

**FARM VEHICLES AND THE HIGHWAY TRAFFIC ACT:**  
***Your interpretation, the MTO's interpretation, and the OPP's interpretation...one act, three different perceptions.***

A dealer member contacted CEEDA last week for clarification on a recent incident experienced between his dealership and MTO. He asked that we share his experience with his fellow dealers:

Our trucker got into a nest of DOT officers yesterday bringing back equipment from the IPM – he was dragging a cultivator behind the big truck and the guy who stopped him said he was wide (He actually wasn't). He was directed to pull in further down the road where the 1<sup>st</sup> officer conferred with another one there and found out that our driver was right and the first officer was wrong. That did not go over well.

Long story short – our trucker had only one safety chain on the cultivator – that's all the manufacturer supplies. The 2<sup>nd</sup> officer stated that the law says there needs to be 2 chains on over the road moves and showed our trucker the reference in the book. One chain is permissible when moving across a road to another field...

She (the 2<sup>nd</sup> officer) went on to state that they (DOT) were now going to enforce this rule (they've not been actively doing that to date) and that it would be a \$250 fine. Our trucker had a 2<sup>nd</sup> chain with him and he got it out and went on his way with just a warning.

I've been asked to find this particular piece of verbiage in the legislation and thought – maybe CEEDA can lay their hands on it much quicker than I can. Could you? Please? We want to have the actual language and then get it in front of our 2 truck drivers.

CEEDA responded by providing the dealer a copy of the [MTO's Farm Guide Booklet](#) and suggested he reference Pages 11 and 29, he sent the following response:

Once again, it's all about interpretation.

For years – 2 points of attachment have been drawbar and one safety chain. Manufacturers of implements only supply one safety chain upon delivery of a new unit. The other day the officer told our trucker that was okay when crossing a highway from field to field – her interpretation would appear to be that the drawbar pin and one safety chain is the primary means of attachment. A second chain constitutes the secondary means of attachment for going down the road. She also told our trucker that they (DOT) are going to be enforcing this, her presented interpretation that an additional safety chain is needed, (2 chains in addition to the drawbar pin or clevis) from now on. Failure to comply is a \$250.00 fine.

In short, although we are all reading the same book, it can be interpreted more than one way. Please, have your drivers read this guide and put one in each of your trucks. ***Compliance and Awareness are your greatest advantages.***