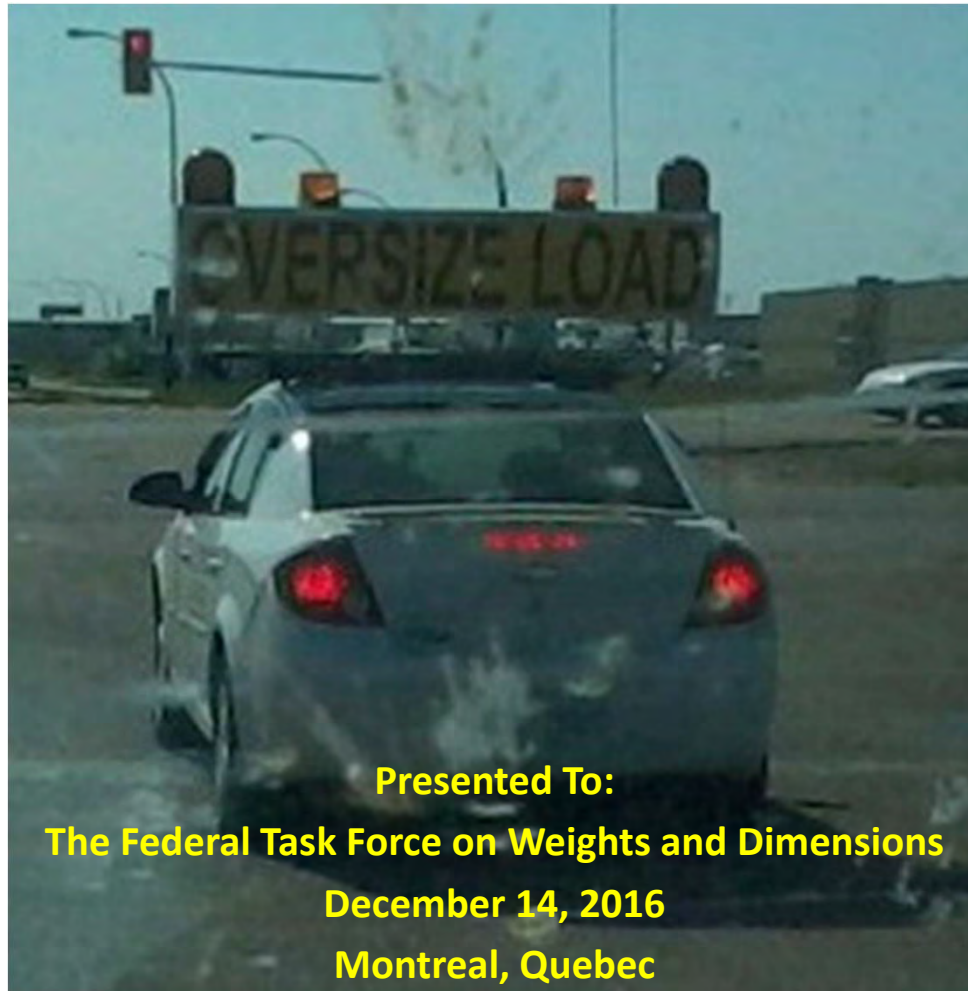


SETTING STANDARDS



Presented To:

The Federal Task Force on Weights and Dimensions

December 14, 2016

Montreal, Quebec

Video: Intro
Standards
Reason for Standards
Current Best Practices & Training
Equipment – Standard
Equipment – Non Sanctioned
Video: Finale
Recent Pilot Incidents

1. Setting the Standard: Western Canada Pilots: Figures 1 to 4



As you can see by these pictures, anyone can tell at a glance that these are Pilot Vehicles - it does not matter what brand or colour of truck – they are all set up very similarly



2. Eastern Pilot Vehicles: Figures 5 to 8

With some of these Pilot Vehicles you have to look hard to determine what they are in traffic situations.



3. What Happens When?: Standards Relax – Enforcement is Lax
Figures 9 to 16



Manitoba vehicle



Alberta vehicle in Saskatoon



British Columbia vehicle



Alberta vehicle



Saskatchewan vehicle



British Columbia
vehicle



Alberta vehicle



Ontario vehicle
in Saskatoon

**4. USA Pilot Vehicles: Is This What We Are Aiming For?
Figures 17 to 25**







REASON FOR STANDARDS:

Vehicle: So that motoring public sees and understands exactly what they are, and what they are doing

Training: So that all persons involved in industry as operators know and understand what their duties and responsibilities are

QUESTION: Why is the Pilot Car Industry not deemed worthy to be included in a standardized and recognized certification program that promotes safety in their workplace like those below?

Examples of Required Training and Certifications for Workplace Safety:
Social Worker; Registered Nurse; Excavator; Skid Steer; Front End Loader;
Crane & Rigging; Aerial Work Platforms; Forklift; Telehandler (Rough Terrain);
Grader; Bulldozer; Articulated Rock Truck; Electrofishing Operator; Rope Access;
Forestry Firefighter; Marine Craft Operator; Audiometric Technician; Faller;
Blaster; Diver; Oilfield Vehicle Driver; Carpenter; Electrician; Plumber;
Bear Awareness; Sprinkler System Installer; Hairstylist; Arborist

Current Best Practices & Training:

1. Learn permit and map reading
2. Participate in tailgate meetings before trip begins
3. Make sure equipment meets or exceeds existing regulatory standards
4. Listen to how other pilots function on the road
5. Learn as you go (current training procedure)

Checking the PERMIT to find load information:

Permit No: 16-114-8416, Rev 4

Alberta Government 0429-78486 Page 1 of 13

PERSUANT TO THE AUTHORITY VESTED IN THE REGISTRAR UNDER THE PROVISIONS OF THE TRAFFIC SAFETY ACT, PERMISSION IS HEREBY GRANTED TO:

Triton Transport Ltd.
44137 Progress Way
Chilliwack, BC V2R 0L1
Canada

Requested by: Brian by Web Interface
Effective Date: August 30, 2016
Expiry Date: September 5, 2016

Issued On: August 30, 2016 at 02:20 PM
 Last Revised On: August 31, 2016 at 01:55 PM
 Issued By:

Permit Type: Single Trip Overweight / Overdimension Permit

Route:

From:	To:
Province: Alberta	Province: Alberta
City: EDMONTON	City:
Address: 6415 75 STREET NW	Address:
LLD:	LLD:
Named Loc:	Named Loc: AB SK1
Approx?: No	Approx?: Yes

Distance: 460 High Load Corridor Distance: 124

Via Highways (in sequence): **See Note:**
 75 STREET NW;76 AVENUE NW;ARGYLL ROAD NW;75 STREET NW;WHITEMUD DRIVE NW;H216;H116;H44;T531A;H60;H39;T495;H39;50 AVENUE;H2;H2A;H72;H9;H21;H1

Approval status for the use of the roads listed on this permit under the jurisdiction of:

Jurisdiction	Valid From	Valid To
The Province of Alberta	August 30, 2016	September 5, 2016
City of Edmonton	Contact municipality directly for approval	
City of Leduc	August 31, 2016 03:00:00 PM	
Parkland County	August 31, 2016 02:00:00 PM	

The use of any roads under the jurisdiction of a road authority listed above is prohibited unless valid dates are listed in this permit or specific approval has been obtained from the road authority.

The use of any roads under the jurisdiction of a road authority not listed above is prohibited unless prior approval has been obtained from the road authority.

Saskatchewan

Permit Office

Single Trip Permit #1369600

Dimensions

Maximum Legal Dimensions (m)	Width: 2.60	Length: 23.50	Height: 4.15
Permit Dimensions (m)	Width: 3.40	Length: 40.54	Height: 4.83
Rear Overhang: 0.00	Base Width:		
Permit Internal Dimensions (m)	Box Length:	Trailer Wheelbase:	Effective Overhang:
Kingpin Setback:	Towing Unit Wheelbase: 6.68	Hitch Offset:	
Vehicle is Operating within legal dimensions: No			
Return Dimensions (m)	Width:	Length:	Height:

Configuration Detail

Type	Axle Groups	Legal Primary (kg)	Legal Secondary Municipal (kg)	Permit Weight (kg)	Axles	Wheels	Tire Size (mm)	Axle Spacing (m)	Axle Spread (m)	Axle Width (m)
Truck Tractor	1	7,300	7,300	7,300	1	2	381		*	
Truck Tractor	2	22,000	20,000	27,000	3	12	279	5.18	2.80	
Jeep	1	24,000	20,000	27,000	3	12	279	4.75	3.05	
Semi Trailer	1	24,000	20,000	27,000	3	12	279	13.69	3.05	
Booster	1	24,000	20,000	27,000	3	12	279	4.33	3.05	

Legal Primary GVW: 53,500 kg
 Legal Secondary GVW: 49,000 kg
 SK Prorated Weight: 63,500 kg
 Actual Gross Weight: 115,300 kg

Vehicle is operating within legal axle and gross vehicle weights: **No**
 IFTA Member: Yes
 Vehicle exempt from Saskatchewan Registration, Exemption Reason: Prorated IRP

Approvals

31Aug2016 02:47 PM - Transportation company is responsible for vertical clearance along the entire route.

Notes

31Aug2016 02:24 PM - Drawworks skid 1-sandyhill road (rd 3240) twn 122-614-(to avoid skull creek) -1 ramp-2- tiefenbaker 2-hwy 1 east ramp- 1- 39- estevan bypass- 39 Brain- 604-701-4422- ext 222
 31Aug2016 02:24 PM - Brian*

INFO LEAD PILOT NEEDS

Going over the routing: first step finding it on the permit

Province: Alberta
City: EDMONTON
Address: 6415 75 STREET NW
LLD:
Named Loc:
Approx?: No

Province: Alberta
City:
Address:
LLD:
Named Loc: AB SK1
Approx?: Yes

**INFO LEAD
PILOT NEEDS**

Distance: 460 High Load Corridor Distance: 124

Via Highways (in sequence): **See Note:**

75 STREET NW;76 AVENUE NW;ARGYLL ROAD NW;75 STREET NW;WHITEMUD DRIVE
NW;H216;H16;H44;T531A;H60;H39;T495;H39;50 AVENUE;H2;H2A;H72;H9;H21;H1

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hwy 1 east ramp- 1- 39- estevan bypass- 39 Brain- 604-701-4422- ext 222

31Aug2016 02:24 PM - Brian*

INFO LEAD PILOT NEEDS

Checking the expanded routing version:

Driving Directions:

- Begin traveling on 75 Street NW due North
- After 1.189 km turn right onto 76 Avenue NW due East
- After 0.35 km turn right onto Ramp
- After 0.041 km turn right onto Argyll Road NW due South West
- After 0.368 km continue on Ramp
- After 0.21 km merge right onto 75 Street NW due South
- After 2.444 km turn right onto Ramp
- After 0.482 km merge left onto Whitemud Drive NW due West
- After 2.053 km continue on Ramp
- After 1.584 km merge left onto Whitemud Drive NW due West
- After 13.094 km turn right onto Ramp
- After 0.667 km continue right on Ramp due North
- After 0.619 km turn right onto Highway 216 due North
- After 4.982 km turn right onto Ramp
- After 1.364 km merge left onto Highway 16 due West
- After 9.469 km turn right onto Ramp
- After 0.526 km turn left onto Highway 44 due South
- After 0.434 km continue on Township Road 531A due South East
- After 3.283 km turn right onto Highway 60 due South
- After 1.725 km continue right on Highway 60 due South
- After 32.494 km turn left onto Highway 39 due East
- After 8.127 km continue on Township Road 495 due East
- After 0.008 km continue on Highway 39 due East
- After 0.963 km turn right onto 50 Avenue due East
- After 1.997 km turn right onto Ramp

Original Trip Details

From: 39,NORTH PORTAL,SK [48.998945,-102.552472]
 To: 16,LLOYDMINSTER,SK [53.278123,-110.005528]

- | | | |
|-----|--|----------|
| 1. | Start on 39 | 18.1 km |
| 2. | Bear LEFT onto (Unknown road name) | 3.2 km |
| 3. | Continue onto (Unknown road name) | 0.4 km |
| 4. | Bear LEFT onto (Unknown road name) | 15.0 km |
| 5. | Continue onto (Unknown road name) | 13.0 km |
| 6. | Bear LEFT onto 39 | 79.4 km |
| 7. | Turn RIGHT onto (Unknown road name) | 0.6 km |
| 8. | Turn RIGHT onto 35 | 0.9 km |
| 9. | Turn LEFT onto 13 | 0.9 km |
| 10. | Turn RIGHT onto (Unknown road name) | 1.0 km |
| 11. | Turn LEFT onto (Unknown road name) | 1.2 km |
| 12. | Turn RIGHT onto 13 | 0.7 km |
| 13. | Bear RIGHT onto 39 | 68.8 km |
| 14. | Continue onto 6 | 31.6 km |
| 15. | Turn LEFT onto (Unknown road name) | 11.4 km |
| 16. | Turn LEFT onto 1 | 28.1 km |
| 17. | Turn RIGHT onto (Unknown road name) | 29.0 km |
| 18. | Bear RIGHT onto (Unknown road name) | 0.1 km |
| 19. | Turn LEFT onto (Unknown road name) | 1.9 km |
| 20. | Turn LEFT onto 11 | 200.3 km |
| 21. | Turn RIGHT onto (Unknown road name) | 0.1 km |
| 22. | (Ramp) | 0.3 km |
| 23. | Turn LEFT onto (Unknown road name) | 2.9 km |
| 24. | Turn RIGHT onto 11 | 1.3 km |

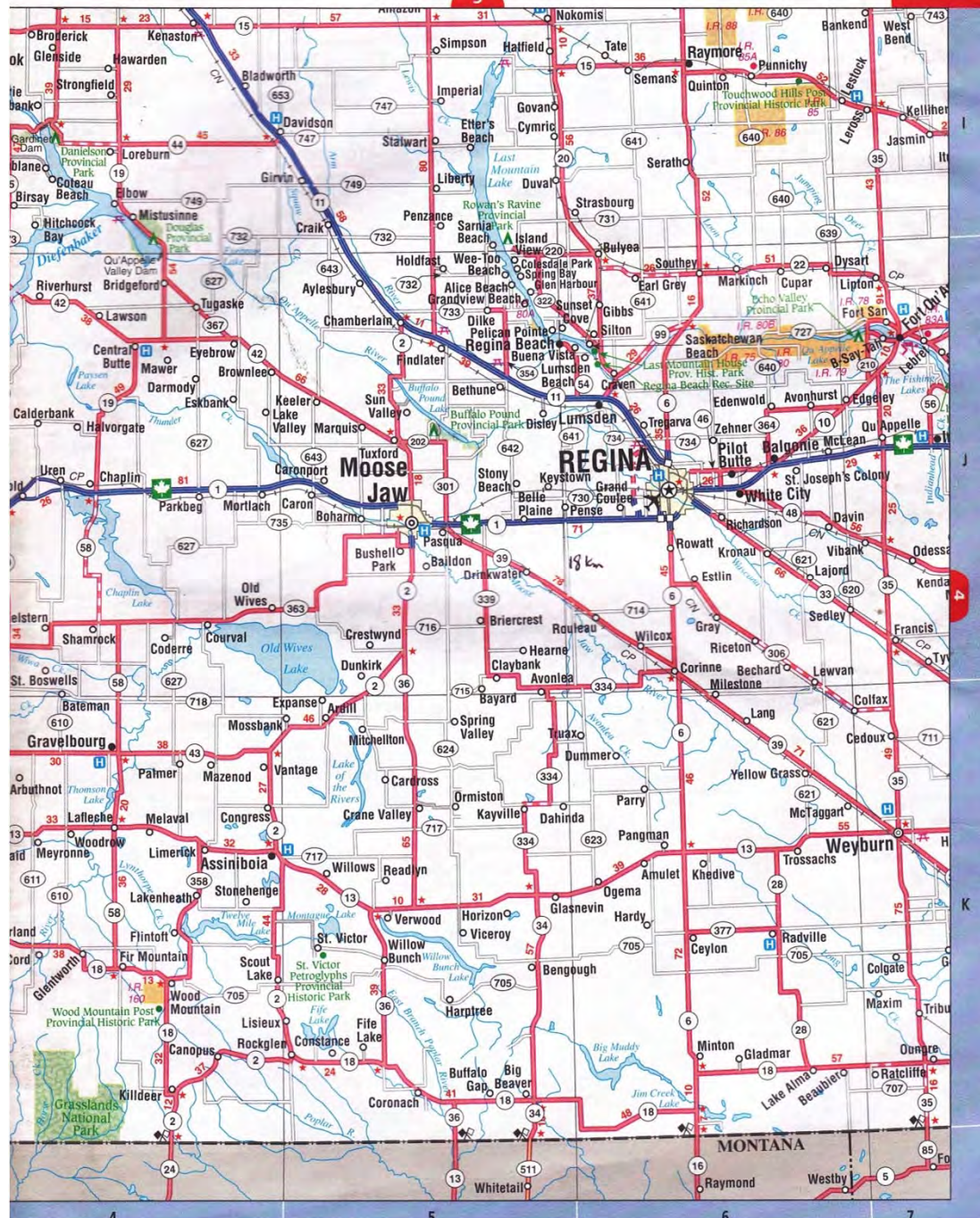
Return

Check the map against driver directions:

RT-316-BENTLEY RD-11-2-SERV.
Rd-1-19-58-363-58-
43-58-13

HWY-1 EAST - 39 SOUTH - TO
MIDALE. AT MIDALE TAKE
702 E FOR - 5 MILES. CALL
TERRY
471-7201

Make sure driver actually knows where he is going – the above were 2 different permit directions because driver never double checked “his” paperwork to make sure he had correct permit



Equipment: Standard



Hard Hat, Traffic Wand, Atlas



Triangle – Hazard Kit



Reflective Coat/Vest



Fire Extinguishers



Stop – Slow Paddles



Traffic Cone



ACTUAL RADIOS – VHF & CB'S



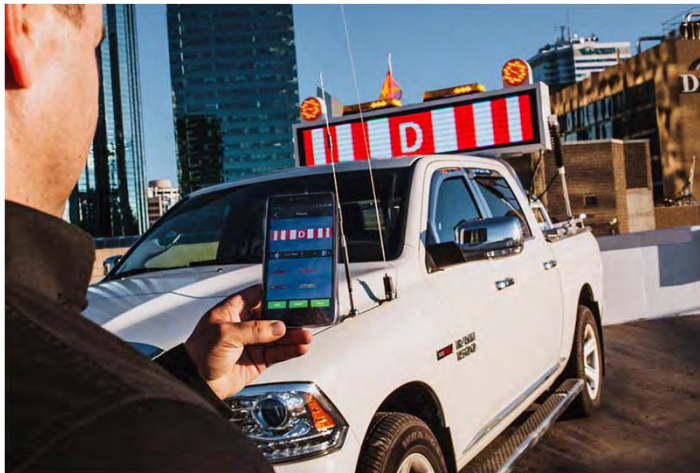
Hand Held VHF Radio



Extra Equipment – Non Sanctioned



School Bus Sign: operational with forward red flashing lights
Not approved for use other than on actual school buses
but being used by some pilots in British Columbia,
Alberta and Ontario



Digital LED Matrix sign: not approved but is
installed and operational on a number of
British Columbia and Alberta pilot vehicles

Recent Pilot Operator Accidents:

December 3, 2016 – USA

Two transportation workers were seriously injured this morning while assisting the move of a 150-ton power plant transformer from Riverview to Lakeland Electric's McIntosh Power Plant, the Florida Highway Patrol reported. Alberto Nava, 24, of Shelbyville, KY was walking alongside the 300-foot trailer when he tripped on a raised concrete lane marker and fell into the path of a wheel a little after 6:00 am. Ronnie Baker, 27, of Louisville, KY tried to help Nava and was also struck by the trailer which was traveling at about 2 miles per hour. They were taken to Lakeland Regional Health Medical Center. The Highway Patrol described their conditions as "serious". Both men work for Edwards Moving and Rigging, a Kentucky-based company that specializes in transporting heavy equipment.

The incident occurred near the end of the trip on North Combee Road near Centurion Drive. The transformer reached the McIntosh plant at approximately 8:00 am today. The 32-axle trailer weighed 338,712 pounds unloaded, its eight sets of dolly platforms able to steer the leviathan independently to snake through turns. The two men were working as spotters, walking alongside the trailer watching for hazards and controlling the dollies with remote controls. The 300-foot, 400-ton behemoth and its convoy of attendants left from Tampa Electric's Bayside Plant in Riverview for Lakeland on Friday about 9:30 pm. The transformer is expected to be in service by the end of December.

Lakeland Electric purchased the used transformer for the salvage price of \$126,300 from Tampa Electric Co to return its 365-megawatt, natural-gas fueled Unit 5 generator to service. The original transformer failed in early October, but it could be more than a year to manufacture and deliver a new transformer, necessitating the Tampa Electric intermediary. Moving the transformer cost \$819,650.

December 5, 2016 – Calgary, Alberta

Posted on Pilot Group Page by Instructor Dan Boyer

Be careful out there. Just got a phone call from a well known Calgary pilot company whose drivers I have trained for Washington State Certification.

One of the pilot drivers decided to be a good guy and wanted to help the load driver re-hooking up a removable goose neck trailer after they had just loaded a rock truck. The pilot driver went in and cleaned stuff off the shoe and came back out to where the driver could see him. Unfortunately, the pilot driver noticed something on the shoe and decided to dive back in to fix it. Unfortunately, the truck driver did not see him and backed up to hook up the trailer. The pilot driver ended up getting pinned between the tractor and the trailer. Last info I have is that he will lose one leg. He is still alive, but things will never be the same for him, his family and friends. OH&S is investigating and their first questions were, “where is the hazard assessment for this trip” and “was he trained in hooking up trailers”

Please think about what you are about to do, and never assume the driver sees you.