

## Commercial Vehicle Safety & Enforcement

### Commercial Transport Department

# NOTICE

## To All Permit Issuers, Industry and the General Public

### Request For Participants In A Pilot Program To Evaluate Automatic Lift Devices Set To Deploy Under Pre-Determined Loads On Trailers

To Whom It May Concern:

This letter is to advise industry that CVSE is proposing a pilot program to evaluate the operation of automatic lift axles which raise and lower in order to maintain trailer axle loads at the maximum allowed under regulation under a variety of loading conditions. This differs from the current definition in the Commercial Transport Regulations (CTR), which states that an “*automatic axle lift device* means a device designed”...”(to) lower the tires to the road surface if a load is placed in the trailer”.

CVSE would like to invite interested carriers to participate. The chosen carrier(s) would provide trailers equipped with lift axle systems configured such that the lift axle(s) lower prior to the weight on the axles in contact with the ground exceeding that allowed by regulation, and would need to be enrolled in the Weigh2GoBC program. The primary goal of the pilot is in-service testing. Participating carriers will be authorized to use accepted non-compliant systems on trips that take them over either the Laidlaw or Red Rock weigh-in-motion (WIM) scales. These scales will collect data regarding the performance and reliability of the lift axle systems. Limited static testing and inspection by CVSE personnel will also be required. It is estimated that the duration of the pilot will be approximately 6 months. The Ministry reserves the right to cancel the pilot at any time if, in the opinion of the Ministry, the pilot is deemed to cause a threat to public safety, public infrastructure, or is otherwise no longer in the public interest. We are willing to consider alternative monitoring programs if there is insufficient interest from partner carriers with operations over the identified WIM scales. The above proposal also is

dependent on partner carrier operations being of sufficient volume over the identified WIM scales for the required data generation.

Yours truly,

A handwritten signature in dark ink, appearing to read "Jan Lansing". The signature is written in a cursive, flowing style with a large initial "J" and a long, sweeping underline.

Jan Lansing  
Manager, Commercial Transport