

New West Progress on Pilot Car Issues

VEHICLE WEIGHTS & DIMENSIONS TASK FORCE

NOVEMBER 27, 2019



Work in Progress

Regular consultation

Efforts to move forward together

Each province is at varying steps in the process, and there may be slight differences in where we end up.

Pilot Car Initiatives

I: Guidelines for pilot car operation

II: Updating requirements for lights and signs

III: Travel time windows and pilot car requirements

I: Guidelines for Pilot Car Operation

BC introduced Pilot Car Load Movement Guidelines in January 2017.

Alberta guidelines are now complete and being formatted for publication.

Saskatchewan has a draft set of pilot vehicle guidelines in progress, to be shared with industry once it has been reviewed internally.

Manitoba has started working on a draft guideline that will be shared with industry once completed.

II: Updating requirements for lights and signs

Changes are presented from a BC perspective, as we have already done stakeholder consultation and are moving forward with regulation changes now. Some provinces still have consultation to do. Representatives of the western provinces have looked at these changes together and discussed them extensively, but there may still be some differences in implementation.

Current Regulation	Proposed Regulation
Type of Vehicle	
Single Motor Vehicle	Single Motor Vehicle: <ul style="list-style-type: none">- Width without mirrors is 1.5 to 2.6 m- Bottom edge of a roof-mounted sign is 1.7 to 2.5 m from the road surface- Mirrors on both sides

Type of Sign	
<p>Metal box</p> <ul style="list-style-type: none"> - 180 cm x 35 cm x 10 cm - White reflective material inside - 8 evenly spaced bulbs - 3 mm plexiglass surface - Long Load, Wide Load, Oversize Load or 'D' 	<p>Sign constructed of durable material suitable for use in all weather and highway conditions</p> <ul style="list-style-type: none"> - 180 cm x 35 cm - Self-illuminated - Long Load, Wide Load, Oversize Load or 'D' - Surfaces facing the load driver may be dimmed <p>If a changeable message sign is used:</p> <ul style="list-style-type: none"> - Change to yellow on black instead of black on yellow at night - May change to STOP in solid red or yellow or SLOW in solid yellow, <u>only</u> when stationary and actively engaged in traffic control required by permit - Night time light intensity must not exceed 100 nits (100 cd/m²)

Lights	
<p>2 round amber lamps</p> <ul style="list-style-type: none"> - at least 17.75 cm in diameter - SAE Standard J595 Class 2 Yellow <p><u>or</u></p> <p>2 standard 203 mm rotating ambers</p>	<p>2 round amber lamps</p> <ul style="list-style-type: none"> - SAE Standard J595 Class 2 Yellow - Flash in unison <p><u>and/or</u></p> <p>2 flashing 360° rotating or strobe amber lamps</p> <ul style="list-style-type: none"> - SAE Standard J845 Class 2 Yellow <p>If using 4 lamps:</p> <ul style="list-style-type: none"> - Round ambers go on the outside, with rotators inside - Outboard lamps must be in operation when escorting a load - Inboard lamps may be deployed only while engaged in traffic control or in inclement weather until the load can be gotten off the road
Flags	
Red	Red or orange

Proximity to the Load

100 m to 500 m

- on a 2 or 3 lane undivided highway, a single pilot car travels to the front
- on a 4 lane or divided highway, a single pilot car travels to the rear

Positioned in such a way that:

- it provides reasonable warning of the presence of the oversize load, considering speed, other traffic and highway conditions,
- maintains radio contact
- on a 2 or 3 lane undivided highway, a single pilot car travels to the front
- on a 4 lane or divided highway, a single pilot car travels to the rear
- If the load is long but not wide, a single pilot car travels to the rear on any highway type

Proximity Exceptions

A lead pilot may precede the load through tunnels, structures, etc. at an adequate distance to provide ample warning for oncoming vehicles

- Proximity limits do not apply to 2nd and or 3rd pilot car
- The operator of a pilot car must act with due care and attention and reasonable consideration for other road users, including temporary changes of position when necessary to provide warning to other road users and assist in safe passage of the load

III: Travel time windows and pilot car requirements

BC is just completing a review of our travel time windows and numbers of required pilot cars. Analysis is being finalized and stakeholder consultation is beginning.

In general, the study approach quantifies safety risk through three factors: exposure/frequency, severity and probability, and looks at the likelihood of lane encroachment on multi-lane vs two lane highways. The draft report from SNC Lavalin will be available in the meeting materials if you are interested in having a look.

Other western provinces are closer to harmonized with each other with BC as more of an outlier, and that may not change, due to geography and traffic volumes. Some amendments are expected in BC, however, including no longer differentiating number of pilot cars by day/night, and instead doing so by multilane/two lane.

Questions/Comments?