

Miscellaneous Information

8-1 Pilot Car, Sign and Lamp Requirements	1
8.1.1 Definitions	1
8.1.2 Pilot Car Requirements	1
8.1.3 Signs	5
8-2 Weigh2GoBC	6
8.2.1 Overview	6
8.2.2 Objectives	6
8.2.3 Advantages	6
8.2.4 How Does It Work?	7
8-3 Contacts	8

Chapter EIGHT

8-1 Pilot Car, Sign and Lamp Requirements

Division 8 of the Commercial Transport Regulations prescribes the minimum standards for pilot cars and signs.

Any time a pilot car is escorting an oversize vehicle or load, all lamps required under Division 8 must be illuminated for the entire duration of the trip, whether travelling in daylight or darkness.

8.1.1 Definitions

“**Daylight travel**” is from 1/2 hour before sunrise to 1/2 after sunset.

“**Darkness travel**” is from 1/2 hour after sunset to 1/2 hour before sunrise or at any other time when, due to insufficient light or unfavourable atmospheric conditions, objects on the highway are not clearly discernible at a distance of 150 m (ref. S.884.01 Motor Vehicle Act Regulations).

“**Peace River Area**” comprises an area from the BC/AB Border on the East to the Pine Pass (Azuzetta Lake) in the West, and from the Monkman Park area in the South to the BC/YT and NWT Borders in the North. The Peace River at Taylor further divides this area into the North and South Peace areas respectively.

8.1.2 Pilot Car Requirements

8.1.2.A. Type of Vehicle

A pilot car must be a single motor vehicle (no vehicle combinations).

8.1.2.B. Number of Pilot Car Required

A general guide of the Provincial pilot car requirements is provided in the chart below (refer to G. for Peace River pilot car requirements). The number of pilot cars required for a vehicle or load depends on the overall vehicle combination dimensions. Pilot car requirements are specified on the applicable T-Forms, or as specified on a special approval given from the Commercial Transport Department in Victoria. If a discrepancy arises between this guide and the applicable T-Form, policy or special approval, the T-Form, policy, or special approval will take precedence.

Chapter EIGHT

Length	Width								
	Up to 3.2 m		3.21 - 3.50 m		3.51 - 3.8 m		3.81 - 4.4 m		4.41 - 5 m
	Day	Dark	Day	Dark	Day	Dark	Day	Dark	Dark
Up to 27.5 m	Nil		1*	1	1	1	1	2	3
27.5 - 31 m	1	1	1	1	1	1	2	2	3
31.01 - 36 m	1	2	1	2	1	2	2	2	3
36 - 40 m	2**	2	2**	2	2	2	2	2	3

* Or the towing vehicle must be equipped with and operate one or two amber flashing lights

** Up to 3.5 m wide, only one pilot car is required for travel over four (4) lane highways

See Section 3-7 T-Form Overview or the T-Forms at <http://www.cvse.ca/CTPM/T-Forms/index.htm> for more information.

8.1.2.C. Rotating/Strobe Amber Lamps

It is a condition of pilot car exemption during daylight hours for loads in excess of 3.2 m up to 3.5 m in width and up to 27.5 m long that the towing unit be equipped with and operating 1 or 2 rotating or strobe lights amber in colour placed on top of the cab.

The minimum acceptable sizes are 15 cm diameter for rotating lamps and 11 cm diameter for strobes. Minimum height of 12 cm applies to both lamps which must emit light flashes 360 degrees.

For loads/vehicles exceeding 3.5 m in width or 27.5 m in length, these lights on the towing unit may be used for additional safety.

8.1.2 D. Two Way Radio Communication

Towing vehicle and pilot vehicle(s) shall be equipped with compatible two-way radios. Cell phones are not acceptable as two way radio communication, as reception is not always available in all areas.

8.1.2 E. Front and Rear Projections

Front projection beyond 3 m of the kingpin or beyond 6.5 m measured forward of the turn center (front steering axle(s)) requires one pilot car (unless otherwise provided for by commodity or vehicle policy).

Rear projection beyond 6.5 m of turn center requires one pilot car (unless otherwise provided for by commodity or vehicle policy).

Two (2) pilot cars will be required if the load exceeds 3.8 m in width and the front projection is in excess of 3 m and/or a rear projection is in excess of 6.5 m is present.

Front and rear projections exceeding dimensions as outlined above by more than one metre must be cleared by Victoria Head Office, except those vehicles/loads already authorized under Chapter 4 and 5 of this Manual.

8.1.2 F. Pilot Car Proximity

The Commercial Transport Regulations sets out where pilot cars are to be positioned while accompanying an oversize vehicle and/or load, either in the front or to the rear.

Pilot car escort — proximity

8.08

1. A pilot car when escorting an oversize vehicle or load on a 2 lane or 3 lane highway shall precede the oversize vehicle or load at a distance of not less than 100 m nor more than 500 m.
2. When escorting an oversize vehicle or load on a 4 lane or divided highway, the pilot car shall follow the oversize vehicle or load at a distance of not less than 100 m nor more than 500 m.
3. Despite subsection (1), on 2, 3 or 4 lane highways a pilot car required for escorting
 - a) overlength vehicles, and
 - b) loads in excess of 27.5 m in length and not exceeding 3.2 m in width shall travel to the rear of the escorted vehicle. (S.8.08 CTR)

In addition to the requirements as set out by Section 8.08 of the Commercial Transport Regulations, pilot car proximity shall be as follows:

- * The two pilot cars while escorting an overwidth load with front projections exceeding 3 m or rear projections exceeding 6.5 m on a four-lane or divided highway, will follow to the rear of the load.

Chapter EIGHT

8.1.2 G. Peace River Area Pilot Car Requirements

i) Provincial Roads

Subject to ii) below, the following guide outlines the number of pilot cars required for travel on Provincial roads in the Peace River Area. If a discrepancy arises between this chart and the applicable T-Form or special approval, the T-Form or special approval will take precedence.

Length		Width									
		Up to 3.2 m		3.21 - 3.50 m		3.51 - 3.8 m		3.81 - 4.4 m		4.41 - 5 m	
		Day	Dark	Day	Dark	Day	Dark	Day	Dark	Day	Dark
Up to 27.5 m	Nil		Nil*		1	1	1	1	3	3	
27.5 - 31 m	1	1	1	1	1	1	2	2	3	3	
31.01 - 36 m	1	2	1	2	1	2	2	2	3	3	
38 - 40 m	2**	2	2**	2	2	2	2	2	3	3	

* Towing vehicle must be equipped with and operate one or two amber flashing lights

** Up to 3.5 m wide, only one pilot car is required for travel over four (4) lane highways

ii) Alaska Highway North of Mile 317 Requirements

A guide to pilot car requirements on Highway 97 (Alaska Highway) north of Mile 317 (Junction 77/97) to the Yukon border, including maximum dimensions allowed, is as follows:

Length		Width		
		Up to 3.2 m	3.21 - 3.8 m	3.8 - 4.4 m
Up to 27.5 m	Nil		1*	1
27.5 - 36 m	1		1	1

* Towing vehicle must be equipped with and operate one or two amber flashing lights

** Second pilot car is not required on Highway #77

iii) Tumbler Ridge to BC/AB Border

Due to hills, dust, inclement weather, traffic and MoT complaints, we recommend two pilot cars on the boundary road from Alberta border to Tumbler Ridge for loads over 3.5 m wide 27.5 m long

8.1.2 H. Additional Pilot Cars May Be Required

CVSE may impose additional pilot cars depending on the overall dimensions of the vehicle/load and the route travelled.

8.1.3 Signs

The requirements for signs on oversized vehicles/loads are as follows:

Width	Sign required	Placement
Up to 3.2 m	None	n/a
3.21 - 3.5 m	Wide Load, D Sign, or Oversize Load	Front and rear
3.51 and up	Wide Load, D Sign, or Oversize Load	Front and rear

Length	Sign required	Placement
25.01 - 27.5 m	D Sign, Oversize Load or Long Load	Front and rear
27.51 and up	D Sign, Oversize Load or Long Load	Front and rear

Signs must comply with Division 8 of the Commercial Transport Act Regulations.

8-2 Weigh2GoBC

8.2.1 Overview


The BC Ministry of Transportation and Infrastructure's Weigh2GoBC program is a unique application of Weigh-in-Motion (WIM) and Automatic Vehicle Identification (AVI) technologies, designed to provide more efficient movement of commercial vehicles through the province. Once a commercial vehicle has been initially checked, it can be given a bypass at all subsequent inspection stations for up to the next 12 hours. We are the only jurisdiction in North America that has taken a networked approach.

8.2.2 Objectives

The Weigh2GoBC program built on existing Weigh-in-Motion technology located at the Golden Inspection Station and has now added WIM sites to Red Rock south of Prince George and Laidlaw in Hope. The system also includes Automated Vehicle Identification (AVI) equipment installations at four locations including one station in Hope (Hunter Creek); both Kamloops Stations (East and West) and Nordel. This will provide CVSE with a very effective solution that avoids the need to acquire much more expensive Weigh-in-Motion equipment. CVSE will still have the ability to inspect a vehicle once (either manually or automatically) and then provided it is in compliance with the regulations that are checked through the electronic screening process, allow that vehicle to travel freely within the system for up to the next 12 hours. The project also includes a data exchange with Alberta to allow members of the Alberta Partners in Compliance (PIC) program to receive the same benefits.

8.2.3 Advantages

For industry, the Program will provide savings in overall transit time, fuel use and a reduction in greenhouse gas emissions while waiting at the inspection stations. For the Ministry, it reduces the number of vehicles that have to report to inspection stations, allowing the inspection station staff the time to identify and focus on higher-risk carriers. The benefits table illustrates the projected savings over a 10-year period based on a conservative estimate of participation. Assumptions about the savings per encounter have been derived from the statistics published in a 2003 Transport Canada report.



Potential 10-Year Benefits			
Benefit	Years 1 to 5	Years 6 to 10	10-year Total
Driver-time savings	127,000 hrs	260,000 hrs	387,000 hrs
Fuel savings	780,000 litres	1,615,000 litres	2,395,000 litres
Greenhouse Gas reductions	2,135,000 kgs	4,35,000 kgs	6,510,000 kgs

Benefits Table

8.2.4 How Does It Work?

Participation in the program is voluntary. Any carrier wanting to join will complete the application form, agree to the Terms and Conditions of the Program and then once approved, register their vehicles and transponders into the system. When a vehicle carrying a registered transponder passes a WIM enabled station, the system will check physical dimensions of the vehicle, weights and compliance with certain BC regulations and signal the driver of that vehicle by transmitting either a red or green light. This all occurs while the vehicle travels at highway speeds. A red light requires that the vehicle reports to the inspection station and a green light permits the vehicle to bypass the station and to continue its journey for up to the next 12 hours. When a vehicle carrying a registered transponder passes an AVI enabled station, the system will first check to see if it has already been checked at another Weigh2GoBC enabled station and then transmit a signal to the driver based on the results of that check or it will require that the vehicle report. Once the vehicle reports, it will be weighed and checked manually by an inspector and then, if compliant, given a “good to go” status. To help ensure that vehicles remain compliant, all registered vehicles are also subject to a Random Report Percentage (RRP) that may require them to report to the inspection station regardless of the outcome of the weights and credential checks. In addition, the results of all automated checks and manual checks will be communicated to all stations within the network within minutes.

8.3 Contacts

8.3.1. Weigh2GoBC Transponder Administrator

Phone: (250) 953-4001

Website: www.Weigh2GoBC.ca

Email: W2GoAdmin@gov.bc.ca

8.3.2 Weigh2GoBc Manager

Pamela McDermid

Phone: (604) 575-3442

Website: www.Weigh2GoBC.ca

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