

TABLE OF CONTENTS

8.0 Miscellaneous Information

8.1	Pilot Car, Sign and Lamp Requirements	8-1
8.1.1	Definitions	8-1
8.1.2	Pilot Car Requirements	8-1
8.1.3	Lamp Requirements	8-2
8.2	Weigh2GoBC	8-3
8.2.1	Overview	8-3
8.2.2	Objectives	8-3
8.2.3	Advantages	8-3
8.2.4	How Does It Work?	8-4
8.3	Contacts	8-5
8.3.1	Weigh2GoBC Transponder Administrator	8-5
8.3.2	Weight2GoBC Manager	8-5

This page left intentionally blank

8.1 PILOT CAR, SIGN AND LAMP REQUIREMENTS

Division 8 of the Commercial Transport Regulations prescribes the legal requirements for equipment for pilot cars and signs. Appendix G of the Traffic Management Manual for Work on Roadways, the Pilot Car Load Movement Guidelines, prescribes operation conditions required by permit and policy.

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.

“Pilot Car” a pilot car must be a single motor vehicle (no vehicle combinations).

“PCLMG” means the Pilot Car Load Movement Guidelines, which is Appendix G of the 2015 Interim Traffic Management Manual for Work on Roadways. The PCLMG was developed to support activities for the safe movement of oversize loads on BC highways.

8.1.2 Pilot Car Requirements

Pilot car operation must be done in accordance with Division 8 of the Commercial Transport Regulations, Traffic Management Plans (where required), and the PCLMG.

8.1.2.A Number of Pilot Cars Required

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, which can be found at <http://www.cvse.ca/whatsnew.html?tab=t-forms>, or as specified on a special approval given from the Commercial Transport Department in Victoria. CVSE may require additional pilot cars depending on the overall dimensions of the vehicle/load and the route travelled.

8.1.2.B Height Poles

Section 3.2.1 of the PCLMG contains information on how and when height poles are permissible.

8.1 PILOT CAR, SIGN AND LAMP REQUIREMENTS

8.1.2.C Two Way Radio Communication

Towing Vehicle and pilot car(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. Further information on radio communication can be found in Section 4.5 of the PCLMG.

8.1.3 Lamp Requirements

8.1.3.A. 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 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.

8.2 WEIGH2GOBC

8.2.1 Overview

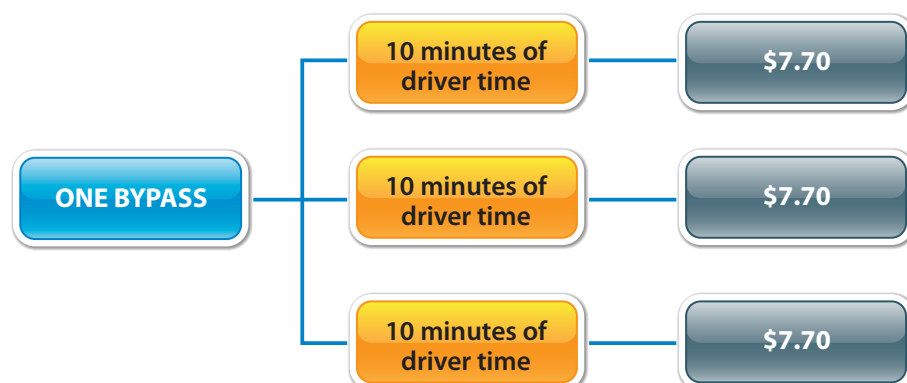
The BC Ministry of Transportation and Infrastructure's Weigh2GoBC program is a unique application of Weigh-in-Motion (WIM) and Automatic Vehicle Identification (AVI) technologies designed to provide more efficient movement of commercial vehicles throughout the province. The system creates an intelligent network of inspection stations along major BC highway corridors so that once a commercial vehicle has been initially checked at one station, it can be given a bypass, also known as a green light, at all subsequent inspection stations for up to the next 24 hours.

8.2.2 Objectives

The Weigh2GoBC program uses Weigh-in-Motion (WIM) technology at the Hope (Laidlaw), Golden and Red Rock Inspection Stations and Automatic Vehicle Identification (AVI) equipment at eight additional Inspection Stations located at Hope (Hunter Creek); Kamloops (Eastbound and Westbound), Pacific Highway (Hwy 15 Northbound), Quesnel (North & Southbound), Vanderhoof (East, West & Southbound), Nordel (East, West & Southbound) and Parksville (North & Southbound). The AVI system provides CVSE with an efficient and effective solution to the more expensive Weigh-In-Motion equipment. Vehicles are checked automatically at WIM equipped stations and manually at AVI equipped stations. If the vehicle is in compliance with the regulations and checked through the electronic screening process, or by a CVSE inspector, the system can allow that vehicle to travel freely within the BC highway system for up to the next 24 hours, subject to Random Reporting. This allows CVSE staff to focus their efforts on non-compliant carriers and vehicles while allowing those that pass credential screening to bypass the stations. The program also includes a data exchange with Alberta's Partners in Compliance (PIC) program to receive the same benefits as the BC carriers. We have also made an agreement with the Washington State CVISN Program (Norpass) for our carriers to use the Weigh2GoBC transponders while driving through Washington State.

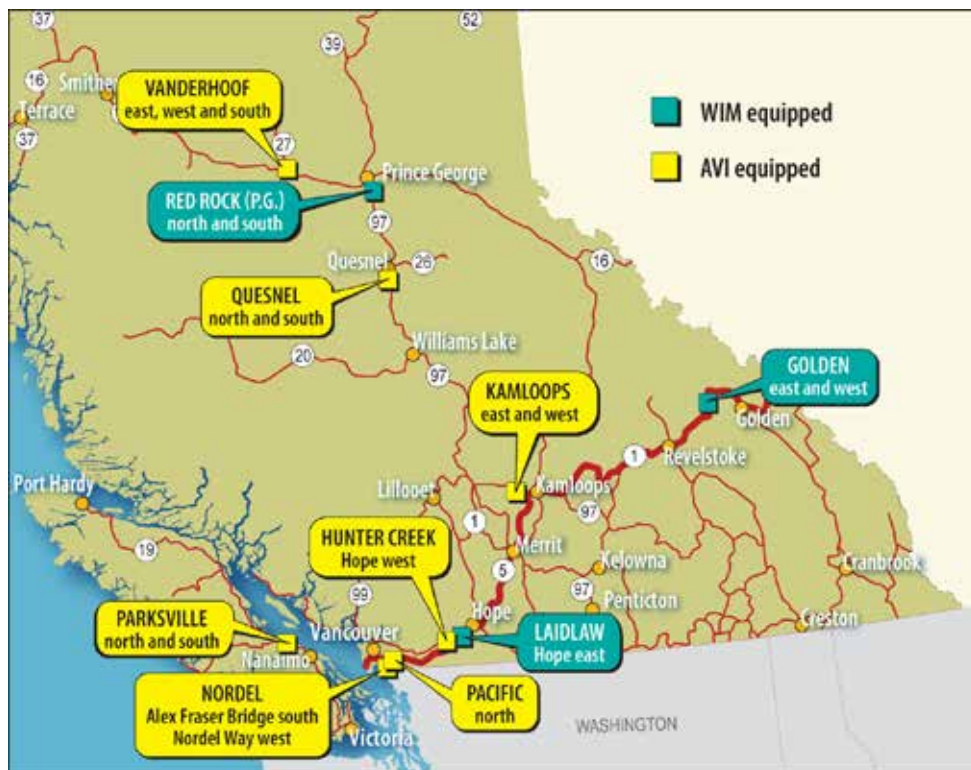
8.2.3 Advantages

The program has shown time and fuel saving while reducing greenhouse gas emissions while waiting at the inspection stations. For the Inspection Stations, it reduces the number of vehicles that have to report to the stations, allowing the inspectors the time to identify and focus on higher-risk carriers.



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 24 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

Email: Pamela.McDermid@gov.bc.ca

This page left intentionally blank