestock or equipment.



### Highway trailers converted to cargo carrying implements:

Former highway trailers may be **permanently** redesigned, converted or reconstructed for specific uses in farming. The modifications must lend themselves to a specific use in farming with the vehicle being of little use except to carry the farm products or equipment that it was designed to carry. After conversion, it would not be practical to use the vehicle for its original purposes.

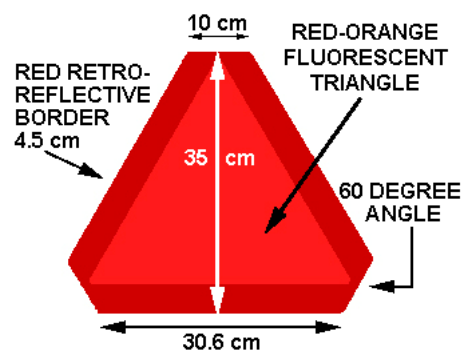
If modifications to a former highway trailer are sufficient, the vehicle can be considered a farm wagon and may be towed behind a truck as a farm wagon. A slow moving sign is required on the wagon and it cannot be towed over 40 km/h. (See slow moving vehicle sign rules.)

Some farm wagon manufacturers build farm wagons that have one or more axles located at, or near, the longitudinal centre of the wagon (centre axle farm wagons). These wagons are generally built to carry specific farm products or equipment such as large bales, combine heads, bulk liquid fertilizer tanks and sprayers. These types of wagons remain wagons even when towed behind trucks.

Note: The information on converted former highway trailers and centre axle farm wagons is not found in law but is mentioned here as guidance.

## SLOW-MOVING VEHICLE SIGN

HTA 76, Reg. 616



### Purpose of a slow-moving vehicle sign

A slow-moving vehicle sign (sign) warns other road users that the vehicle displaying the sign is travelling at 40 km/h or less.

### What type of vehicle requires a sign?

Tractors and SPIH must display a sign on the rear. If one of these machines is towing one or more implements the sign or an additional sign, must be displayed on the rear of the combination.

Any vehicle including, but not limited to, construction equipment, street sweepers, tow motors, fork lifts, etc., that are not capable of attaining and sustaining a speed greater than 40 km/h must also display a sign. If one of these machines is towing a trailer(s), implement(s) or device(s), the sign or an additional sign, must be displayed on the rear of the combination.

### When is a sign prohibited on a vehicle?

Only slow-moving vehicles or vehicles towed by slow moving vehicles are permitted to display a sign. A sign is prohibited from being displayed on a vehicle travelling in excess of 40 km/h.

Note: A tractor, combine, etc., on a float or trailer is considered a load, and it is recommended any visible sign be covered or removed.

### When is a sign not required on a slow-moving vehicle?

A sign is not required when directly crossing a road with a vehicle or a combination mentioned above.

### Towing implements with trucks

When towing an implement (e.g., wagon, tillage equipment, a header wagon, etc.) with a truck, a sign should be placed on the rear of the combination and the combination must travel at or under 40 km/h.

### Where must the sign be located

The sign should be placed as close as practical to the centre of the rear of the vehicle and between .6 m (2 ft.) and 2 m (6 ft.) above the road:

- it must be clearly visible for a distance of not less than 150 m (500 ft);
- the regulation sets out the minimum dimensions, shape, colour and reflectivity of the sign. The sign may be larger provided each dimension is increased by the same amount; and
- a sign should be replaced when faded or damaged.

### Are signs prohibited on fixed objects?

Yes. Attaching a sign to a fixed object, such as a roadside mailbox or driveway marker, is prohibited if it can be seen from the road.

Municipalities can post caution signs to warn motorists that slow moving vehicles often travel on their roads.

### Are some slow-moving vehicles exempt?

Yes. Bicycles, mopeds and disabled vehicles being towed do not have to display the sign. Horse-drawn vehicles driven by a person whose religious beliefs do not permit him or her to use the sign are also exempt; however, the back of the carriage must be outlined with reflective tape that is visible from at least 150 m (500 ft).

## OFF-ROAD VEHICLES (ORV)

ORVA, Reg 863

### Driver's Licence Required:

The Off-Road Vehicle Act (ORVA) permits a farmer to drive an off-road vehicle on, along or across a highway if the vehicle is designed to travel on more than 2 wheels and bears a slow-moving vehicle sign. The farmer must have a valid driver's licence and must be using the off-road vehicle (ORV) for agricultural purposes. The operator must comply with all applicable ORVA provisions.

### Age Limit for Driving:

An ORV operator holding a valid driver's licence (HTA) may drive an ORV directly across the highway.

Children 12 and older or a person who does not have a valid driver's licence may drive an ORV as long as the person does not drive on, or across, a highway and complies with all applicable ORVA provisions.

The owner of an ORV cannot allow a child under the age of 12 to drive the ORV unless the vehicle is:

- driven on land occupied by the vehicle owner; or
- under the close supervision of an adult.

#### Registration, Plates/Permits:

ORV's must be registered and the registered owner cannot be under 16 years of age. A licence plate and registration (permit) must also be obtained. The licence plate must be appropriately attached and the registration (permit), or a true copy, must be carried and surrendered if requested by a Peace Officer. A registration (permit) does not need to be carried if the ORV is being operated on the owner's land.

#### Helmets:

Helmets must be worn by everyone when driving or riding on an ORV or a conveyance towed by an ORV, unless it is operated on the owner's property. Helmets must comply with applicable helmet regulations.

#### Highway Restrictions:

##### ORVs are restricted from operating on:

- All of the King's Highway known as No. 401, 402, 403, 404, 405, 406, 409, 410, 417, 420, 427, and the QEW.
- Part of the King's Highway known as No. 2A, 6, 7, 8, 10, 11, 20, 27, 33, 86, 400.

(Refer to the regulations listed above for a complete list of highway restrictions.)

#### Towing Trailers/Implements:

An ORV being driven by a farmer may tow a trailer, either empty or loaded, or implement on, along or across a highway.

#### Slow-moving vehicle sign:

A slow-moving vehicle sign is required on the rear of an ORV or on the rear of a towed vehicle when operating on a road.

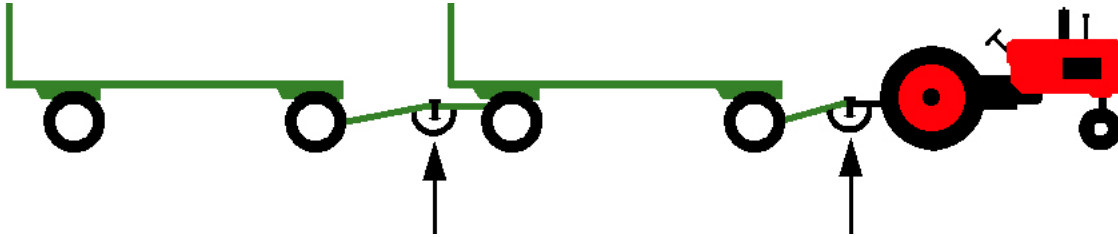
#### Insurance:

ORV's must be insured under a motor vehicle liability policy when driven both on and off the highway. However, insurance is not required when the ORV is driven on land occupied by the owner of the ORV.

# SAFETY CHAINS FOR TOWING

HTA 80

A safety chain is required between a farm tractor and towed implement when operated on the road. If more than one implement is being towed, the second and subsequent implements are required to have a chain between the towing implement and the towed implement.



A safety chain must be used between each implement and between the tractor and implement.

The chain may be attached directly to the draw bar of the tractor or towing implement and the tongue of the towed implement.

The chain may be connected to a draw bar or tongue with bolts, clevises, open chain hooks or other methods of attachment. The chain should be long enough to permit full turning and short enough not to drag on the road.

A chain is not required when directly crossing a road.

A cable, steel bar or arm may be used in place of a chain. The second and third arms of a two or three point hitch system on a tractor serve as safety chain.

A chain may be any size, grade or type providing it is of sufficient strength to prevent the towed implement(s) from becoming detached. Sufficient strength generally means the breaking strength of the chain equals the total actual weight of the towed implement(s) and any load(s). The strength of hooks, bolts or other methods of chain attachment would also equal the total actual weight of the towed implement(s) and any load(s).

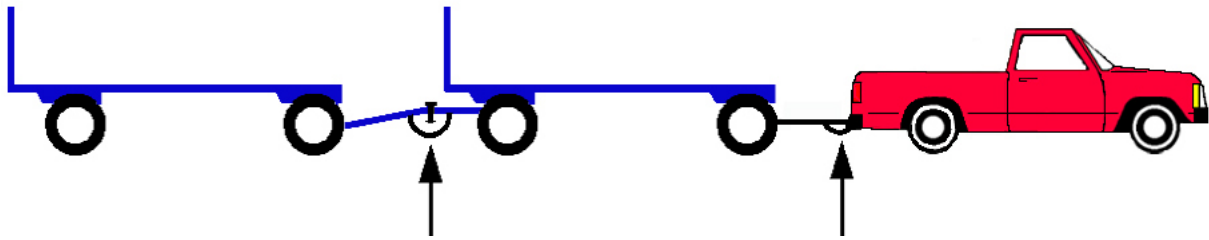
The charts in Appendix A can be used as a guide to determine the chain's strength if the chain size and grade are known. If the chain's grade cannot be determined, use the breaking strength of proof coil, grade – 30. These charts are provided as a convenience only. For accurate chain strengths, contact the manufacturer of the chain.

The above rules apply when a:

- a tractor is towing an object or device;
- a tractor or tractor-implement combination is towing a truck with a tow bar;
- a truck is towing an implement, object or device;
- a truck is towing a goose neck trailer where the coupler is a ball and socket type hitch; or
- a truck is towing a trailer, other than a "full trailer".

"Full trailer" means a trailer that is so designed and used that the whole of its weight and load is carried on axles located at the front and at the rear of the trailer and is towed with a tow bar. Full trailer also includes a combination of semi-trailer and trailer converter dolly.

For detailed requirements on secondary means of attachment (safety chain) for plated "full trailers", towed by trucks, refer to Regulation 618 (Specifications and standards for trailer couplings).



A safety chain must be used between each implement and between an implement and the truck.

Fifth wheel couplers do not require safety chain.

## LICENCE PLATES - FARM EQUIPMENT

HTA 7, Reg. 628

Farm tractors do not require plates.

A plate is not required on a SPIH when travelling from farm to farm or to or from such places as are necessary for the repair or maintenance of the vehicle. Farm to farm includes farms not owned by the owner of the SPIH.

Note; A SPIH travelling from farm to commercial elevator, processing plant, etc. or transporting general freight must have a plate. A SPIH operating under these circumstances would be deemed a truck and subject to all truck rules.

A trailer, including a livestock trailer or one that is transporting livestock or poultry towed by a farm tractor or a SPIH, does not require a plate. If a plate is attached to the trailer it is not necessary to remove or cover the plate.

An implement that was manufactured, designed, redesigned, converted or reconstructed to carry specific farm products, commodities and equipment, such as combine heads, large round bales, feed mixers does not require a plate. This applies even when implement is towed with a truck.

## LIGHTING REQUIREMENTS

See References Below

Lighting requirements apply to all farm equipment, regardless of size or shape. These requirements also apply to implements when towed with trucks.

Night time means from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles on the highway are not clearly discernible at a distance of 150 metres or less. When in use, lamps must be visible from a distance of 150 m (500').

### REQUIRED BY ALL FARM EQUIPMENT

Dimensions	Daytime	When Lights are Required
All sizes.		<ul style="list-style-type: none"> <li>- 2 white or amber headlamps.</li> <li>- 1 red tail lamps (minimum).</li> <li>- if over 2.6 m (8'6") wide: 2 red tail lamps <b>or</b> 2 red reflectors.</li> </ul>
Combination of vehicles exceeding 6.1 m (20 ft) length.		<ul style="list-style-type: none"> <li>- 2 green or amber side marker lamps or reflectors near the front, <b>and</b></li> <li>- 2 red side marker lamps or reflectors near the rear.</li> </ul>

### REQUIRED BY LARGER FARM EQUIPMENT

The following lighting is required in addition to the requirements listed above. These lamps are not required to be operating while the vehicle is being driven across a road.

#### LENGTH:

Dimensions	Daytime	When Lights are Required
Combinations of vehicles exceeding 23 m (75 ft) long.		<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lamps on the rear.</li> </ul>

#### WIDTH:

Dimensions	Daytime	When Lights are Required
Over 2.6 m (8'6") wide up to and including 3.8 m (12'6") wide.		<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lamps on the rear.</li> </ul>
Over 3.8 m (12'6") wide up to and including 4.8 m (15'9") wide.	<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lights on the rear, <b>or</b></li> <li>- a rotating amber lamp mounted on the uppermost part of the vehicle that is visible to the front and rear.</li> </ul>	<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lamps on the rear, <b>and either</b></li> <li>- a rotating amber lamps mounted on the uppermost part of the vehicle that is visible to the front and rear, <b>or</b></li> <li>- escort vehicles front and rear.</li> </ul>
Over 4.8 m (15'9") wide.	<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lamp on the rear, <b>or</b></li> <li>- a rotating amber lamp mounted on the uppermost part of the vehicle that is visible to the front and rear.</li> </ul>	<ul style="list-style-type: none"> <li>- 2 flashing amber lamps on the front, <b>and</b></li> <li>- 2 flashing amber lamps on the rear, <b>and</b></li> <li>- a rotating amber lamp mounted on the uppermost part of the vehicle that is visible to the front and rear, <b>and</b></li> <li>- escort vehicles front and rear.</li> </ul>

Note:

- Flashing amber lamps are to be placed not more than 15 cm (6") from the side of the permanent structure of the vehicle and be visible at a distance of 150 m (500') from the front and rear.
- Additional lighting requirements and escort vehicles are not required when directly crossing the road.
- Tractors and SPIH of any length, when not towing implements, are not required to have side marker lamps.
- Farm equipment not equipped with an electric lighting system is required to have at least one white lamp to the front and at least one red lamp on the rear.

Escort Vehicle Requirements:

Escort vehicles must, when escorting:

- have operating vehicular hazard warning signal lamps commonly known as four-way flashers; **or**
- carry an illuminated rotating amber lamp mounted on the uppermost part of the vehicle and producing intermittent flashes of amber light visible at a distance of 150 m (500') from the front and the rear.
- be located approximately 60 m (200') in front of and to the rear of the escorted farm equipment.

The sections of the HTA pertaining to lighting requirements are:

When lamps must be used HTA s. 62(1),(4). Headlamps HTA 62(1),(26),(27). Tail lamps HTA 62(1),(24),(25),(26),(27). Signal lamps HTA 66 142. Side marker lamps HTA 62(13). Lighting for farm equipment that exceeds 23 m (75') in length and/or is over 2.6 m (8'6") wide see Regulation 603 (Over-dimensional Farm Vehicles).

## TURN SIGNAL REQUIREMENTS

HTA 62, 142

Drivers must, before:

- turning left or right at any intersection or into a private road or driveway;
- moving from one lane of traffic to another lane of traffic; or
- leaving or entering the travelled portion of the road;

first see that the movement can be made safely, and if the operation of any other vehicle may be affected by the movement shall give a signal plainly visible to the driver of the other vehicle of the intention to make the movement.

A signal plainly visible to others can be given either by means of the hand and arm or by signal lamps.

Signal lamps are not required on towed implements when towed behind tractors, SPIH and trucks **provided** the rear signal lamps on the tractor, SPIH or truck are clearly visible to motorists approaching from the rear. When a lamp or lamps are obscured, or are not clearly visible from the rear, the obscured lamp(s) must be duplicated on the implement.

Signal lamps must be visible at all times for a distance of 30 m (100 ft).

The use of mechanical signalling devices is permitted but not discussed here due to the rarity of this type of device.

Prescribed hand and arm turn signals:



LEFT TURN



RIGHT TURN



STOP

## MIRRORS

HTA 66

Mirrors are not specifically required on tractors and SPIH. Many tractors and SPIH come equipped with mirrors and some are installed after purchase. While mirrors are not specifically required in law, a driver must be capable of seeing a vehicle approaching from the rear in order to make a safe turn. It can be very dangerous and it may be an offence to turn in front of a motorist who is passing, even if the equipment is displaying signal lamps.

## DRIVER QUALIFICATIONS

HTA 32, 37, Reg. 340/94 *Criminal Code of Canada* 253, 254, 259

A driver's licence is not required to drive a tractor or a SPIH on, along or across a road. Drivers must be 16 or older to drive on, or along, a road. Drivers under 16 are only allowed to drive a tractor or SPIH directly across a road.

A person who has been prohibited from operating a "vehicle" by the courts, for impaired driving under the Criminal Code of Canada is prohibited from operating farm equipment on any road or in a public place.

## OVERHANGING LOADS

HTA 111

Every vehicle, including farm equipment, carrying a load that overhangs the rear of the vehicle 1.5 m (5 ft) or more must display a red flag or red marker (red lamp at night) at the extreme rear of the load. A slow-moving vehicle sign satisfies the requirement of a red flag or marker on farm equipment.

## DANGEROUS GOODS - FARM EQUIPMENT

The rules for transporting dangerous goods on and in farm equipment are the same as those for trucks. See "DANGEROUS GOODS - FARM TRUCKS" in the farm truck section of this guide.



Tractors and SPIH, other than traction engines (steam engines), are required to be equipped with rubber tires or wheels of another composition equally resilient.

Farm equipment is permitted on the road with tires having the following designation markings:

“farm use only”, “rebuilt”, “recapped”, “not for highway use”, “aircraft”, NHS (not for highway service), TG (tractor/grader), K (compactor tire, construction), SL (service limited), SS (skid loaders), AT (all terrain), DH (logging and agricultural), ML (mining and logging, intermittent highway use), VA (agricultural) or any other wording or lettering indicating that the tire was not designed for highway use

Farm equipment tires do not require DOT markings as required for trucks and trailers.

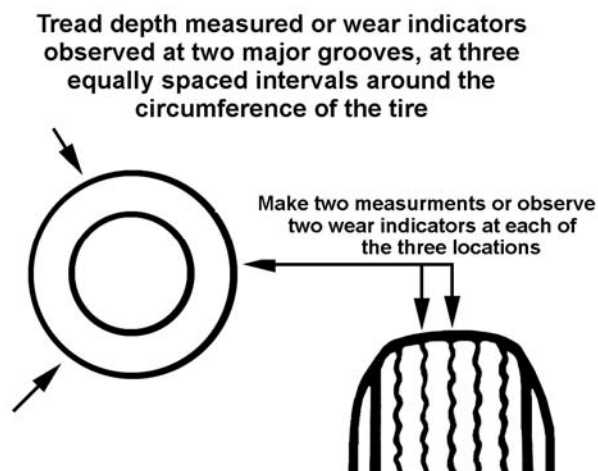
Farm equipment is not permitted on the road with tires that:

- have exposed cords, tread or sidewall cuts or snags that expose the cords
- are broken or defective and cause damage to the road
- are fitted with flanges, ribs, clamps or other devices attached to or part of the wheels that will cause damage to the road
- have abnormal visible bumps, bulges or knots
- have been regrooved or recut and the tire was not designed for regrooving or recutting
- are smaller than vehicle manufacturer’s recommended minimum size
- contact any vehicle component so as to affect the safe operation of the vehicle.

### Tread Depth:

Farm equipment tires shall not be worn to the extent that in any two adjacent major grooves, at three equally spaced intervals around the circumference of the tire:

- the tread wear indicators contact the road; or
- less than 1.5 mm (1/16 in) of tread depth remains.



## BRAKES - FARM EQUIPMENT

While farm equipment brakes are not specifically required by the HTA, it is important that equipment be fitted with well-maintained brakes adequate to stop and hold the equipment.

### SELF-PROPELLED IMPLEMENTS OF HUSBANDRY (SPIH) CONVERTED FROM HIGHWAY VEHICLES

HTA 1(1)

The HTA defines a SPIH as:

*“a self-propelled vehicle manufactured, designed, redesigned, converted or reconstructed for a specific use in farming”.*

Combines, swathers and forage harvesters are examples of SPIH. Trucks that have been converted for specific uses in farming may also qualify as SPIH.

In order for a former truck to qualify as a SPIH, it requires significant and specific physical change to the cargo-carrying portion of the vehicle. The modifications must lend themselves to a specific use in farming with the vehicle being of little use except to carry the farm products that it was designed to carry. Also, after conversion, it would not be practical to use the vehicle for its original purposes.

Specific use does not mean one single use. Transporting items such as grain, potatoes, tobacco, hay, or forages in the same converted vehicle are all within the meaning of specific use.

Note: A person considering converting a truck to a SPIH may wish to contact his or her farm insurance carrier prior to starting the conversion to determine how it will be insured.

Examples of converted vehicles that are acceptable:

- Remove the cargo box from a truck and install a grain gravity box or potato slinger.
- Remove the cargo box from a truck and install a feed mixer.



Converted vehicles that are unacceptable:

- Removing the doors, windows, seats and/or cab of a truck and carrying a load of hay.
- Welding a dump truck's tailgate shut.

# INSURANCE - FARM EQUIPMENT

Insurance Industry

Most farm liability policies cover farm equipment, including tractors, SPIH and implements, when operating on the road. Contact your insurance company to determine if and how a SPIH that has been converted from a former highway vehicle is insured. Also contact your insurance company to determine if and how liability and damage coverage applies to implements towed with trucks.

## TRACTORS USED FOR OTHER THAN FARM USE

HTA 1.

Tractors do not become cars or trucks when temporarily used for non-agricultural use such as to cut roadside grass in front of a farm or for towing fair parade floats, etc.

## HIGHWAY RESTRICTIONS

HTA 113, 185, Reg. 603, 609

### Regulation 609 (Restricted use of the King's Highway)

Tractors and SPIH, of any size, are prohibited from operating on the 400, 401, 402, 403, 404, 405, 406, 407, 409, 410, 417, 420, 427 and QEW. However, if there is no other means to access the owner's farmland, a 400 series highway may be travelled on, provided the shortest possible route is taken.

### Regulation 603 (Over-Dimensional Farm Vehicles)

Over-dimensional farm equipment is prohibited from being driven or towed on the 400, 401, 402, 403, 404, 405, 407, 409, 410, 416, 417, 427 and QEW. In addition, portions of the 406, 410 and 420 and some 2, 3 and 4 lane highways, usually in and around cities, are restricted. For a complete list of these highways refer to Regulation 603. No farmland access exemptions apply

"Over-dimensional" means wider than 2.6 m (8.6"), higher than 4.15 m (13'6"), or individually or in combination longer than 23 m (75 ft).

## COLOURED FUEL

Gasoline Tax Act, Reg 534. Fuel Tax Act, Reg 465.

### Use of Coloured Fuel:

Coloured fuel may be used for any purpose other than to: generate power in a motor vehicle which requires a number plate attached under the Highway Traffic Act; operate a recreational vehicle, personal watercraft, boat or any other machine used or intended to be used principally for the pleasure or recreation of its owner or operator.

Examples of permitted coloured fuel use are:

- operating unlicensed farm equipment such as tractors and self propelled implements of husbandry;
- chainsaws and lawnmowers;
- fuel for heating, lighting or cooking; and
- the generation of electricity.

### Gasoline Refund:

Gasoline tax is imposed on all grades of gasoline at the time of purchase. A refund of the tax paid may be claimed by the purchaser from the Ontario Ministry of Revenue where the gasoline is used: *in any equipment or vehicle that does not require a number plate under the Highway Traffic Act and is operated in Ontario by any business (farm), industry or institution; and where such equipment or vehicles are not operated principally for the recreation or pleasure of its owner or operator.*

### Off-Road Vehicles:

Gasoline powered off-road vehicles that are being used for agricultural purposes and are plated under the *Off-Road Vehicle Act* but do not require a number plate under the *Highway Traffic Act* may, when travelling either on or off the road, apply for a gasoline tax refund from the Ministry of Revenue.

Diesel powered off-road vehicles that are being used for agricultural purposes and are plated under the *Off-Road Vehicle Act* but do not require a number plate under the *Highway Traffic Act* may use coloured fuel when travelling either on or off the road.

Operators of off-road vehicles used for recreation or pleasure, whether driven on or off the road, must use tax paid clear diesel or gasoline. No refund of fuel tax or gasoline tax is permitted.

### Information:

For further information regarding coloured fuel please refer to Ontario Tax Bulletin FT 1- 2001, entitled "Coloured Fuel" at: [www.rev.gov.on.ca/english/bulletins/ft/fuel1\\_2001.html](http://www.rev.gov.on.ca/english/bulletins/ft/fuel1_2001.html)

For further information regarding gasoline tax refunds, please refer to Ontario Tax Bulletin GT 1- 2001, entitled "Ontario Gasoline Tax Refund Program" at: [www.rev.gov.on.ca/english/bulletins/gt/gas1\\_2001.html](http://www.rev.gov.on.ca/english/bulletins/gt/gas1_2001.html)

In addition, you may contact The Ministry of Revenue, Client Account and Services Branch at 33 King St. W., 3<sup>rd</sup> Floor, P.O. Box 625, Oshawa, Ontario, L1H 8H9, Phone: 905-433-6389, Fax: 905-436-4511 or via internet at: [www.rev.gov.on.ca](http://www.rev.gov.on.ca)

# FARM TRUCK AND TRAILER RULES

## DRIVER LICENCES

HTA 32, 37, Reg. 340/94

The following describes the types of trucks that drivers with a Class G1, G2, G, D or A driver's licence may operate. Truck includes a pickup truck.

For a complete list of the Driver's Licence Classes, see Regulation 340/94 (Driver Licences) under the HTA.

Class "G" licence holders can drive:

- a truck, whether towing a vehicle or not, having a registered gross weight of 11,000 kg (24,250 lbs.) or less,
- a single truck or a combination of truck and towed vehicle(s) with an actual weight of 11,000 kg (24,250 lbs.) or less, provided the weight transmitted to the road by the axles of the towed vehicle(s), when attached to the truck, does not exceed 4,600 kg (10,141 lbs). Towed vehicle(s) includes trailers, farm implements and wagons.

Class "D" licence holders can drive:

- a truck, whether towing a vehicle or not, having a registered gross weight exceeding 11,000 kg (24,250 lbs.),
- a single truck or a combination of truck and towed vehicle(s) with an actual weight exceeding 11,000 kg (24,250 lbs.), provided the weight transmitted to the road by the axles of the towed vehicle(s), when attached to the truck, does not exceed 4,600 kg (10,141 lb). Towed vehicle(s) includes trailers, farm implements and wagons.

Class "A" licence holders can drive:

- A combination of truck and towed vehicle(s), when the axles of the towed vehicle(s), when attached to the truck, transmit more than 4,600 kg (10,141 lbs.) to the road. Towed vehicle(s) includes trailer, farm implements and wagons.

A Class "G" driver may drive a Class "D" farm plated truck or a farm plated combination if the truck or combination is being used for the farmer's personal transportation or used for the transportation of farm products, supplies or equipment without compensation to or from a farm. See "LICENCE PLATES - FARM TRUCKS" for farm plate conditions.

A G2 driver may drive a Class "D" farm plated truck or a Class "D" farm plated combination, provided the truck is not being used for-hire and the truck and towed vehicle are not equipped with air brakes

A G1 driver is not permitted to drive a Class "D" farm plated truck or any truck or towed vehicle with air brakes.

A "Z" Endorsement is required on a driver's licence when driving an air braked truck or towing an air braked trailer with a truck. This includes farm plated trucks. A "Z" Endorsement is not required when operating air braked farm tractors, SPIH, or towed implements.

# LICENCE PLATES - FARM TRUCKS

HTA 7, Reg. 628

Farm plates have reduced fees and are subject to certain restrictions.

## Use of farm plates:

Farm plated trucks and towed trailers may be used for the transportation of farm products, commodities, supplies, equipment, building and maintenance items owned by the farmer. Items include the trucking of gravel, rocks, sand and lumber to a farm for use on the farm.

A farmer may truck the same items for another farmer anytime during the year provided the trucking is done for free. A farmer may only charge another farmer for trucking these items during the months of September, October and November.

Farm products do not include products preserved by freezing, pickling, cooking, smoking or curing, other than cured tobacco leaves.

Farm plated trucks and towed trailers may also be used for the farmer's personal transportation and use, including the movement of personal effects, such as household and hobby effects, recreational and pleasure use. This personal privilege only extends to the person or persons who actually own the farm. This privilege does not extend to family members, employees or other persons.

## Prohibited use of farm plates:

Trucking logs, pulpwood or rocks from a forest, quarry or mine cannot use farm plates.

## Farm Plates and Logs/Lumber:

The cutting of trees for purposes of production of paper by pulp mills or for purposes of processing these logs for lumber is a forestry operation. If it is demonstrated that the transportation of these items is to supply the farm, farm plates may be used.

## Farm Plates and Rocks/Sand/Gravel:

The removal of rocks or stone is a mining or quarry operation and not related to the tilling or the production of an agricultural product by a farmer. If it is demonstrated that the transportation of these items is to supply the farm (e.g.; laneways, building construction, soil erosion), farm plates may be used.

## Trailer Plate:

A trailer transporting livestock or poultry, either empty or loaded, when towed by a truck requires a trailer licence plate.

## Out-of-Province Travel With Ontario Farm Plates:

Some Canadian and U.S. jurisdictions accept Ontario farm plated trucks, while others may not. Before you travel, we advise that you contact the jurisdiction where you plan to travel into or through for assistance. For contact information, visit the international web site at: <http://www.irponline.org/>

## DETERMINING REGISTERED GROSS WEIGHTS FOR TRUCKS TOWING TRAILERS

For information about determining registered gross weights for trucks towing trailers, please visit:

<http://www.mto.gov.on.ca/english/trucks/regulations/trailers.htm>

## COMMERCIAL VEHICLE OPERATOR'S REGISTRATION (CVOR)

For information about Commercial Vehicle Operator's Registration (CVOR), please visit:

<http://www.mto.gov.on.ca/english/trucks/cvor/regcert.htm>

## DAILY TRUCK AND TRAILER (TRIP) INSPECTIONS

For information about Daily Truck and Trailer (trip) Inspections, please visit:

<http://www.mto.gov.on.ca/english/trucks/regulations/daily/>

## HOURS OF SERVICE (log books)

For information about Hours of Service (log books), please visit:

<http://www.mto.gov.on.ca/english/trucks/regulations/hours.htm>

## ANNUAL TRUCK AND TRAILER SAFETY INSPECTIONS

For information about Annual Truck and Trailer Inspections, please visit:

<http://www.mto.gov.on.ca/english/trucks/regulations/annual.htm>

Note: Annual safety inspections are not required on farm tractors, SPIH or SPIH that have been converted from trucks and any vehicle (including a trailer) that is towed by one of these vehicles.

## OVERSIZE / OVERWEIGHT PERMITS FOR TRUCKS AND TRAILERS TRANSPORTING FARM EQUIPMENT

HTA 110, 113

Over-dimensional farm equipment transported on licensed trucks and trailers, including farm plated trucks, require an oversize/overweight permit when the dimensions exceed:

- 2.6 m (8' 6") wide;
- 23 m (75' 6") in length (combination of vehicles and load);
- 4.15 (13' 6") in height; or
- When the weight exceeds the limits set out in the HTA.

Loose Fodder: Permits are not required for loads of loose fodder. Loose fodder includes round and rectangular bales of hay.

For details on oversize/overweight permits, please visit

<http://www.mto.gov.on.ca/english/trucks/oversize/index.html>

## LOAD SECURITY

HTA 111, Reg. 363/04

A truck or trailer cannot be operated on a road unless the load has been secured in such a way that it cannot become dislodged or fall from the vehicle. Proper securement includes, but is not limited to, being bound or covered.

## TRAILER BRAKES

HTA 64, Reg. 587

Every trailer that weighs, whether loaded or empty 1,360 kg (3,000 lbs.) or more, when attached to the towing vehicle, must have brakes adequate to stop and hold the vehicle.

## ENTERING TRUCK SCALES

RESERVED

## DRIVE CLEAN EMISSIONS TESTING AND FARMERS

Ontario's *Drive Clean* program is administered by the Ontario Ministry of the Environment.

*Drive Clean* is Ontario's mandatory program for vehicle emissions inspection and maintenance. To determine if your vehicle is subject to inspection or to find a *Drive Clean* location contact, *Drive Clean* at 1-888-758-2999 or visit the *Drive Clean* website at <http://www.driveclean.com/>

## WEIGHT ON REDUCED ROADS AND BRIDGES

HTA 114(3), 120, 122, 123 & Reg. 615

Some provincial and municipal roads are subject to reduced loads. These roads are designated by officials and are posted with signs.



Load restricted signs may apply permanently or during specific periods of time.

Posted roads are restricted to a maximum of 5,000 kg (11,000 lbs.) per axle for all trucks except those listed below.

The following trucks are restricted to a maximum of 7,500 kg (16,500 lbs.) per axle on posted roads:

- two axle tank-trucks, while used exclusively for the transportation of liquid or gaseous heating fuel;
- two axle trucks, while used exclusively for the transportation of livestock feed; and
- vehicles transporting live poultry.



The following vehicles are exempt from the reduced load rules and signs:

- vehicles operated by or on behalf of a municipality or other authority having jurisdiction and control of a road, where the vehicles are engaged in road maintenance, including the carriage and application of abrasives or chemicals to the road, the stockpiling of abrasives or chemicals for the use on a road, or the removal of snow from a road;
- vehicles used exclusively for the transportation of milk;
- fire apparatuses, vehicles operated by or on behalf of a municipality transporting waste and public utility emergency vehicles; and
- tractors, SPIH and towed or mounted implements.

Specific provincial roads that are subject to reduced loads may be found on the web at;

<http://www.mto.gov.on.ca/english/trucks/loadnotice.htm>

## CLASS B ROADS



Posted "Class B Roads" are restricted to a maximum of 8,200 kg (18,000 lbs.) per axle. If the centres of any two axles are closer together than 2.4 metres (94"), each of the two axles is limited to 5,500 kg (12,125 lbs.) .

Farm tractors, SPIH and towed or mounted implements are exempt from these rules.

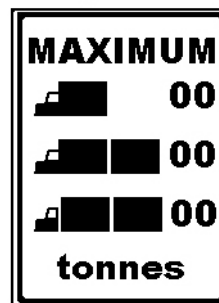
## BRIDGES

Some bridges are subject to special weight restrictions. These bridges will be posted with signs.

**Figure 1**



**Figure 2**



Figures 1 and 2 apply to single and to combinations of vehicles, as the case may be.

# DANGEROUS GOODS - FARM TRUCKS

Dangerous Goods Transportation Act (Ontario) and Ontario Regulation 261  
Transportation of Dangerous Goods Act, 1992 (Canada)

The *Dangerous Goods Transportation Act* (provincial) and the *Transportation of Dangerous Goods Act* (Canada) and their supporting regulations are intended to promote safety in the transportation of dangerous goods on Ontario's highways. Farmers must ensure that dangerous goods are transported in accordance with the appropriate Act and Regulations.

Generally speaking, most loads of dangerous goods being transported must meet five basic requirements:

1. The load must be accompanied by a shipping document, which includes specific information, required by Part 3 of the regulations;
2. Containers of 450 L (99 gallons) or less must display the safety marks required by Part 4 of the regulations. This would include primary and subsidiary labels, shipping name and UN #;
3. Containers over 450 L (99 gallons) must display the placards and UN# required by the table in Part 4 Section 4.15;
4. The driver must be trained or under the direct supervision of a trained person. The trained person must have been issued a training certificate by their employer and must have it in their possession when transporting dangerous goods; and
5. The dangerous goods must be transported in a "prescribed" means of containment. The means of containment used must be designed, closed, secured and maintained so that under normal conditions of transport there will be no accidental release of dangerous goods that could endanger public safety.

However, the regulation does contain several exemptions, which may exempt the transportation from some or all of the requirements. Some of the more common exemptions related to agriculture are as follows:

## 1. Agricultural Farm Vehicle Exemption (1.21)

**Farm plated** trucks transporting dangerous goods for **agricultural purposes only** are exempt from dangerous goods documentation, placarding, labelling and training provided:

1. the total quantity of goods on the vehicle does not exceed 1,500 kg (3,300 lb),
2. the trip does not exceed 100 km, and
3. the dangerous goods do not include:
  - a. Class 1, Explosives, other than explosives included in Class 1.4S,
  - b. Class 2.1, Flammable Gases, in a cylinder that has a water capacity greater than 46L,
  - c. Class 2.3, Toxic Gases,
  - d. Class 6.2, Infectious Substances, or
  - c. Class 7, Radioactive Materials.

## 2. Agricultural Farm Vehicle Retail Exemption (1.22)

Vehicles transporting dangerous goods for **agricultural purposes only** are exempt from dangerous goods documentation, placarding, labelling and training provided:

1. the total quantity of goods on the vehicle does not exceed 3,000 kg (6,600 lb),
2. the goods are being transported between a retail outlet (Co-op) and the residence of the purchaser or the place of use, for a distance less than or equal to 100 km,
3. the dangerous goods are secured, and
4. the dangerous goods do not include:
  - a. Class 1, Explosives, other than explosives included in Class 1.4S,
  - b. Class 2.1, Flammable Gases, in a cylinder that has a water capacity greater than 46L,

- c. Class 2.3, Toxic Gases,
- d. Class 6.2, Infectious Substances, or
- e. Class 7, Radioactive Materials.

### 3. Gasoline UN 1203 and Diesel UN 1202 In Open Vehicles (1.35)

Gasoline and diesel transported in an open vehicle, such as a pickup, with the container secured to the vehicle is exempt from documentation, UN# requirements and training provided:

1. The total capacity of the container(s), which must be visible from outside the vehicle, is **not more** than 2000 L (440 gallons),
2. The container:
  - a. if gasoline is 450 L (99 gallons) or less displays a Class 3 label, **visible** from outside the vehicle, or
  - b. if gasoline or diesel is over 450 L (99 gallons), displays the Class 3 placards required and at least one placard must be **visible** from outside the vehicle.

Class 3 - Flammable Liquids, Red background with white markings.



### 4. Anhydrous Ammonia Exemption (1.24)

Vehicles transporting Anhydrous Ammonia are exempt from documentation and the requirements for “Emergency Response Assistance Plan” if it is,

1. transported on land by road vehicle; and
2. in a large means of containment that has a water capacity less than or equal to 10,000 L and that will be used for the field application of the dangerous goods.

### 5. Agriculture Pesticide Exemption (1.23)

Vehicles transporting a solution of pesticides are exempt from,

1. documentation (unless an Emergency Response Assistance Plan is required),
  2. the UN# requirements, and
  3. training requirements,
- provided:

- a. the transportation of the dangerous goods does not exceed 100 km,
- b. the dangerous goods are in one container greater than 450 L (99 gal) but less than 6,000 L (1,320 gal),
- c. is used to prepare the dangerous goods for application or to apply the dangerous goods, and
- d. has the required placards displayed on each side and each end of the container.

The Federal Dangerous Goods Regulations may be viewed at <http://www.tc.gc.ca/tdg/menu.htm>

# ADDITIONAL INFORMATION

## WORKPLACE SAFETY AND INSURANCE ACT

The Workplace Safety and Insurance Act requires all farming operations that pay wages to register with the Workplace Safety and Insurance Board (WSIB) and pay premiums to provide coverage for their workers in case of a workplace injury or illness.

Workers include, any full and part-time employees, family members/friends of the family, any casual or seasonal labour and anyone else you pay for work done on your farm. WSIB coverage is also mandatory for workers hired through employment agencies. If the agency claims to have coverage, request a WSIB Clearance Certificate from them. If the agency does not have coverage, the employer will need to cover the employee(s).

Farmers who help out fellow farmers for no compensation, are not eligible for WSIB coverage. In this situation, the farmer would need to obtain private insurance coverage.

For more detailed information about the requirements and to obtain coverage, contact the Workplace Safety and Insurance Board, Agriculture Sector Office, Guelph, Ontario. Telephone: 1-888-259-4228.

## SAFETY TIPS

Both attitude and the amount of danger in your job play an important role in working safely. If you are interested in safety, take pride in your work, and watch for dangerous situations you are less likely to have an incident.

### Some Good Safety Tips:

- Do not abuse or neglect safety features built into the equipment.
- Do not operate equipment when your ability is impaired by illness, fatigue, alcohol or drugs; check potential side effects of prescription drugs with your doctor.
- When operating slow-moving equipment, do not hold up traffic unnecessarily; pull off to the side of the road and stop when it is safe to do so to allow traffic to pass.
- No-one should ride on the fenders, bumpers, steps or running board of any vehicle.
- Do not coast down hills by disengaging the clutch or shifting to neutral. You do not have full control when the vehicle is not under power.
- During refuelling, turn the engine off; do not leave automatic fuelling nozzles unattended and do not smoke or allow smoking within 3 m (10 ft) during filling.
- Leave equipment in such a way that it cannot pose a hazard for others.

## APPENDIX A

Note: The following list of chain strengths and markings was derived from general industry standards and practices. For strength and marking information about purchased chain consult with the chain retailer or manufacturer.

The strengths provided in these charts are not used to determine strengths for the purposes of load security.

<b>PROOF COIL GRADE - 30, HIGH TEST GRADE – 43, AND TRANSPORT GRADE – 70</b>									
Trade Size		Actual Size		Minimum Breaking Force					
				30		43		70	
inch	mm	inch	mm	lb.	kg	lb.	kg	lb.	kg
1/8	4	.156	4	1,600	725	----	----	----	----
3/16	5.5	.217	5.5	3,200	1,450			----	----
¼	7	.276	7	5,200	2,360	7,800	3,540	----	----
¼	7	.281	7	----	----	----	----	12,600	5,700
5/16	8	.331	8.4	7,600	3,450			----	----
5/16	8.7	.343	8.7	----	----	11,700	5,300	18,800	8,530
3/8	10	.394	10	10,600	4,800	----	----	----	----
3/8	10	.406	10.3	----	----	16,200	7,350	26,400	11,980
7/16	11.9	.488	11.9	14,800	6,700	----	----	----	----
7/16	11.9	.468	11.9	----	----	21,600	9,800	35,000	15,880
½	13	.512	13	18,000	8,160	----	----	----	----
½	13	.531	13.5	----	----	27,600	12,500	45,200	20,500
5/8	16	.630	16	27,600	12,520	39,000	17,700	63,200	28,670
¾	20	.787	20	42,400	19,230	60,600	27,500	98,800	44,800
7/8	22	.866	22	51,200	23,220	73,500	33,400	----	----
1	26	1.02	26	71,600	32,470	----	----	----	----

<b>ALLOY GRADE - 80 AND 100</b>							
Trade Size		Actual Size		Minimum Breaking Force			
				80		100	
inch	mm	inch	mm	lb.	kg	lb.	kg
7/32	5.5	.217	5.5	8,400	3,800	10,800	4,900
9/32	7	.276	7	14,000	6,350	17,200	7,800
5/16	8	.315	8	18,000	8,160	22,800	10,340
3/8	10	.394	10	28,400	12,880	35,200	15,900
½	13	.512	13	48,000	21,770	60,000	27,200
5/8	16	.630	16	72,400	32,840	90,400	41,000
¾	20	.787	20	113,300	51,350	141,200	64,050
7/8	22	.866	22	136,800	62,000	170,800	77,500
1	26	1.020	26	190,800	86,550	----	----

**MACHINE CHAIN, STRAIGHT AND TWISTED LINK, COIL CHAIN, STRAIGHT AND TWISTED LINK, AND PASSING LINK CHAIN**

Trade Size		Actual Size		Minimum Breaking Force	
#	mm	inch	mm	lb.	kg
4	3	.120	3	780	350
3	3.4	.135	3.4	970	440
2	3.8	.148	3.8	1,180	530
1	4.1	.162	4.1	1,405	640
1/0	4.5	.177	4.5	1,670	760
2/0	4.9	.192	4.9	1,975	890
3/0	5.3	.207	5.3	2,300	1,040
4/0	5.5	.218	5.5	2,545	1,150
5/0	6.4	.250	6.4	3,345	1,520

**KNOWN CHAIN AND HOOK MARKINGS**

Grades	Chain Markings	Hook Markings
Proof Coil Grade - 30	G3, G30, C3, M3, 3, Npc, C, 30, 300, Canada, L, M, P, PC.	C.
High Test Grade - 43	G4, G40, G43, 4, 43, 430, HT, C4, M4, MHT, H, High Test, Canada, Canada 4, L, M, P, W, PH.	H, HT, High Test, G4, G40, G43.
Transport Grade - 70	G7, G70, C7, 7, 70, 700, CM-USA, M7, L, P, TS, W.	Transport 7, 70, T7, G7, G70, S7.
Alloy Grade - 80	A, T, G80, 80, 800, C8, 8, A8A, CA8, HA 800, CM-USA, L, P, TS, W.	A, AA, AL, Alloy, 4A, A8, C8, Kuplex, Herc, P8, T80.
Alloy Grade - 100	10, 100, 1000	-----

**MINISTRY OF TRANSPORTATION CONTACTS**

If the information on this page has not answered your question(s), please contact the Ministry of Transportation's Field Enforcement Office located nearest you, at:

Durham Region	(905) 728-7505 x 105	Ottawa	(613) 731-1474
Halton Region	(905) 315-7556	Peel Region	(905) 564-9190
Hamilton	(905) 643-7947 x 200	Sault Ste. Marie	(705) 945-9395
Kenora	(807) 468-2781	Sudbury	(705) 566-1414
Kingston	(613) 544-2220	Thunder Bay	(807) 473-2021
Waterloo	(519) 885-4297	Timmins	(705) 497-5411
London	(519) 873-4286	Toronto	(416) 325-2642
Niagara Region	(905) 643-7947 x 200	Windsor	(519) 972-9044
North Bay	(705) 497-5411	York Region	(905) 713-7324

End