



Highway Traffic Act Code de la route

R.R.O. 1990, REGULATION 611

SAFETY INSPECTIONS

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DEFINITIONS

1. In this Regulation,

“accessible vehicle” means a passenger vehicle or a bus,

(a) that is designed or modified to be used for the purpose of transporting persons with

disabilities and is used for that purpose, whether or not the vehicle is also used to transport persons without disabilities, and

(b) that is operated,

- (i) for compensation by, for or on behalf of any person, club, agency or organization, or
- (ii) not for compensation by, for or on behalf of any person, club, agency or organization that holds itself out as providing a transportation service to persons with disabilities;

“annual inspection certificate” means a vehicle inspection record evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B (Truck) as modified by Schedule 3, NSC Standard 11B (Trailer) as modified by Schedule 4 or NSC Standard 11B (Bus) as modified by Part I of Schedule 5, as appropriate to the type of vehicle indicated on the record;

“annual inspection report” means, in relation to a vehicle inspection that results in the issuance of an annual inspection sticker, a report containing the information required by clause 10 (1) (d) of Regulation 601 of the Revised Regulations of Ontario, 1990 (Motor Vehicle Inspection Stations) made under the Act;

“annual inspection sticker” means a vehicle inspection sticker evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B (Truck) as modified by Schedule 3, NSC Standard 11B (Trailer) as modified by Schedule 4 or NSC Standard 11B (Bus) as modified by Part I of Schedule 5, as appropriate to the type of vehicle indicated on the sticker;

“commercial vehicle” means a commercial motor vehicle and any trailer or trailer converter dolly drawn by the commercial motor vehicle, but does not include a bus, a school purposes vehicle or an accessible vehicle;

“compensation” includes any rate, remuneration, reimbursement or reward of any kind paid, payable, promised, received or demanded, directly or indirectly;

“historic vehicle” means a motor vehicle that,

- (a) is at least 30 years old, and
- (b) is substantially unchanged or unmodified from the original manufacturer’s product;

“licence” means a motor vehicle inspection station licence issued under section 91 of the Act;

“licensee” means a person who is a holder of a motor vehicle inspection station licence issued under section 91 of the Act;

“motor tricycle” means a motorcycle that,

- (a) is designed to travel on three wheels in contact with the ground,
- (b) has seating on which all occupants must sit astride,
- (c) has not more than four designated seating positions,
- (d) has a manufacturer’s gross vehicle weight rating of 1,000 kilograms or less,

(e) has a minimum wheel rim diameter of 250 millimetres,

(f) has a minimum wheel base of 1,016 millimetres, and

(g) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest;

“salvage motor vehicle” means a motor vehicle whose vehicle permit indicates that it is classified as salvage;

“school purposes vehicle” means a passenger vehicle, other than a bus, that is operated by or under contract with a school board or other authority in charge of a school for the transportation of adults with a developmental disability or children;

“semi-annual inspection certificate” means a vehicle inspection record evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B (Bus) as modified by Parts I and II of Schedule 5;

“semi-annual inspection report” means, in relation to a vehicle inspection that results in the issuance of a semi-annual inspection sticker, a report containing the information required by clause 10 (1) (e) of Regulation 601 of the Revised Regulations of Ontario, 1990 (Motor Vehicle Inspection Stations) made under the Act;

“semi-annual inspection sticker” means a vehicle inspection sticker evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B (Bus) as modified by Parts I and II of Schedule 5;

“structural inspection certificate” means a safety standards certificate issued after an inspection of a salvage motor vehicle that has been rebuilt evidencing compliance with the inspection requirements and performance standards set out in Schedule 9. O. Reg. 762/91, s. 1; O. Reg. 373/98, s. 1; O. Reg. 330/01, s. 1; O. Reg. 65/02, s. 1; O. Reg. 378/02, s. 1; O. Reg. 114/08, s. 1; O. Reg. 476/09, s. 1; O. Reg. 80/11, s. 1.

1.1 Revoked: O. Reg. 762/91, s. 1.

2. For purposes of this Regulation,

“children”, “developmental disability” and “school” have the same meaning as in subsection 175 (1) of the Act. O. Reg. 762/91, s. 1; O. Reg. 65/02, s. 2.

APPLICATION OF NSC STANDARD 11B

2.1 (1) In this Regulation,

“NSC Standard 11B” means the National Safety Code Standard 11, Part B, entitled “Periodic Commercial Motor Vehicle Inspections (PMVI)”, published by the Canadian Council of Motor Transport Administrators and dated January 2006, as amended from time to time;

“NSC Standard 11B (Bus)” means the part of NSC Standard 11B entitled “CCMTA, Bus, Vehicle Safety Inspection Program, Inspection Methods and Standards”;

“NSC Standard 11B (Trailer)” means the part of NSC Standard 11B entitled “CCMTA, Trailer, Semi-Trailer, C-Dolly and Converter Dolly, Vehicle Safety Inspection Program, Inspection Methods and Standards”;

“NSC Standard 11B (Truck)” means the part of NSC Standard 11B entitled “CCMTA, Truck and Truck-Tractor, Vehicle Safety Inspection Program, Inspection Methods and Standards”.

O. Reg. 80/11, s. 2.

(2) A reference in this Regulation to Schedule 3, 4 or 5 modifying an NSC Standard 11B listed in subsection (1) is a reference to that numbered Schedule to this Regulation. O. Reg. 80/11, s. 2.

(3) For the purposes of this Regulation, the inspection requirements and performance standards set out,

(a) in NSC Standard 11B (Truck) apply, with the modifications set out in Schedule 3, to inspections of commercial motor vehicles, other than buses, school purposes vehicles and accessible vehicles, under section 4, 4.4 or 8;

(b) in NSC Standard 11B (Trailer) apply, with the modifications set out in Schedule 4, to inspections of trailers under section 4.3 and inspections of trailers and trailer converter dollies under section 8; and

(c) in NSC Standard 11B (Bus) apply, with the modifications set out in Schedule 5, to inspections of buses, school purposes vehicles and accessible vehicles under section 4.1, 4.2, 4.4 or 10. O. Reg. 80/11, s. 2.

(4) Where Schedule 3, 4 or 5 provides that an inspection requirement or performance standard set out in NSC Standard 11B (Truck), NSC Standard 11B (Trailer) or NSC Standard 11B (Bus) does not apply to a type of inspection of any class of vehicle or applies only in a modified manner, the vehicle shall be inspected in accordance with the inspection requirements and comply with the performance standards set out in the applicable NSC Standard 11B as modified by the Schedule. O. Reg. 80/11, s. 2.

(5) Where Schedule 3, 4 or 5 provides inspection requirements and performance standards for any class of vehicle that are not provided in NSC Standard 11B (Truck), NSC Standard 11B (Trailer) or NSC Standard 11B (Bus), the vehicle shall be inspected in accordance with these inspection requirements and comply with these performance standards in addition to those set out in the applicable NSC Standard 11B as modified by the Schedule. O. Reg. 80/11, s. 2.

(6) For the purposes of this Regulation, in NSC Standard 11B,

“authorized form” means, in relation to a proof of brake inspection, any document that contains the information required by NSC Standard 11B;

“authorized inspector” means, in relation to an inspection conducted in Ontario, a motor vehicle inspection mechanic registered by the Director of Vehicle Inspection Standards under section 92 of the Act and, in relation to an inspection conducted in a Canadian jurisdiction other than Ontario, means any person authorized by that jurisdiction to conduct the inspection. O. Reg. 80/11, s. 2.

APPLICATION

2.2 (1) Sections 4, 4.1, 4.2, 4.3, 4.4, 8 and 10 do not apply in respect of the following classes of vehicles:

1. A motor vehicle commonly known as a recreational vehicle or as a motor home, other

than a motor vehicle,

- i. carrying commercial cargo or tools or equipment of a type normally used for commercial purposes, or
- ii. carrying animals or non-commercial tools, equipment or vehicles that occupy one-half or more of its floor space.

2. A house trailer, other than a house trailer,

- i. owned or leased by an employer to house the employer's employee,
- ii. carrying commercial cargo or tools or equipment of a type normally used for commercial purposes, or
- iii. carrying animals or non-commercial tools, equipment or vehicles that occupy one-half or more of its floor space. O. Reg. 80/11, s. 2.

(2) In paragraph 2 of subsection (1), "house trailer" includes a cabin trailer, collapsible cabin trailer, tent trailer and camping trailer. O. Reg. 80/11, s. 2.

SAFETY STANDARDS CERTIFICATE

3. A safety standards certificate shall not be issued in respect of a motor vehicle, other than a vehicle referred to in section 4, 4.1, 4.2, 4.4, 5 or 5.1, unless the vehicle has been inspected in accordance with the inspection requirements and complies with the performance standards set out in Schedules 1 and 2. O. Reg. 762/91, s. 1; O. Reg. 476/09, s. 2; O. Reg. 80/11, s. 3.

4. If a vehicle is a commercial motor vehicle that is required to display an annual inspection sticker under section 8, a safety standards certificate shall not be issued in respect of the vehicle unless it has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Truck) as modified by Schedule 3. O. Reg. 80/11, s. 4.

4.1 If a vehicle is a school purposes vehicle that is required to display an annual inspection sticker under section 10, a safety standards certificate shall not be issued in respect of the vehicle unless it has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Bus) as modified by Part I of Schedule 5. O. Reg. 80/11, s. 4.

4.2 A safety standards certificate shall not be issued in respect of a bus or an accessible vehicle unless it has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Bus) as modified by Part I of Schedule 5. O. Reg. 80/11, s. 4.

4.3 A safety standards certificate shall not be issued in respect of a trailer unless it has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Trailer) as modified by Schedule 4. O. Reg. 80/11, s. 4.

4.4 For purposes of the issuance of a safety standards certificate, the owner or lessee of a commercial motor vehicle or school purposes vehicle that is not required to display an annual inspection sticker under section 8 or 10 may request that the vehicle be inspected in accordance with the inspection requirements referred to in section 4 or 4.1, as appropriate to the type of

vehicle, instead of those referred to in section 3. O. Reg. 80/11, s. 4.

5. A safety standards certificate shall not be issued in respect of a motorcycle, other than a motorcycle with two front wheels, unless the motorcycle has been inspected in accordance with the inspection requirements and complies with the performance standards in Schedule 6. O. Reg. 114/08, s. 2.

5.1 A safety standards certificate shall not be issued in respect of a motorcycle with two front wheels, unless it is a motor tricycle that has been inspected in accordance with the inspection requirements and complies with the performance standards in Schedule 6.1. O. Reg. 114/08, s. 3.

5.2 For the purpose of determining the number of wheels on the front of a motorcycle referred to in sections 5 and 5.1, two wheels are considered to be one wheel if they are mounted on the same axle and the distance between the centres of their areas of contact with the ground is less than 460 millimetres. O. Reg. 114/08, s. 3.

6., 7. Revoked: O. Reg. 476/09, s. 3.

STRUCTURAL INSPECTION CERTIFICATE

7.1 (1) A structural inspection certificate shall only be issued in respect of a salvage motor vehicle but shall not be issued in respect of a salvage motor vehicle unless the vehicle has been inspected in accordance with the inspection requirements and complies with the performance standards set out in Schedule 9. O. Reg. 378/02, s. 2.

(2) No structural inspection certificate shall be issued in respect of a motor vehicle if the licensee or mechanic is satisfied that a vehicle permit marked “irreparable” has been issued in respect of the vehicle. O. Reg. 373/98, s. 2.

INSPECTION STICKER AND CERTIFICATE

COMMERCIAL VEHICLES

8. (1) A commercial vehicle is prescribed as a type or class of vehicle to which section 85 of the Act applies if it has a combined gross weight exceeding 4,500 kilograms. O. Reg. 476/09, s. 4.

(2) For purposes of subsection (1), the combined gross weight of a commercial vehicle is the total of the gross weight, registered gross weight or manufacturer’s gross vehicle weight rating of each commercial motor vehicle, trailer or trailer converter dolly included within the commercial vehicle. O. Reg. 762/91, s. 1.

(3) Commercial vehicles shall be inspected in accordance with the inspection requirements,

(a) set out in NSC Standard 11B (Truck) as modified by Schedule 3, for commercial motor vehicles; or

(b) set out in NSC Standard 11B (Trailer) as modified by Schedule 4, for trailers or trailer converter dollies. O. Reg. 80/11, s. 5.

(4) If a commercial vehicle has been inspected in accordance with the inspection requirements and complies with the performance standards referred to in subsection (3), the licensee of the station in which the vehicle was inspected, a person authorized in writing by the licensee or the motor vehicle inspection mechanic who inspected the vehicle shall promptly,

- (a) complete the annual inspection certificate and annual inspection report and provide copies of them to the owner or lessee;
- (b) indicate the month and year of inspection and the vehicle type on the annual inspection sticker corresponding to the certificate; and
- (c) remove or cover any annual inspection sticker relating to a previous inspection and affix the current annual inspection sticker,
 - (i) for a commercial motor vehicle, to the outer surface of the lower left hand corner of the windshield, or to a conspicuous position on the left side of the truck cab, or
 - (ii) for a trailer or trailer converter dolly, to its outer surface, on the left side and as close as practicable to the front of it. O. Reg. 80/11, s. 5.

(5) An annual inspection sticker described in subsection (4) is valid until the end of the twelfth month after the month of inspection indicated on the sticker. O. Reg. 80/11, s. 5.

(6) If a commercial vehicle is issued with a safety standards certificate in accordance with section 4, 4.3 or 4.4, the licensee of the station in which the vehicle was inspected, a person authorized in writing by the licensee or the motor vehicle inspection mechanic who inspected the vehicle shall at the time of issuing the safety standards certificate also issue an annual inspection certificate and an annual inspection report and affix to the vehicle an annual inspection sticker in the manner described in subsection (4). O. Reg. 80/11, s. 5.

(7) An unladen commercial vehicle is exempt from the requirements of this section while being operated,

- (a) under the terms of a special permit issued to a manufacturer or dealer under Regulation 628 of the Revised Regulations of Ontario, 1990 (Vehicle Permits) made under the Act; or
- (b) under the terms of a dealer number plate or a service number plate issued under that regulation. O. Reg. 80/11, s. 5.

(8) A commercial vehicle is exempt from the requirements of this section while being towed under the terms of a dealer number plate or a service number plate issued under Regulation 628 of the Revised Regulations of Ontario, 1990 (Vehicle Permits) made under the Act,

- (a) to a location where its load will be removed as required by section 82.1 of the Act; or
- (b) to an impound facility pursuant to section 82.1 of the Act. O. Reg. 80/11, s. 5.

9. Revoked: O. Reg. 476/09, s. 5.

BUSES, SCHOOL PURPOSES VEHICLES AND ACCESSIBLE VEHICLES

10. (1) A bus carrying passengers is prescribed as a type or class of vehicle to which section 85 of the Act applies. O. Reg. 80/11, s. 6.

(2) Subsection (1) does not apply to a bus that is used for personal purposes without compensation unless the bus has a manufacturer's gross vehicle weight rating of more than 4,500 kilograms. O. Reg. 80/11, s. 6.

(3) A school purposes vehicle is prescribed as a type or class of vehicle to which section 85

of the Act applies while it is being used for the transportation of,

- (a) six or more adults with a developmental disability;
- (b) six or more children; or
- (c) six or more persons referred to in clause (a) or (b). O. Reg. 80/11, s. 6.

(4) An accessible vehicle carrying passengers is prescribed as a type or class of vehicle to which section 85 of the Act applies. O. Reg. 80/11, s. 6.

(5) A bus, a school purposes vehicle and an accessible vehicle shall be inspected in accordance with the inspection requirements set out,

- (a) in NSC Standard 11B (Bus) as modified by Part I of Schedule 5 for purposes of the issuance of an annual inspection certificate; and
- (b) in NSC Standard 11B (Bus) as modified by Parts I and II of Schedule 5 for purposes of the issuance of a semi-annual inspection certificate. O. Reg. 80/11, s. 6.

(6) If a bus, a school purposes vehicle or an accessible vehicle has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Bus) as modified by Part I of Schedule 5, the licensee of the station in which the vehicle was inspected, a person authorized in writing by the licensee or the motor vehicle inspection mechanic who inspected the vehicle shall promptly,

- (a) complete the annual inspection certificate and annual inspection report and provide copies of them to the owner or lessee;
- (b) indicate the month and year of inspection and the vehicle type on the annual inspection sticker corresponding to the certificate; and
- (c) remove or cover any annual inspection sticker relating to a previous inspection and affix the current annual inspection sticker to the outer surface of the lower right hand corner of the windshield, on a fixed side window as close as practicable to the front of the vehicle or to a conspicuous position on the right side of the vehicle body close to the front of the vehicle. O. Reg. 80/11, s. 6.

(7) An annual inspection sticker described in subsection (6) is valid,

- (a) until the end of the twelfth month after the month of inspection indicated on the sticker, if the vehicle also displays a valid semi-annual inspection sticker; or
- (b) until the end of the sixth month after the month of inspection indicated on the sticker, if the vehicle does not also display a valid semi-annual inspection sticker. O. Reg. 80/11, s. 6.

(8) If a bus, a school purposes vehicle or an accessible vehicle has been inspected in accordance with the inspection requirements and complies with the performance standards set out in NSC Standard 11B (Bus) as modified by Parts I and II of Schedule 5, the licensee of the station in which the vehicle was inspected, a person authorized in writing by the licensee or the motor vehicle inspection mechanic who inspected the vehicle shall promptly,

- (a) complete the semi-annual inspection certificate and semi-annual inspection report and provide copies of them to the owner or lessee;

- (b) indicate the month and year of inspection on the semi-annual inspection sticker corresponding to the certificate; and
- (c) remove or cover any semi-annual inspection sticker relating to a previous inspection and affix the current sticker to the outer surface of the lower right hand corner of the windshield, on a fixed side window as close as practicable to the front of the vehicle or to a conspicuous position on the right side of the vehicle body close to the front of the vehicle. O. Reg. 80/11, s. 6.

(9) A semi-annual inspection sticker affixed under subsection (8) is valid until the end of the sixth month after the month of inspection indicated on the sticker. O. Reg. 80/11, s. 6.

(10) If a bus, a school purposes vehicle or an accessible vehicle is issued with a safety standards certificate in accordance with section 4.1, 4.2 or 4.4, the licensee of the station in which the vehicle was inspected, a person authorized in writing by the licensee or the motor vehicle inspection mechanic who inspected the vehicle shall at the time of issuing the safety standards certificate also issue an annual inspection certificate and an annual inspection report and affix to the vehicle an annual inspection sticker in the manner described in subsection (6). O. Reg. 80/11, s. 6.

(11) For purposes of this section, safety inspection stickers that were issued before July 1, 2011 and that are valid on that day, are deemed to be semi-annual inspection stickers issued under this section and remain valid until they expire. O. Reg. 80/11, s. 6.

11. Revoked: O. Reg. 80/11, s. 6.

11.1 Revoked: O. Reg. 42/09, s. 1.

HISTORIC VEHICLES

12. An historic vehicle inspected under section 3, 4, 4.1, 4.2, 4.4, 5, 5.1, 8 or 10, as applicable, shall be inspected and tested in accordance with the inspection requirements referred to in that section and shall be in a functional condition relative to its design, construction and operation. O. Reg. 80/11, s. 7.

REPLACEMENT CERTIFICATE OR STICKER

13. (1) If an annual inspection certificate or an annual inspection sticker is damaged or destroyed during its period of validity, a replacement certificate and sticker shall be issued and affixed by the station that issued the original certificate and sticker or by the Ministry, containing the same information as the original certificate and sticker. O.Reg. 762/91, s. 1.

(2) If a semi-annual inspection certificate or a semi-annual inspection sticker is damaged or destroyed during its period of validity, a replacement certificate and sticker shall be issued and affixed by the station that issued the original certificate and sticker or by the Ministry, containing the same information as the original certificate and sticker. O. Reg. 80/11, s. 8.

(3) If a certificate or sticker is replaced by a station referred to in subsection (1) or (2), the licensee shall indicate on the station record that the certificate or sticker is a replacement. O.Reg. 762/91, s. 1.

EXEMPTIONS

14. A commercial vehicle, bus, school purposes vehicle or accessible vehicle displaying or carrying valid evidence of compliance with the periodic inspection requirements of any Canadian jurisdiction other than Ontario is exempt from the requirements of section 85 of the Act. O. Reg. 762/91, s. 1; O. Reg. 80/11, s. 9.

15. A commercial vehicle, bus, school purposes vehicle or accessible vehicle displaying or carrying valid evidence of compliance with the periodic inspection requirements contained in Part 396, Title 49, Code of Federal Regulations of the United States Department of Transportation based on an inspection carried out in the United States of America is exempt from the requirements of section 85 of the Act. O. Reg. 762/91, s. 1; O. Reg. 80/11, s. 10.

16. Sections 14 and 15 do not apply if the evidence of compliance with periodic inspection requirements is based on a roadside inspection performed by or on behalf of a governmental authority. O. Reg. 762/91, s. 1.

SCHEDULE 1

INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS FOR VEHICLES OTHER THAN VEHICLES INSPECTED TO NSC STANDARD 11B AND MOTORCYCLES

BODY WORK

1. (1) The body, sheet metal and equipment shall be inspected and tested for conditions hazardous to occupants, pedestrians or vehicles and,
 - (a) no bumper, fender or mudguard shall have been removed;
 - (b) each bumper shall be securely mounted;
 - (c) each mud flap, where applicable, shall be in position;
 - (d) no bumper, fender, molding or other part shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to persons or vehicles;
 - (e) no hood latch shall be missing or fail to hold the hood closed and no safety catch, in the case of a front opening hood, shall be missing or inoperative;
 - (f) no tilt cab latch shall be missing or fail to hold the tilt cab latched and no safety catch shall be missing or inoperative;
 - (g) in the case of a bus or accessible vehicle, the floor and stepwell covering shall not be so cracked, curled, loose or worn as to present a tripping hazard;
 - (h) in the case of a bus or accessible vehicle, each stanchion, grab handle, guard rail and guard panel shall be securely mounted and fastening parts shall not be missing;
 - (i) where originally installed by the manufacturer, no energy absorbing material shall be missing from stanchions and guard rails or from the tops or sides of seat backs;
 - (j) every occupant seat shall be securely mounted and shall maintain its position and adjustment;
 - (k) where required under the provisions of the *Motor Vehicle Safety Act* (Canada), no seat belt assembly or its anchorages shall have been removed, rendered partly or wholly inoperative, or modified so as to reduce their effectiveness;

- (l) if fitted with a seat belt assembly or assemblies, each belt anchorage shall be secure, each buckle and retractor shall operate as intended, and no belt webbing shall be visibly damaged so as to reduce its effectiveness;
- (m) if fitted, a driver's sun visor shall function as intended;
- (n) in the case of a bus, other than an accessible vehicle or a bus used for the purpose of transporting prisoners or other persons held in custody, an emergency exit,
 - (i) if a door, shall have a clear passageway thereto and be located at the rear of the vehicle or near the rear on the left side of the vehicle, and the release mechanism when actuated shall function from inside the vehicle, as well as from outside the vehicle where fitted with outside release, and the door shall open freely and close securely, and the emergency door audible or visible warning device, if originally fitted, shall function,
 - (ii) if a hinged pushout window, shall be visually inspected to ensure that it should open outwards when the release mechanism is actuated and adequate directions for the emergency use thereof shall be displayed on or adjacent to the pushout window, and the emergency warning device, if originally fitted, shall function,
 - (iii) if a non-hinged pushout window, shall have adequate directions for the emergency use thereof displayed on or adjacent to the pushout window, and
 - (iv) if a roof hatch, shall open outwards when the release mechanism is actuated and a reasonable amount of manual force is applied, and adequate directions for the emergency use thereof shall be displayed on or adjacent to the roof hatch;
- (o) each overhead package shelf, if fitted, shall be securely mounted and not have any broken, missing, excessively worn or excessively stretched package retaining components; and
- (p) in the case of an accessible vehicle,
 - (i) if fitted with wheelchair securement devices, each device anchorage shall be secure, each component part shall operate as intended, and no component part shall have damage, apparent on visual inspection, that would reduce its effectiveness,
 - (ii) if fitted with occupant restraint assemblies, each component part thereof shall operate as intended, and no component part shall have damage, apparent on visual inspection, that would reduce its effectiveness,
 - (iii) if fitted with occupant restraint assemblies anchored to the vehicle, each restraint assembly anchorage shall be secure,
 - (iv) all devices used to secure passenger access or emergency exit doors in the open position shall operate as intended and shall not have damage, apparent on visual inspection, that would reduce their effectiveness,
 - (v) if fitted with an emergency exit door, the door shall have no fixed obstructions blocking the passage of persons or, in the case of a vehicle used for the transportation of persons in wheelchairs, blocking the passage of wheelchairs, and the door release mechanism when actuated shall function from inside and outside

the vehicle,

- (vi) if fitted with a ramp or power lift, the means of attachment of the ramp or power lift to the vehicle shall be secure with no fastening parts missing and when the ramp or power lift is in the stored position, it shall be secured, by means other than a support or lug in the door, in such manner as to not pose a potential hazard to occupants of the vehicle,
 - (vii) if fitted with a power lift, the lift platform shall rise and descend smoothly when activated by the appropriate controls, and
 - (viii) no plate, cover or energy absorbing material required to protect persons from sharp edges or corners shall be missing or worn or damaged so as to reduce its effectiveness.
- (2) The occupant compartment door or doors shall be inspected and tested and,
- (a) each occupant compartment door shall open freely when its release mechanism is actuated and shall close securely, and the flexible material on vertical closing edges, where originally fitted, shall not be missing or excessively loose or torn; and
 - (b) in the case of a motor vehicle having a separate exit door, other than a door to be used only in an emergency,
 - (i) when the driver's door control is in the "closed" position and the exit door is fully closed, and a moderate amount of manual force is applied in an attempt to open the door, it shall not open, and the audible or visual warning device, if fitted, shall function,
 - (ii) when the driver's door control is in the position to open the exit door, the brake and accelerator interlock systems, if fitted, shall automatically apply the rear brakes and hold them in the applied position and the engine speed will be prevented from exceeding idle speed until the door control is moved to the "closed" position and the door has closed, and
 - (iii) when the exit door is fitted with sensitive edges, and the door is not fully closed, manual pressure applied to the edge of each sensitive edge shall cause the door to reopen, and the audible or visual warning device, if fitted, shall function and the brake and accelerator interlock systems, if fitted, shall automatically apply the rear brakes and hold them in the applied position and the engine speed will be prevented from exceeding idle speed until the door control is moved to the "closed" position and the door has closed.
- (3) Every exterior compartment door, if fitted, shall be inspected and tested and,
- (a) each door shall be securely attached to the body;
 - (b) each door shall function properly; and
 - (c) each door shall be equipped with a lock, latch or spring device that shall hold the door closed.
- (4) The chassis frame, underbody and body mounts shall be inspected and,

- (a) no chassis frame member or structural member of a unitized or monocoque body shall be visibly cracked, perforated by corrosion, or have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics; and
 - (b) the underbody, excluding the underbody of a separate cargo body, shall not be visibly perforated by rust or otherwise damaged, or have any opening other than those intended by the manufacturer or required for an alternative fuel system installation by an authorized person.
- (5) The drive shaft hanger brackets and guards, where originally fitted, shall be inspected and,
- (a) no fasteners shall be missing, loose or damaged; and
 - (b) no drive shaft guard or hanger bracket shall be insecure or missing.
- (6) The condition and security of each prescribed mirror shall be inspected and,
- (a) no prescribed mirror shall be missing;
 - (b) each mirror shall be securely mounted and maintain a set adjustment;
 - (c) no mirror shall be cracked, broken or have any significant reduction in reflecting surface owing to deterioration of the silvering; and
 - (d) in the case of a motor vehicle where there is no rear window, or the view through the rear window is restricted in such a way as not to afford a driver a clear view to the rear of the motor vehicle, the outside rear view mirror or mirrors shall not be missing.
- (7) The windshield and windows shall be inspected and tested and,
- (a) where glass is used, there shall be no evidence of its being other than safety glass;
 - (b) any manufacturer's marking,
 - (i) on the windshield shall be AS1 or AS10,
 - (ii) on the side and rear windows at levels requisite for driving visibility shall be AS1, AS2, AS4, AS6, AS10 or AS11, and
 - (iii) on windows for standing passengers, in interior partitions or in openings in the roof shall be AS1, AS2, AS3, AS4, AS5, AS6, AS7, AS10, AS11, AS12 or AS13;
 - (c) no material that obstructs the driver's view of the highway or an intersecting highway shall be fitted in the windshield opening or in a side window opening to the left or right of the driver's seat;
 - (d) no material other than safety glass shall be used for a windshield;
 - (e) no safety glass in the windshield or in any side window to the left or right of the driver's seat shall be crazed, clouded or fogged, so as to materially impair vision;
 - (f) no safety glass shall have exposed sharp edges or be missing in part;
 - (g) banding on exposed edges of safety glass, if originally fitted, shall not be missing, loose or broken;
 - (h) there shall be no star, stone chip or crack in the area of the windshield swept by the driver's wiper blade, that may interfere with the driver's vision; and

- (i) any window to the left of the driver's seat that is suitable for the purpose of permitting a signal by means of the hand or arm shall open readily.
- (8) The fuel system shall be inspected and tested and,
 - (a) no mounting or attachment shall be missing or insecure;
 - (b) no filler cap shall be missing or insecure; and
 - (c) no leakage shall be present at any point in the fuel system.
- (9) Revoked: O. Reg. 476/09, s. 7 (1).
- (10) The exhaust system including exhaust manifolds, shall be inspected and,
 - (a) no exhaust pipe, muffler or tail pipe shall be missing, or insecurely mounted;
 - (b) no leakage shall be present at any point in the exhaust system, except through drain holes provided by the manufacturer;
 - (c) no component thereof shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the vehicle;
 - (d) no component thereof shall pass through the occupant compartment;
 - (e) no component thereof shall be so located or unguarded that an individual may be burned thereby on entering or leaving the vehicle; and
 - (f) no exhaust system shall be shortened or modified from original equipment so as to fail to direct the exhaust beyond the underbody of the occupant compartment or luggage compartment, and in no case shall the distance between the outlet and periphery of the underbody, past which it directs the exhaust, exceed 15 centimetres.
- (11) Where a fifth wheel coupling device is installed, it shall be inspected and,
 - (a) the fifth wheel shall be fastened securely to the vehicle;
 - (b) in the case of a fifth wheel secured to the vehicle frame by means of U-bolts, positive stops shall be provided to prevent the fifth wheel from shifting on the frame;
 - (c) the jaw closure mechanism and locking system shall be in good working order and shall not be broken, cracked or excessively worn; and
 - (d) the slider mechanisms, if fitted, shall lock securely and shall not show any signs of failure or excessive wear.
- (12) Where a trailer hitch is installed, the trailer hitch, hitch mounting and connecting devices for safety cables and chains shall be inspected and tested and,
 - (a) no trailer hitch or towing structure, to which a trailer hitch is attached shall be insecurely mounted;
 - (b) no latch mechanism shall fail to close securely;
 - (c) no part shall be missing, cracked, broken, excessively bent, seized or excessively worn;
 - (d) no cast or forged hitch shall show any indication that repairs have been made by means of brazing or welding; and

- (e) no connecting devices provided at the rear of a vehicle for the attachment of a safety chain or cable shall be insecurely fastened, missing, cracked, broken or excessively worn.

BRAKES

2. (1) All hydraulic, vacuum and air system components, which are external to the wheel brakes, including reservoirs, fittings, valves, supports, hose clamps, connections, air chambers, air cleaners, and hoses and tubes other than those portions that are within structures and not visible, shall be inspected and tested and,

- (a) with vacuum, hydraulic or air boost systems fully charged, there shall be no hydraulic or vacuum leak in the service brake system while the service brakes are fully applied or released;
- (b) no hydraulic, air or vacuum hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against any part of the vehicle or have damaged or missing clamps or supports;
- (c) the brake tubing shall not show any indication of leakage or heavy corrosion scaling;
- (d) the hydraulic fluid level in any reservoir shall not be below the minimum level as specified by the manufacturer or where no specification is made by the manufacturer, no more than 10 millimetres below the lowest edge of each filler opening; and
- (e) the air cleaner of the vacuum system or air compressor shall not be clogged.

(2) All mechanical components of the service, parking and emergency brake systems, which are external to the wheel or drive shaft brakes, shall be inspected and tested and no mechanical part shall be misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

(3) In the case of a motor vehicle equipped with hydraulic service brakes, the hydraulic system and related warning devices shall be tested and,

- (a) a hydraulic master cylinder push rod shall be properly adjusted;
- (b) in the case of a vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall be operative;
- (c) with moderate foot force maintained on the service brake pedal for ten seconds and, in the case of power boosted brakes, with the engine running, the service brake pedal shall not move towards the applied position;
- (d) with heavy foot force applied to the service brake pedal and, in the case of power boosted brakes, with the engine running,
 - (i) the total pedal travel shall not exceed 80 per cent of the total available travel, and
 - (ii) on the vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall not come on; and
- (e) despite clause (d), where a motor vehicle is equipped with a HYDRA BOOST braking system, the foot force applied to the pedal shall not exceed 60 pounds.

(4) In the case of a motor vehicle equipped with power boosted hydraulic brakes, after the engine has been stopped and the vacuum, air or hydraulic boost has been depleted, the power boosted system shall be tested by holding moderate pressure on the service brake pedal and starting the engine and the pedal shall move towards the applied position.

(5) In the case of a motor vehicle equipped with hydraulically boosted hydraulic brakes and electrically driven hydraulic pump for the reserve power system, after the engine has been stopped and the hydraulic boost has been depleted, the pump shall be tested by holding moderate pressure on the service brake pedal while moving the ignition switch to the "ON" position, and the pump shall start and run and the brake pedal shall move towards the applied position.

(6) In the case of a motor vehicle equipped with air boosted hydraulic brakes or full air brakes, the air system shall be inspected and tested and,

(a) the compressor drive belt, if fitted, shall have correct tension, and shall not be cut, frayed or excessively worn;

(b) the air pressure gauge shall be operative;

(c) with the engine running at a fast idle, the time required to build air pressure from 50 to 90 pounds per square inch gauge measure shall not exceed three minutes;

(d) with the air system fully charged and the engine running, each air reservoir drain valve shall be actuated and shall function;

(e) the governor cut-in and cut-out pressures shall not be lower or higher than those specified by the vehicle manufacturer or, if not specified by the vehicle manufacturer, 80 pounds per square inch gauge measure and 135 pounds per square inch gauge measure respectively;

(f) with the air brake system fully charged and immediately after the engine is stopped, the compressed air reserve shall be sufficient to permit one full service brake application from fully charged system pressure without lowering reservoir pressure more than 20 per cent;

(g) with the air brake system fully charged and engine stopped, air pressure drop shall not exceed,

(i) with the service brakes released, two pounds per square inch in one minute, and

(ii) with the service brakes fully applied, three pounds per square inch in one minute;
and

(h) the low pressure warning device shall operate when system pressure is reduced to fifty-five pounds per square inch gauge measure.

(7) In the case of a motor vehicle equipped with vacuum boosted hydraulic brakes, the vacuum gauge and low vacuum warning device, if fitted, shall be tested and,

(a) the vacuum gauge shall be operative; and

(b) with engine stopped, the warning device shall operate before the vacuum reserve drops to less than eight inches of mercury, or if no vacuum gauge is fitted, there shall be at least one boosted brake application available after the warning device operates.

(8) With the parking brake properly adjusted, the parking brake shall be tested by fully applying the control and then releasing it and,

- (a) the brake, while set in the fully applied position and not held by foot or hand force, or by hydraulic or air pressure, shall hold the vehicle stationary against the engine at a light throttle setting for a few seconds both in reverse gear and in low forward gear; and
- (b) the brake shall fully release when the release control is operated.

(9) The emergency brake system, if fitted, shall be tested by fully applying the control and then releasing it and,

- (a) the brakes, while set in the fully applied position, with the transmission in a low forward gear, shall hold the vehicle stationary against the engine at a light throttle setting for a few seconds;
- (b) there shall be reserve travel available beyond the full brake application position; and
- (c) the brakes shall fully release when the release control is operated.

(10) With the service brakes properly adjusted, the service brake system shall be tested by stopping the unloaded vehicle on a substantially level, dry, smooth, paved surface free from loose material and,

- (a) from a speed of not more than 20 kilometres per hour, with heavy pedal force,
 - (i) each wheel brake, other than a front wheel brake of a vehicle having a gross vehicle weight rating exceeding 8,200 kilograms or a wheel brake controlled by an anti-lock or brake proportioning device, shall cause its wheel to slide,
 - (ii) no component shall fail, and
 - (iii) each wheel brake shall release immediately after the pedal force is removed; or
- (b) from a speed of 25 to 50 kilometres using a commercially available decelerometer in the manner prescribed by the manufacturer,
 - (i) a reading of at least 6 metres per second per second or the equivalent expressed as a percentage of gravity shall be obtained,
 - (ii) no component shall fail, and
 - (iii) each wheel brake shall release immediately after the pedal force is removed.

(11) The service brake system shall be tested by stopping the unloaded vehicle from a speed of not less than 15 kilometres per hour in the shortest possible distance on a substantially level, dry, smooth, paved surface free from loose material without locking any steering or driving wheel brake, and there shall be no brake pull either to the left or to the right.

(12) Despite subsections (10) and (11), with the service brakes properly adjusted, they may be tested using a plate type dynamic tester approved by the Director or a commercially available roller type dynamic brake tester, in the manner prescribed by the manufacturer and,

- (a) the results obtained shall indicate a braking efficiency equal to or better than required in clause (10) (b);
- (b) no component shall fail; and

- (c) no reading between the wheels on the same axle shall differ by more than 20 per cent of the higher reading.

ENGINE CONTROLS AND STEERING

3. (1) Except in the case of a trolley bus, the complete accelerator control system shall be inspected and tested while the engine is running and the vehicle is stationary with the transmission in neutral and,

- (a) the engine speed shall drop to idle when the accelerator pedal is released; and
- (b) where the engine is equipped with an emergency stopping device the engine shall stop when the control is actuated while the engine is idling.

(2) In the case of a trolley bus, with the reverser in the neutral position the complete power control system shall be inspected and tested and,

- (a) the system shall function as intended; and
- (b) the controller shall turn off positively when the power pedal is released.

(3) In the case of power boosted steering, the power steering drive belt, reservoir fluid level and system operation shall be inspected and,

- (a) the power steering drive belt shall not be missing, cut, frayed or excessively worn, and shall have correct tension;
- (b) the fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer; and
- (c) with the engine running, the power steering system,
 - (i) shall operate as intended, and
 - (ii) the hydraulic system shall not show excessive fluid leakage.

(4) The steering column and box or boxes shall be inspected and tested and,

- (a) the steering column and box or boxes shall not be loose in their mountings to the body and frame;
- (b) no bolt or nut shall be loose or missing from a mounting;
- (c) steering shaft couplings and splines shall not have excessive play; and
- (d) if fitted, the steering column energy absorbing section shall not be visibly damaged so as to reduce its effectiveness.

(5) Front wheel alignment shall be inspected while all wheels are on the ground and the front wheels in the straight ahead position, and they shall not be visibly out of alignment.

(6) The steering mechanism shall be tested for free movement while the front wheels are on the ground in the straight ahead position and, in the case of a vehicle having power boosted steering, the test shall be carried out while the engine is running and,

- (a) free movement of the steering wheel rim, with no movement of the front wheels, shall not exceed,

- (i) the limit designated by the vehicle manufacturer, or
- (ii) in the case where the limit is not designated, it shall not exceed the measurements shown in Column 2 for the applicable diameter shown in Column 1 of Table 1:

TABLE 1

Column 1	Column 2
Steering Wheel Diameter	Free Movement Shall Not Exceed
Less than 350 millimetres	45 millimetres
350 millimetres and larger, but less than 400 millimetres	50 millimetres
400 millimetres and larger, but less than 450 millimetres	55 millimetres
450 millimetres and larger, but less than 500 millimetres	60 millimetres
500 millimetres and larger	70 millimetres

- (b) there shall not be excessive play in any steering linkage joint.

(7) The steering mechanism shall be tested for freedom of movement with the front wheels on the ground and, where a vehicle is equipped with power boosted steering, with the engine operating, and the front wheels shall turn from full right to full left and back again without interference or indication of roughness in the mechanism.

(8) The steering linkage shall be inspected and tested for wear, damage, and maladjustment while the front wheels are off the ground and the vehicle is supported so that the steering linkage assumes its normal attitude and,

- (a) without movement of the opposite wheel, no front wheel shall have play about a vertical axis of,
 - (i) six millimetres for a tire diameter designation of sixteen or less,
 - (ii) nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or
 - (iii) twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme front or rear of the tire tread face;
- (b) no part of the steering linkage system shall be damaged, repaired or modified so as to visibly weaken the linkage system or affect the proper steering of the vehicle; and
- (c) no nut, bolt or cotter pin shall be loose, excessively worn or missing.

SUSPENSION

4. (1) Inner control arm pivots, king pins, wheel and axle bearings, and ball joints, other than wear indicating ball joints, shall be inspected for wear and damage while the wheels of the vehicle are off the ground so that the suspension joints are not under load and,

- (a) no non-load carrying ball joint shall show any perceptible play other than that specified by the manufacturer;
- (b) no load-carrying ball joint shall have play in excess of that specified by the vehicle manufacturer;

- (c) in the case of king pins, no front wheel shall have a rocking play about a horizontal axis in excess of,
- (i) six millimetres for a tire diameter designation of sixteen or less,
 - (ii) nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or
 - (iii) twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme top or bottom of the tire tread face;
- (d) no control arm inner pivot shall have excessive play;
- (e) no wheel or axle bearing shall give any indication of excessive wear or damage when the bearing is rotated; and
- (f) no wheel or axle bearing shall be maladjusted so as to result in excess play or binding.
- (2) Wear-indicating ball joints shall be inspected under load with the wheels on the ground, and no excessive wear shall be indicated.
- (3) Components of a strut suspension system shall be inspected for wear and damage with the front wheels off the ground and the vehicle supported so that the suspension assumes its normal attitude and no front wheel shall have a rocking play about a horizontal axis in excess of 5 millimetres as measured at the extreme top or bottom of the tire tread face.
- (4) Front and rear springs, shackles, U-bolts, centrebolts, radius rods, control arms, shock-absorbers, equalizers, stabilizers, their supports and attachments thereto shall be inspected, and none shall be loose, bent, cracked, broken, disconnected, perforated by corrosion or missing.
- (5) The rear axle or axles shall be inspected for alignment and their wheels shall not be tracking improperly so as to adversely affect control of the vehicle.
- (6) The air suspension system, if fitted, but not including air booster bags added to light vehicles to provide added carrying capacity, shall be inspected and tested and,
- (a) in the case of a vehicle equipped with full air brakes, when the engine is started with zero gauge air pressure in the entire air system including air brake system, air shall not begin to flow into the suspension system before fifty-five pounds per square inch gauge is reached in the brake system;
 - (b) with air in the suspension system at normal operating pressure and the pusher or tag axle, if fitted, tested in both load and reduced load sharing modes, no air leakage shall occur;
 - (c) with air in the suspension system at normal operating pressure, the pusher or tag axle, if fitted, shall respond properly to its load sharing control switch or valve;
 - (d) with air in the suspension system at normal operating pressure, the vehicle body and chassis frame shall be supported clear of all axles and shall appear to be level; and
 - (e) no suspension joints of a variable load sharing axle with independent suspension shall be worn beyond the manufacturer's specified safe limits.

ELECTRICAL

5. (1) The horn shall be inspected and tested and,
 - (a) the horn shall not be loose on its mounting; and
 - (b) the horn shall function.
- (2) The windshield washer system, if fitted, and the windshield wiper system shall be inspected and tested and,
 - (a) the windshield washer system shall function;
 - (b) each wiper arm and blade assembly shall sweep the area intended by the vehicle manufacturer; and
 - (c) no part of the windshield wiper system shall be missing, badly worn or deteriorated so as to impair its effectiveness.
- (3) The heating and defrosting system shall be inspected and tested and,
 - (a) the heating system shall function as intended;
 - (b) the visible portions of the hoses and piping for the interior heaters routed within the occupant compartment shall not be abraded, cracked or leaking; and
 - (c) the defrosting system shall deliver heated air to the windshield and, where fitted, to the side windows to the left and right of the driver's seat.
- (4) The neutral safety starting switch, if originally fitted, shall be inspected and tested and,
 - (a) the neutral safety starting switch shall not have been removed; and
 - (b) the starter shall operate only with the gear selector or transmission in "P" (Park) or "N" (Neutral).
- (5) The speedometer shall be tested by driving the vehicle and the speedometer shall be in good working order.

LIGHTING

6. (1) Prescribed lamps and reflectors shall be inspected and tested and,
 - (a) each circuit shall light the filaments of all lamps on that circuit when the appropriate switch is in the "ON" position, and each indicator lamp shall indicate correctly;
 - (b) the operation of any lighting circuit shall not interfere with the operation of any other circuit;
 - (c) each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
 - (d) each lamp and reflector shall be securely mounted on the vehicle and none shall be missing;
 - (e) the turn signal lamps and the flasher unit shall operate properly;
 - (f) in the case of a bus or an accessible vehicle, all interior lamps, including stepwell lamps, shall light when the appropriate switch is in the "ON" position;
 - (g) in the case of an accessible vehicle, the lights provided to illuminate the loading

equipment and step nosings shall light when the appropriate switch is in the "ON" position or when the doors are opened;

- (h) no headlamp shall be coated or covered with a coloured material except as permitted by section 4.1 of Regulation 596 of the Revised Regulations of Ontario, 1990;
- (i) no headlamp shall be modified by the attachment to the lamp or to the vehicle or any device that reduces the effective area of the lens or brightness of the light; and
- (j) each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position.

(2) A headlamp alignment inspection shall be carried out after front wheel alignment, rear axle tracking, beam switching and functioning of lamps have been inspected and tested, and have met the prescribed standards, and after any noticeably deflated tires have been properly inflated and, except for a vehicle which has automatic levelling control, after any heavy loads including large accumulations of mud, snow and ice have been removed and,

- (a) in the case of headlamps inspected using mechanical aimers set to zero for vertical aim, compensated for the floor slope and mounted on the headlamps in accordance with the manufacturer's instructions, the mechanical limits shall be,
 - (i) not higher than four units up nor lower than four units down, and
 - (ii) not more than four units to the left nor more than four units to the right,as shown on the scales of the aimers;

- (b) in the case of a dual beam headlamp inspected visually on the lower beam,
 - (i) the top edge of the low beam high-intensity zone shall be not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - (ii) the left edge of the low beam high-intensity zone shall be not more than 100 millimetres to the left nor more than 100 millimetres to the right of the vertical centre-line of the lamp,

as measured on a screen placed 8 metres in front of the lamp or by means of a headlamp testing machine in accordance with the manufacturer's instructions; and

- (c) in the case of a single beam headlamp inspected visually, the centre of the high-intensity zone of the beam shall be,
 - (i) not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - (ii) not more than 100 millimetres to the left nor more than 100 millimetres to the right of the vertical centre-line of the lamp,

as measured on a screen placed 8 metres in front of the lamp, or by means of a headlamp testing machine in accordance with the manufacturer's instructions.

TIRES AND WHEELS

7. (1) In this section,

“construction type” means a type of tire carcass such as bias ply, belted-bias and radial ply and does not include variations in tread pattern or in cord material such as rayon, polyester and nylon used in building a tire carcass.

- (2) All tires installed on axles shall be inspected for depth of tread or sipes, tread and sidewall defects, proper size application, regrooving and combination of construction types and,
- (a) except for front tires on a vehicle in excess of 4,500 kilograms gross vehicle weight rating, no tire shall be worn sufficiently,
 - (i) for the tread wear indicators to contact the road, or
 - (ii) that less than 1.5 millimetres of tread depth remains, in any two adjacent major grooves at three equally spaced intervals around the circumference of the tire, and,
 - (iii) despite subclause (ii), except for dual tires on an urban transit bus, no motor vehicle shall be equipped with tires that show indication of siping only, and in the case of an urban transit bus, the siping shall not be less than 1.5 millimetres in depth;
 - (b) in the case of front tires on a vehicle in excess of 4,500 kilograms gross vehicle weight rating, no tire shall be worn sufficiently that less than 3 millimetres of tread depth remains in any two adjacent major grooves at three equally spaced intervals around the circumference of the tire, nor shall any front tire show evidence of siping only;
 - (c) no tire shall have exposed cord;
 - (d) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;
 - (e) no tire shall have any abnormal visible bump, bulge or knot;
 - (f) no tire shall have been regrooved or recut below the original new tire groove depth, other than tires specially designed for such recutting and marked as being tires so designed;
 - (g) except in the case of a trolley bus, no front tire on a bus shall have been altered by the addition of material to produce a new tread surface;
 - (h) no tire shall be of a smaller size than the vehicle manufacturer’s specified minimum size or be sufficiently oversized as to contact any vehicle component which may affect the safe operation of the vehicle;
 - (i) except for a vehicle fitted with dual rear tires, no mixture of construction types consisting of radial ply on the front and bias ply or belted-bias tires on the rear shall be fitted;
 - (j) no mixture consisting of sixty or fifty series tires on the front and other series tires on the rear shall be fitted;
 - (k) no combination of construction types or sizes, except where stated to be equivalent by tire industry standards, shall be fitted on an axle;
 - (l) tires in a dual tire set shall not be in contact with each other or differ from each other in overall diameter by more than 13 millimetres or in circumference by more than 38 millimetres; and

- (m) no vehicle shall be fitted with a tire that,
 - (i) bears the wording “not for highway use”, “farm use only”, “competition circuit use only” or any other wording or lettering indicating that the tire was not designed for highway use, or
 - (ii) bears the letters “SL”, “NHS” or “TG” after the tire designation.
- (3) All wheels installed on axles shall be inspected and tested for defects and damage and,
 - (a) no wheel stud, bolt, clamp, nut or lug shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement;
 - (b) no disc wheel assembly shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the vehicle;
 - (c) no wheel rim or lock ring shall be mismatched, bent, sprung, or otherwise damaged so as to affect the safe operation of the vehicle;
 - (d) no cast wheel shall show evidence of excessive wear in the clamp area; and
 - (e) no wheel spoke shall be missing, loose or broken.

NUMBER PLATES

8. Each number plate, where required, shall be inspected and no number plate shall be missing, damaged, faded, discoloured or have paint removed so as to impair readability.

R.R.O. 1990, Reg. 611, Sched. 1; O. Reg. 762/91, s. 2; O. Reg. 214/03, s. 1; O. Reg. 476/09, s. 7;
O. Reg. 80/11, s. 11.

SCHEDULE 2

INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS FOR WHEEL BRAKE INTERNAL COMPONENTS OF VEHICLES OTHER THAN VEHICLES INSPECTED TO NSC STANDARD 11B AND MOTORCYCLES

1. (1) Brake drums and disc brake pads shall be removed from all wheel brakes, except from those wheel brakes which are designed to provide adequate examination without removal of brake drums or disc brake pads but not including a brake which by inspection or performance testing indicates a defect, and all operating and structural components of each wheel brake assembly shall be inspected and tested and,
- (a) no drum or disc shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;
 - (b) no drum or disc shall have any mechanical damage to the friction surface, other than that which may be attributed to normal wear;
 - (c) no ventilated disc shall have broken or visibly cracked cooling fins;
 - (d) no inside diameter of a drum shall be greater than the dimension stamped on the drum, or where the dimension is not stamped on the drum, the vehicle manufacturer’s wear limit;
 - (e) no thickness of a disc shall be less than the dimension stamped on the disc or where the dimension is not stamped on the disc, the vehicle manufacturer’s wear limit;

- (f) no bonded lining shall be thinner than 1.5 millimetres when measured at the thinnest point;
- (g) the surface of a riveted lining shall not be closer to the rivet head than the dimension specified by the vehicle manufacturer and in no case shall the measurement be less than 0.8 millimetres;
- (h) bolted linings shall not be thinner than 8 millimetres when measured at the centre of the shoe;
- (i) no brake lining shall be broken or loose on its shoe or pad;
- (j) no brake lining shall show evidence of contamination such as to affect braking performance;
- (k) no hydraulic brake cylinder shall show evidence of leakage;
- (l) in the case of inspections made after drums and disc brake pads have been removed, no mechanical or structural part shall be misaligned, badly worn, cracked, broken, binding, seized, disconnected or insecure, and no grease retainer shall be missing or leaking;
- (m) in the case of inspections made without removal of drums or disc brake pads, there shall be no indication that mechanical or structural parts are misaligned, badly worn, cracked, broken, binding, seized, disconnected, missing or insecure, or a grease retainer is missing or leaking;
- (n) if fitted, no automatic adjuster shall be inoperative; and
- (o) no hydraulic brake piston shall fail to move when moderate pressure is applied to the brake pedal.
- (p) Revoked: O. Reg. 80/11, s. 12 (2).

(2) With the service brakes properly adjusted, the service brake system shall be tested by stopping the unloaded vehicle on a substantially level, dry, smooth, paved surface free from loose material and,

- (a) from a speed of not more than 20 kilometres per hour, with heavy pedal force,
 - (i) each wheel brake, other than a front wheel brake of a vehicle having a gross vehicle weight rating exceeding 8,200 kilograms or a wheel brake controlled by an anti-lock or brake proportioning device, shall cause its wheel to slide,
 - (ii) no component shall fail, and
 - (iii) each wheel brake shall release immediately after the pedal force is removed; or
- (b) from a speed of 25 to 50 kilometres using a commercially available decelerometer in the manner prescribed by the manufacturer,
 - (i) a reading of at least 6 metres per second per second or the equivalent expressed as a percentage of gravity shall be obtained,
 - (ii) no component shall fail, and
 - (iii) each wheel brake shall release immediately after the pedal force is removed.

(3) The service brake system shall be tested by stopping the unloaded vehicle from a speed of not less than 15 kilometres per hour in the shortest possible distance on a substantially level, dry, and smooth paved surface free from loose material without locking any steering or driving wheel brake, and there shall be no brake pull either to the left or to the right.

(4) Despite subsections (2) and (3), with the service brakes properly adjusted, they may be tested using a plate type dynamic tester approved by the Director or a commercially available roller type dynamic brake tester, in the manner prescribed by the manufacturer and,

- (a) the results obtained shall indicate a braking efficiency equal to or better than required in clause 2 (10) (b) of Schedule 1;
- (b) no component shall fail; and
- (c) no reading between the wheels on the same axle shall differ by more than 20 per cent of the higher reading.

R.R.O. 1990, Reg. 611, Sched. 2; O. Reg. 762/91, s. 2; O. Reg. 65/02, s. 4; O. Reg. 476/09, s. 8; O. Reg. 80/11, s. 12.

SCHEDULE 3 MODIFICATIONS TO INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS SET OUT IN NSC STANDARD 11B (TRUCK)

1. This Schedule applies to the following inspections of commercial motor vehicles other than buses, school purposes vehicles and accessible vehicles:

- 1. Inspections under section 4 or 4.4 of this Regulation for purposes of the issuance of safety standards certificates.
- 2. Inspections under section 8 of this Regulation for purposes of the issuance of annual inspection certificates.

2. The following modifications apply to the following provisions of NSC Standard 11B (Truck):

- 1. Section 1, item 2 II, which sets out requirements and standards for liquefied petroleum gas or dual fuelled fuel systems, does not apply. Instead, a vehicle with a liquefied petroleum gas, gaseous fuel or dual fuelled fuel system shall be inspected and tested and,
 - i. no mounting or attachment shall be missing or insecure,
 - ii. no fuel filler cap shall be missing or insecure, and
 - iii. no leakage shall be present at any point in the fuel system.
- 2. Section 3, item 9 a), which requires that the vacuum reserve of the brake system of a vehicle be tested by making three full brake applications shall be read as requiring one full brake application for a vehicle with a manufacturer's gross vehicle weight rating of 4,500 kilograms or less.
- 3. Subsection 3A-18, which sets out requirements for camshaft rotation, does not apply and no measurement of camshaft rotation shall be taken or recorded. The 'Procedures for

Inspecting the Internal Wheel Brake Components of Pneumatic Cam Actuated Drum Brake Systems”, which procedures are set out in the introductory part of Section 3A (Air Brakes) under the heading “Internal Brake Inspections” and which procedures consist of three parts, shall be read as referring only to the internal diameter of the brake drum in b of their last part under the heading “3. Brake component measurements”.

4. Until January 1, 2014, Subsections 3-14 and 3A-23, which set out requirements for anti-lock brakes, do not apply to vehicles manufactured with anti-lock brakes before July 1, 2011.
5. Subsection 5-9, which sets out requirements for manufacturer’s labels, does not apply to vehicles manufactured before January 1, 2014.
6. Section 8, items 9 d) and 10 d), which set out requirements for tinting of windows, do not apply to vehicles manufactured before July 1, 2011.
7. Section 8, item 14 e), which sets out area requirements for rearview mirrors, does not apply to vehicles with a manufacturer’s gross vehicle weight rating of 4,536 kilograms or less.

O. Reg. 80/11, s. 13.

SCHEDULE 4

MODIFICATIONS TO INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS SET OUT IN NSC STANDARD 11B (TRAILER)

1. This Schedule applies to the following inspections:
 1. Inspections of trailers under section 4.3 of this Regulation for purposes of the issuance of safety standards certificates.
 2. Inspections of trailers and trailer converter dollies under section 8 of this Regulation for purposes of the issuance of annual inspection certificates.
2. The following modifications apply to the following provisions of NSC Standard 11B (Trailer):
 1. Subsection 3A-7, which sets out requirements for camshaft rotation, does not apply and no measurement of camshaft rotation shall be taken or recorded. The “Procedures for Inspecting the Internal Wheel Brake Components of Pneumatic Cam Actuated Drum Brake Systems”, which procedures are set out in the introductory part of Section 3A (Air Brakes) under the heading “Internal Brake Inspections” and which procedures consist of three parts, shall be read as referring only to the internal diameter of the brake drum in b of their last part under the heading “3. Brake component measurements”.
 2. Until January 1, 2014, Subsection 3A-13, which sets out requirements for anti-lock brakes, does not apply to vehicles manufactured with anti-lock brakes before July 1, 2011.
 3. Subsection 5-1, which sets out requirements for manufacturer’s labels, does not apply to vehicles manufactured before January 1, 2014.
 4. Subsection 6-3, which sets out requirements for retroreflective markings, does not apply

to trailers that do not require conspicuity markings under section 7 of Regulation 587 of the Revised Regulations of Ontario, 1990 (Equipment) made under the Act.

O. Reg. 80/11, s. 14.

SCHEDULE 5
MODIFICATIONS TO INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS
SET OUT IN NSC STANDARD 11B (BUS)

PART I
INSPECTIONS UNDER SECTIONS 4.1, 4.2, 4.4 AND 10 OF THIS REGULATION

1. Part I of this Schedule applies to the following inspections of buses, school purposes vehicles and accessible vehicles:
 1. Inspections under section 4.1, 4.2 or 4.4 of this Regulation for purposes of the issuance of safety standards certificates.
 2. Inspections under section 10 of this Regulation for purposes of the issuance of annual inspection certificates and semi-annual inspection certificates.
2. The following modifications apply to the following provisions of NSC Standard 11B (Bus):
 1. In addition to the inspection requirements and performance standards set out in NSC Standard 11B (Bus) as modified by this Schedule, if an accessible vehicle is fitted with a power lift, the lift platform shall rise and descend smoothly when activated by the appropriate controls.
 2. Section 1, item 2 II, which sets out requirements and standards for liquefied petroleum gas or dual fuelled fuel systems, does not apply. Instead, a vehicle with a liquefied petroleum gas, gaseous fuel or dual fuelled fuel system shall be inspected and tested and,
 - i. no mounting or attachment shall be missing or insecure,
 - ii. no fuel filler cap shall be missing or insecure, and
 - iii. no leakage shall be present at any point in the fuel system.
 3. For purposes of inspections for the issuance of a safety standards certificate or an annual inspection certificate, the following procedures, which are set out in the introductory part of Section 3 (Hydraulic Brake System) under the heading “Internal Brake Inspections” and which procedures consist of three parts, shall be read as consisting only of their last part, which is set out under the heading “3. Brake component measurements”:
 - i. Procedures for Inspecting the Internal Wheel Brake Components of Drum Brake Systems, and
 - ii. Procedures for Inspecting the Wheel Brake Components of Hydraulic Disc Brake Systems.
 4. For purposes of inspections for the issuance of a safety standards certificate or an annual

inspection certificate, the following procedures, which are set out in the introductory part of Section 3A (Air Brakes) under the heading “Internal Brake Inspections” and which procedures consist of three parts, shall be read as consisting only of their last part, which is set out under the heading “3. Brake component measurements”:

- i. Procedures for Inspecting the Internal Wheel Brake Components of Pneumatic Cam Actuated Drum Brake Systems,
 - ii. Procedures for Inspecting the Internal Wheel Brake Components of Pneumatic Wedge Type Drum Brake Systems, and
 - iii. Procedures for Inspecting the Wheel Brake Components of Pneumatic Disc Brake Systems.
5. Section 3, item 9 a), which requires that the vacuum reserve of the brake system of a vehicle be tested by making three full brake applications shall be read as requiring one full brake application for a vehicle with a manufacturer’s gross vehicle weight rating of 4,500 kilograms or less.
 6. Subsection 3A-18, which sets out requirements for camshaft rotation, does not apply and no measurement of camshaft rotation shall be taken or recorded. The “Procedures for Inspecting the Internal Wheel Brake Components of Pneumatic Cam Actuated Drum Brake Systems”, as modified by subparagraph 4 i of this section, shall be read as referring only to the internal diameter of the brake drum in b of their last part under the heading “3. Brake component measurements”.
 7. Until January 1, 2014, Subsections 3-14 and 3A-23, which set out requirements for anti-lock brakes, do not apply to vehicles manufactured with anti-lock brakes before July 1, 2011.
 8. Section 5, item 1 b), which requires a fire extinguisher rating of not less than 3A40BC for school buses manufactured after March 2000, does not apply to a school bus manufactured prior to June 1, 2000.
 9. Subsection 5-15, which sets out requirements for manufacturer’s labels, does not apply to vehicles manufactured before January 1, 2014.
 10. Subsection 6-3, which sets out requirements for reflective tape and conspicuity markings, does not apply to a school bus manufactured prior to June 1, 2000.
 11. Section 8, item 9 d), in so far as it sets out requirements for the tinting of windshields, does not apply to vehicles manufactured before July 1, 2011.
 12. Section 8, item 11 d), which sets out requirements for the tinting of side windows, does not apply to vehicles manufactured before July 1, 2011.
 13. Section 8, item 13 a) v), which sets out area requirements for exterior rearview mirrors, does not apply to vehicles with a manufacturer’s gross vehicle weight rating of 4,536 kilograms or less.

PART II

INSPECTIONS UNDER SECTION 10 OF THIS REGULATION FOR PURPOSES OF THE ISSUANCE OF SEMI-ANNUAL INSPECTION CERTIFICATES

1. This Part applies in addition to Part I to inspections of buses, school purposes vehicles and accessible vehicles under section 10 of this Regulation for purposes of the issuance of semi-annual inspection certificates.

2. The following modifications apply to the following provisions of NSC Standard 11B (Bus) in addition to the modifications prescribed by Part I:

1. The entire introductory part of Section 3 (Hydraulic Brake System) under the heading “Internal Brake Inspections” and before Subsection 3-1 (Parking Brakes) does not apply.
2. Subsection 3-11, which sets out requirements for drum brakes, does not apply.
3. Subsection 3-12, which sets out requirements for disc brakes, does not apply.
4. The entire introductory part of Section 3A (Air Brakes) under the heading “Internal Brake Inspections” and before Subsection 3A-1 (Air Compressor) does not apply.
5. Subsection 3A-19, which sets out requirements for drum brakes, does not apply.
6. Subsection 3A-20, which sets out requirements for brake drums, does not apply.
7. Subsection 3A-22, which sets out requirements for disc brakes, does not apply.

O. Reg. 80/11, s. 14.

SCHEDULE 6

INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS FOR MOTORCYCLES EXCEPT MOTORCYCLES WITH TWO FRONT WHEELS

BODY WORK

1. (1) The motorcycle shall have,

- (a) where they were originally installed, securely mounted fenders, mudguards and operative footrests;
- (b) every seat thereon securely mounted so as to maintain its position and adjustment; and
- (c) every component thereof securely mounted and not interfering with the safe operation of the motorcycle.

(1.1) A motor tricycle shall not have more seating positions than it had when originally manufactured.

(1.2) A motor tricycle originally manufactured for sale in Canada shall not have more than two seating positions unless the motor tricycle,

- (a) was originally manufactured with more than two seating positions; and
- (b) bears the manufacturer’s compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as “TRI” for motor tricycle.

(1.3) An imported motor tricycle shall not have more than two seating positions unless the motor tricycle,

- (a) was originally manufactured as a motor tricycle with more than two seating positions; and

(b) bears a compliance label or other label to prove conformity as provided for in section 12 of the Motor Vehicle Safety Regulations (Canada).

(2) In the case of a motorcycle manufactured on or after the 1st day of September, 1974, the stand or stands shall automatically fold rearward and upward if the stand or stands contact the ground when the motorcycle is moving in a forward direction.

(3) No part of the motorcycle shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to persons or vehicles.

(4) Every compartment door or cover shall,

(a) be securely attached;

(b) function properly; and

(c) be equipped with a lock, latch or spring device capable of holding it closed.

(5) No frame member shall, on a visual inspection, appear bent or cracked or have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics.

(6) Where a frame component has been repaired, it shall have been repaired in a proper manner.

(7) No guard, where originally fitted, that protects against contact with the chain, belt or other moving drive component shall be missing or insecurely mounted.

(8) The chain, belt or driven sprocket shall not be excessively worn, frayed or loose and no fasteners in connection with those parts shall be missing, loose, cut or damaged.

(9) The motorcycle shall be fitted with the number of mirrors prescribed and,

(a) each mirror shall be securely mounted and maintain a set adjustment; and

(b) no mirror shall be cracked, broken or have any significant reduction in reflecting surface owing to deterioration of the silvering.

(9.1) A motor tricycle shall meet the requirements of clauses (9) (a) and (b) and shall be fitted with at least two mirrors that conform to the requirements set out in Canada Motor Vehicle Safety Standard 111 under the Motor Vehicle Safety Regulations (Canada).

(10) Where the motorcycle is fitted with a windshield,

(a) the windshield shall be secure in its attachment to the vehicle;

(b) the windshield shall not be crazed, clouded, fogged or damaged, so as to materially impair the operator's vision;

(c) any manufacturer's marking on the windshield shall be AS1, AS6 or AS10; and

(d) no material that obstructs the operator's view of the highway or an intersecting highway shall be fitted on the windshield.

(11) The fuel system shall have,

(a) all required mountings and attachments secured;

(b) all required filler caps secured;

(c) no leakage; and

(d) fuel lines properly routed so as to not pose a potential safety hazard.

(12) The exhaust pipe, muffler and tail pipe shall be complete and securely mounted.

(13) No component of the exhaust system shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the motorcycle.

BRAKES

2. (1) No hydraulic hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against any part of the motorcycle or have damaged or missing clamps or supports.

(2) No hydraulic hose, tube, valve, switch or fitting shall show any indication of leakage.

(3) The hydraulic brake fluid level in any reservoir shall not be below the minimum level as specified by the manufacturer or, where no specification is available, no master cylinder shall be less than one-half full.

(4) In the case of a motorcycle equipped with hydraulic service brakes,

(a) the hydraulic master cylinder push rods shall be properly adjusted;

(b) each service brake pedal or lever shall be capable of sustaining the application of,

(i) moderate force for ten seconds without moving towards the applied position, and

(ii) heavy force without travelling more than 80 per cent of its available travel; and

(c) on a vehicle manufactured on or after the 1st day of July, 1981 equipped with a split service brake system, the red brake failure indicator light shall activate when,

(i) the ignition switch is turned from the "OFF" to the "ON" position and deactivate when the engine is started, or

(ii) the ignition switch is turned from the "OFF" to the "START" position and deactivate when the switch is turned to the "ON" position.

(4.1) A motorcycle shall be equipped with two independently actuated service brake systems, one applying at least the front wheel brakes and the other applying at least the rear wheel brakes, unless the motorcycle was manufactured solely with a split-service brake system, within the meaning of Canada Motor Vehicle Safety Standard 122 of the Motor Vehicle Safety Regulations (Canada), and the split-service brake system,

(a) met the requirements of that Standard at the time it was manufactured;

(b) has a single actuator; and

(c) has been maintained in its original condition.

(5) All mechanical components of the service and parking brake systems that are external to the wheel shall have no mechanical part misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

(5.1) In the case of a motor tricycle originally equipped with an anti-lock type braking system, there shall be no indication of malfunction of the system, including those parts of the

system designed to advise the rider of system status or to warn of a malfunction.

(6) When moderate force is applied to a brake control, the travel shall not exceed 80 per cent of its available travel.

(7) With the service brakes properly adjusted, the service brake system shall be tested by stopping the motorcycle on a substantially level, dry, smooth, paved surface free from loose material and, from a rate of speed of not less than 30 kilometres per hour, with heavy pedal or, where applicable, heavy pedal and lever control force,

- (a) the motorcycle shall come to a complete stop within seven metres;
- (b) no component shall fail; and
- (c) each wheel brake shall release immediately after the control force is removed.

(7.1) Every motor tricycle shall have a parking brake.

(8) With the parking brake properly adjusted, the parking brake shall be tested by fully applying the control and then releasing it and,

- (a) the brake, while set in the fully applied position and not held by foot or hand force, shall hold the motorcycle stationary against the engine at a light throttle setting for a few seconds both in low forward gear and in reverse; and
- (b) the brake shall fully release when the release control is operated.

(9) Each wheel on which a brake assembly operates shall be rotated and, while rotating, the brake shall be applied, and if there is an audible or visible indication that a defect may exist that cannot be rectified except by removal of the brake drum or other component, that drum or component shall be removed.

(10) In respect of a foundation brake assembly, where a brake drum or component has been removed under subsection (9), and in all other instances where the matters set out in clauses (a) to (p) can be determined without demounting a wheel,

- (a) no mechanical or structural part of the assembly shall be misaligned, badly worn, excessively scored, cracked, broken, binding, seized, disconnected or insecure;
- (b) no grease retainer shall be missing or leaking;
- (c) no bonded lining shall be thinner than 1.5 millimetres when measured at the thinnest part;
- (d) no riveted lining surface shall be closer to the rivet head than the dimension specified by the vehicle manufacturer and in no case shall it be less than 0.8 millimetres;
- (e) no lining of a disc brake assembly shall be worn to the extent that a wear indicator is in contact with the rotor;
- (f) no brake lining shall be broken or loose on its pad or shoe;
- (g) no brake lining shall show evidence of contamination that would affect braking performance;
- (h) no hydraulic brake cylinder shall show evidence of leakage;
- (i) no hydraulic brake piston shall fail to move when moderate pressure is applied to the

brake control;

- (j) all brakes shall be adjusted for minimum lining-to-drum clearance without brake drag;
- (k) no inside diameter of a drum shall be greater than the dimension stamped on the drum, or where the dimension is not stamped on the drum, the vehicle manufacturer's wear limit;
- (l) no thickness of a rotor shall be less than the dimension stamped on the rotor, or where the dimension is not stamped on the rotor, the motorcycle manufacturer's wear limit;
- (m) no ventilated disc shall have broken or visibly cracked cooling fins;
- (n) no drum or rotor shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;
- (o) no drum or rotor shall have any mechanical damage to the friction surface, other than that attributable to normal wear; and
- (p) in the case of a motor tricycle originally equipped with wheel speed sensors or similar devices, no wheel speed sensor or similar device shall be missing, excessively worn or damaged.

ENGINE CONTROLS AND STEERING

3. (1) The complete throttle control system shall be inspected and tested while the engine is running and the motorcycle is stationary with the transmission in neutral and,

- (a) the engine speed shall drop to idle when a spring return throttle control is released;
- (b) where the motorcycle was originally equipped with a supplemental engine stopping device, the engine shall stop from idle and remain stopped when the control is actuated;
- (c) the engine speed shall not change with the movement of the steering from lock to lock; and
- (d) in the case of a motor tricycle originally fitted with an electronic stability control system, such system shall not be missing and there shall be no indication of a malfunction in the system.

(2) No part of the steering system shall be bent, broken, loose, worn or have any missing parts that could jeopardize the safe handling of the vehicle and,

- (a) the steering column shall not be loose in its mounting to the frame;
- (b) all required bolts and nuts shall be securely in place;
- (c) no steering head bearing shall give indication of excessive wear or damage when the steering is rotated from lock to lock nor shall it be maladjusted so as to result in excessive play or binding;
- (d) the handlebar shall not be loose or damaged in such a way as to interfere with the safe operation of the motorcycle; and
- (e) no part of the handlebar shall exceed a height of 380 millimetres above the uppermost portion of the operator's seat when the seat is depressed by the weight of the operator.

SUSPENSION, WHEELS AND TIRES

4. (1) Front and rear springs, shock-absorbers, swing arms, their supports and attachments shall not be loose, bent, cracked, broken, excessively worn, disconnected or missing.

(2) The swing arm and forks of the motorcycle shall be visually inspected for proper alignment and the wheels shall not track improperly so as to adversely affect control of the vehicle.

(3) Each tire shall be inspected for depth of tread, tread and sidewall defects, regrooving, proper size and application, and,

(a) no tire shall be worn to the extent that in any major groove at three equally spaced intervals around the circumference of the tire,

(i) the tread wear indicators contact the road, or

(ii) less than 1.5 millimetres of tread depth remains;

(b) no tire shall have exposed cord;

(c) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;

(d) no tire shall have any abnormal visible bump, bulge or knot;

(e) no tire shall have been regrooved or recut below the original new tire groove depth;

(f) no tire shall be of a smaller size than the motorcycle manufacturer's specified minimum size or be sufficiently oversized as to contact any vehicle component so as to affect the safe operation of the vehicle; and

(g) no vehicle shall be fitted with a tire that,

(i) bears the wording "not for highway use", "farm use only", "competition circuit use only" or any other wording or lettering indicating that the tire was not designed for highway use, or

(ii) bears the letters "SL", "NHS" or "TG" after the tire designation.

(4) Wheel bearings shall be tested by rotating each wheel and no wheel bearing shall,

(a) give any indication of excessive wear or damage; or

(b) be maladjusted so as to result in excessive play or binding.

(5) No wheel assembly fastener shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement.

(6) No wheel shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the motorcycle.

(7) No wheel spoke shall be missing, broken or visibly loose.

ELECTRICAL

5. (1) The horn shall be secure on its mounting and shall function as intended.

(2) The neutral safety starting switch, if originally fitted, shall not have been removed and shall function as prescribed by the manufacturer and the neutral indicator light shall operate only in neutral.

LIGHTING

6. (1) Prescribed lamps and reflectors shall be inspected and tested and,
- (a) each circuit shall light the filaments of all lamps on the circuit when the appropriate switch is in the "ON" position, and each indicator lamp shall indicate correctly;
 - (b) the operation of any lighting circuit shall not interfere with the operation of any other circuit;
 - (c) each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
 - (d) each lamp and reflector shall be securely mounted on the vehicle and none shall be missing;
 - (e) the turn signal lamps and the flasher unit shall operate properly;
 - (f) the brake light shall operate when the appropriate control is actuated;
 - (g) no headlamp shall be coated or covered with a coloured material except as permitted by section 4.1 of Regulation 596 of the Revised Regulations of Ontario, 1990;
 - (h) no headlamp shall be modified so that the effective area of the lens or brightness of the light is reduced;
 - (i) each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position; and
 - (j) no lens or lamp assembly shall bear markings that indicate "not for highway use" or a similar meaning.

(2) The headlamp, tail lamp and licence plate lamp on a motorcycle manufactured on or after the 1st day of January, 1975 shall be continuously illuminated when the engine is operating and each forward gear is engaged.

(3) The headlamp and dimmer switch shall be inspected and tested and, on a level surface after any noticeably deflated tires have been properly inflated, the headlamp alignment of the upper beam shall be inspected with a person seated on the operator's seat and the front forks in the straight ahead position and,

- (a) the headlamp shall be secure and the lens shall not be cracked or broken;
- (b) the dimmer switch shall be operative; and
- (c) the centre of the high-intensity zone of the beam shall be,
 - (i) not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - (ii) not more than 200 millimetres to the left nor more than 200 millimetres to the right of the vertical centre-line of the lamp,

as measured on a screen placed eight metres in front of the lamp or by means of a headlamp testing machine.

(4) In addition to the lights and reflectors required to be inspected under this section, a

motor tricycle shall be equipped with,

- (a) two white or amber parking lamps or reflectors facing forward placed at the widest part of the vehicle, as far apart as practical, to indicate width; and
- (b) two red reflectors facing rearwards placed at the widest part of the vehicle, as far apart as practical, to indicate width.

(5) The lamps and reflectors referred to in clauses (4) (a) and (b) shall be inspected and tested in accordance with subsection (1).

(6) Section 8 of Schedule 6.1, rather than this section, applies to a motor tricycle bearing a manufacturer's compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as "TRI" for motor tricycle.

R.R.O. 1990, Reg. 611, Sched. 6; O. Reg. 214/03, s. 2; O. Reg. 114/08, ss. 4-7.

SCHEDULE 6.1

INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS FOR MOTOR TRICYCLES WITH TWO FRONT WHEELS

ADOPTION OF FEDERAL STANDARDS

1. (1) A motor tricycle originally manufactured for sale in Canada shall bear the manufacturer's compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as "TRI" for motor tricycle.

(2) An imported motor tricycle shall have been originally manufactured as a motor tricycle and shall bear a compliance label or other label to prove conformity as provided for in section 12 of the Motor Vehicle Safety Regulations (Canada).

(3) A motor tricycle referred to in subsections (1) and (2) shall not be modified so that it no longer complies with the regulatory standards that applied to it at the time it was manufactured or imported.

BODY WORK

2. (1) The motor tricycle shall have,

- (a) securely mounted and operative footrests at each rider position;
- (b) where they were originally installed, securely mounted fenders and mudguards;
- (c) every seat thereon securely mounted so as to maintain its position and adjustment;
- (d) no more seating positions than it had when originally manufactured; and
- (e) every component thereof securely mounted and not interfering with the safe operation of the motor tricycle.

(2) No part of the motor tricycle shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to persons or vehicles.

(3) Every compartment door or cover shall,

- (a) be securely attached;

(b) function properly; and

(c) be equipped with a lock, latch or spring device capable of holding it closed.

(4) No frame member shall, on a visual inspection, appear bent or cracked or have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics.

(5) Where a frame component has been repaired, it shall have been repaired in a proper manner.

(6) No guard, where originally fitted, that protects against contact with the chain, belt or other moving drive component shall be missing or insecurely mounted.

(7) The chain, belt or driven sprocket shall not be excessively worn, frayed or loose and no fasteners in connection with those parts shall be missing, loose, cut or damaged.

(8) The motor tricycle shall be fitted with at least two mirrors that conform to the requirements set out in Canada Motor Vehicle Safety Standard 111 under the Motor Vehicle Safety Regulations (Canada) and,

(a) each mirror shall be securely mounted and maintain a set adjustment; and

(b) no mirror shall be cracked, broken or have any significant reduction in reflecting surface owing to deterioration of the silvering.

(9) Where the motor tricycle is fitted with a windshield,

(a) the windshield shall be secure in its attachment to the vehicle;

(b) the windshield shall not be crazed, clouded, fogged or damaged, so as to materially impair the operator's vision;

(c) any manufacturer's marking on the windshield shall be AS1, AS6 or AS10; and

(d) no material that obstructs the operator's view of the highway or an intersecting highway shall be fitted on the windshield.

(10) The fuel system shall have,

(a) all required mountings and attachments secured;

(b) all required filler caps secured;

(c) no leakage; and

(d) fuel lines properly routed so as to not pose a potential safety hazard.

(11) The exhaust pipe, muffler and tail pipe shall be complete and securely mounted.

(12) No component of the exhaust system shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the motor tricycle.

BRAKES

3. (1) No hydraulic hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against any part of the motor tricycle or have damaged or missing clamps or supports.

(2) No hydraulic hose, tube, valve, switch or fitting shall show any indication of leakage.

(3) The hydraulic brake fluid level in any reservoir shall not be below the minimum level specified by the manufacturer or, where no specification is available, no master cylinder shall be less than one-half full.

(4) A motorcycle shall be equipped with two independently actuated service brake systems, one applying at least the front wheel brakes and the other applying at least the rear wheel brakes, unless the motorcycle was manufactured solely with a split-service brake system, within the meaning of Canada Motor Vehicle Safety Standard 122 of the Motor Vehicle Safety Regulations (Canada), and the split-service brake system,

(a) met the requirements of that Standard at the time it was manufactured;

(b) has a single actuator; and

(c) has been maintained in its original condition.

(5) In the case of a motor tricycle equipped with hydraulic service brakes,

(a) the hydraulic master cylinder push rods shall be properly adjusted;

(b) each service brake pedal or lever shall be capable of sustaining the application of,

(i) moderate force for 10 seconds without moving towards the applied position, and

(ii) heavy force without travelling more than 80 per cent of its available travel; and

(c) on a vehicle equipped with a split service brake system, there shall be a red brake failure indicator light that shall,

(i) activate when the ignition switch is turned from the "OFF" to the "ON" position and deactivate when the engine is started, or

(ii) activate when the ignition switch is turned from the "OFF" to the "START" position and deactivate when the switch is turned to the "ON" position.

(6) All mechanical components of the service and parking brake systems that are external to the wheel shall have no mechanical part misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

(7) If originally equipped with an anti-lock type braking system, there shall be no indication of malfunction of the system, including those parts of the system designed to advise the rider of system status or to warn of a malfunction.

(8) When moderate force is applied to a brake control, the travel shall not exceed 80 per cent of its available travel.

(9) With the service brakes properly adjusted, the service brake system shall be tested by stopping the motor tricycle on a substantially level, dry, smooth, paved surface free from loose material and, from a rate of speed of not less than 30 kilometres per hour, with heavy pedal or, where applicable, heavy pedal and lever control force,

(a) the motorcycle shall come to a complete stop within 5.8 metres;

(b) no component shall fail; and

(c) each wheel brake shall release immediately after the control force is removed.

(10) Every motor tricycle shall have a parking brake and, when properly adjusted, the parking brake shall be tested by fully applying the control and then releasing it and,

(a) the brake, while set in the fully applied position and not held by foot or hand force, shall hold the motor tricycle stationary against the engine at a light throttle setting for a few seconds both in low forward gear and in reverse; and

(b) the brake shall fully release when the release control is operated.

(11) Each wheel on which a brake assembly operates shall be rotated and, while rotating, the brake shall be applied, and if there is an audible or visible indication that a defect may exist that cannot be rectified except by removal of the brake drum or other component, that drum or component shall be removed.

(12) In respect of a foundation brake assembly, where a brake drum or component has been removed under subsection (11) and, in all other instances where the matters set out in clauses (a) to (q) can be determined without demounting a wheel,

(a) no mechanical or structural part of the assembly shall be misaligned, badly worn, excessively scored, cracked, broken, binding, seized, disconnected or insecure;

(b) no grease retainer shall be missing or leaking;

(c) no bonded lining shall be thinner than 1.5 millimetres when measured at the thinnest part;

(d) no riveted lining surface shall be closer to the rivet head than the dimension specified by the vehicle manufacturer and in no case shall it be less than 0.8 millimetres;

(e) no lining of a disc brake assembly shall be worn to the extent that a wear indicator is in contact with the rotor;

(f) no brake lining shall be broken or loose on its pad or shoe;

(g) no brake lining shall show evidence of contamination that would affect braking performance;

(h) no hydraulic brake cylinder shall show evidence of leakage;

(i) no hydraulic brake piston shall fail to move when moderate pressure is applied to the brake control;

(j) all brakes shall be adjusted for minimum lining-to-drum clearance without brake drag;

(k) no inside diameter of a drum shall be greater than the dimension stamped on the drum, or where the dimension is not stamped on the drum, the vehicle manufacturer's wear limit;

(l) no thickness of a rotor shall be less than the dimension stamped on the rotor, or where the dimension is not stamped on the rotor, the motorcycle manufacturer's wear limit;

(m) no ventilated disc shall have broken or visibly cracked cooling fins;

(n) no drum or rotor shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;

- (o) no drum or rotor shall have any mechanical damage to the friction surface, other than that attributable to normal wear;
 - (p) in the case of a motor tricycle originally fitted with wheel speed sensors or similar devices, no wheel speed sensor or similar device shall be missing, excessively worn or damaged; and
 - (q) none of the original components of the foundation brake system shall have been removed, modified or replaced such that their effectiveness is reduced.
- (13) None of the original controls of the brake system, including the anti-lock brake controls, shall have been removed, modified or replaced so that their effectiveness is reduced.

ENGINE CONTROLS AND STEERING

4. (1) The complete throttle control system shall be inspected and tested while the engine is running and the motor tricycle is stationary with the transmission in neutral and,
- (a) the engine speed shall drop to idle when a spring return throttle control is released;
 - (b) the motor tricycle shall be equipped with a supplemental engine stopping device and the engine shall stop and remain stopped when the control is actuated;
 - (c) the engine speed shall not change with the movement of the steering from lock to lock; and
 - (d) if originally fitted with an electronic stability control system, such system shall not be missing and there shall be no indication of a malfunction in the system.
- (2) In the case of power boosted steering, the power steering drive belt, reservoir fluid level, all electrical components of an electric power system and system operation shall be inspected and,
- (a) the power steering drive belt shall not be missing, cut, frayed or excessively worn, and shall have correct tension;
 - (b) the fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer; and
 - (c) with the engine running, the power steering system,
 - (i) shall operate as intended, and
 - (ii) the hydraulic system shall not show excessive fluid leakage.
- (3) The steering column, other steering components and the handlebars shall be inspected and tested and,
- (a) the steering column, other steering components and handlebars shall not be loose in their mountings to the body and frame;
 - (b) no bolt or nut shall be loose or missing from a mounting;
 - (c) steering shaft couplings and splines shall not have excessive play;
 - (d) if fitted, the steering column energy absorbing section shall not be visibly damaged so as to reduce its effectiveness; and
 - (e) no part of the handlebar shall exceed a height of 380 millimetres above the uppermost

portion of the operator's seat when the seat is depressed by the weight of the operator.

(4) Front wheel alignment shall be inspected while all wheels are on the ground and the front wheels in the straight ahead position, and they shall not be visibly out of alignment.

(5) The steering mechanism shall be tested for freedom of movement with the front wheels on the ground in the straight ahead position and, where a vehicle is equipped with power boosted steering, with the engine operating, and there shall be no free movement of the handlebars or the steering wheel rim without the front wheels moving, except to the extent permitted by the manufacturer's specifications.

(6) The steering linkage joints shall be examined and there shall not be excessive play in any steering linkage joint.

(7) The steering mechanism shall be tested for freedom of movement with the front wheels on the ground and, where a vehicle is equipped with power boosted steering, with the engine operating, and the front wheels shall turn from full right to full left and back again without interference or indication of roughness in the mechanism.

(8) The steering linkage shall be inspected and tested for wear, damage, and maladjustment while the front wheels are off the ground and the vehicle is supported so that the steering linkage assumes its normal attitude and,

- (a) without movement of the opposite wheel, no front wheel shall have play about a vertical axis of,
 - (i) six millimetres for a tire diameter designation of sixteen or less,
 - (ii) nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or
 - (iii) twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme front or rear of the tire tread face;
- (b) no part of the steering linkage system shall be damaged, repaired or modified so as to visibly weaken the linkage system or affect the proper steering of the vehicle; and
- (c) no nut, bolt or cotter pin shall be loose, excessively worn or missing.

SUSPENSION

5. (1) Inner control arm pivots, king pins, wheel and axle bearings, and ball joints, other than wear indicating ball joints, shall be inspected for wear and damage while the wheels of the vehicle are off the ground so that the suspension joints are not under load and,

- (a) no non-load carrying ball joint shall show any perceptible play other than that specified by the manufacturer;
- (b) no load-carrying ball joint shall have play in excess of that specified by the vehicle manufacturer;
- (c) in the case of king pins, no front wheel shall have a rocking play about a horizontal axis in excess of,
 - (i) six millimetres for a tire diameter designation of sixteen or less,

(ii) nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or

(iii) twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme top or bottom of the tire tread face; and

(d) no control arm inner pivot shall have excessive play.

(2) Wear-indicating ball joints shall be inspected under load with the wheels on the ground, and no excessive wear shall be indicated.

(3) Components of a strut suspension system shall be inspected for wear and damage with the front wheels off the ground and the vehicle supported so that the suspension assumes its normal attitude, and no front wheel shall have a rocking play about a horizontal axis in excess of five millimetres as measured at the extreme top or bottom of the tire tread face.

(4) Front and rear springs, shackles, U-bolts, centrebolts, radius rods, control arms, shock-absorbers, equalizers, stabilizers, their supports and attachments thereto shall be inspected, and none shall be loose, bent, cracked, broken, disconnected, perforated by corrosion or missing.

(5) The rear wheel shall be inspected for alignment and it shall not be tracking improperly so as to adversely affect control of the vehicle.

(6) The air suspension system, if fitted, shall be inspected and tested with air in the suspension system at normal operating pressure and,

(a) no leakage shall occur; and

(b) the vehicle body and chassis frame shall be supported clear of all axles and shall appear to be level.

WHEELS AND TIRES

6. (1) Each tire shall be inspected for depth of tread, tread and sidewall defects, regrooving, proper size and application, and

(a) no tire shall be worn to the extent that in any major groove at three equally spaced intervals around the circumference of the tire,

(i) the tread wear indicators contact the road, or

(ii) less than 1.5 millimetres of tread depth remains;

(b) no tire shall have exposed cord;

(c) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;

(d) no tire shall have any abnormal visible bump, bulge or knot;

(e) no tire shall have been regrooved or recut below the original new tire groove depth;

(f) no tire shall be of a smaller size than the motor tricycle manufacturer's specified minimum size or be sufficiently oversized as to contact any vehicle component so as to affect the safe operation of the vehicle; and

(g) no vehicle shall be fitted with a tire that,

(i) bears the wording "not for highway use", "farm use only", "competition circuit use

only” or any other wording or lettering indicating that the tire was not designed for highway use, or

(ii) bears the letters “SL”, “NHS” or “TG” after the tire designation; and

(h) no vehicle shall be fitted with a tire that is not intended for operation on a motor tricycle.

(2) Wheel bearings shall be tested by rotating each wheel and no wheel bearing shall,

(a) give any indication of excessive wear or damage; or

(b) be maladjusted so as to result in excessive play or binding.

(3) No wheel assembly fastener shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement.

(4) No wheel shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the motorcycle.

(5) No wheel spoke shall be missing, broken or visibly loose.

ELECTRICAL

7. (1) The horn shall be secure on its mounting and shall function as intended.

(2) The neutral safety starting switch, if originally fitted, shall not have been removed and shall function as prescribed by the manufacturer and the neutral indicator light shall operate only in neutral.

(3) The speedometer and odometer shall be tested by driving the vehicle and both shall be in good working order.

(4) The voltage of the battery and the charging system shall be tested and shall be within the manufacturer’s specifications.

LIGHTING

8. (1) The motor tricycle shall be equipped at a minimum with,

(a) one headlamp on the front;

(b) two red tail lamps on the rear;

(c) two red stop lamps on the rear;

(d) one white licence plate lamp on the rear;

(e) two amber or white parking lamps on the front;

(f) one red reflex reflector on the rear, one red reflex reflector on each side toward the rear and one amber reflex reflector on each side toward the front; and

(g) one amber turn signal lamp at or near the front on each side and one red or amber turn signal lamp at or near the rear on each side.

(2) The lamps and reflectors referred to in subsection (1) shall meet the standards set out in Canada Motor Vehicle Safety Standard 108 under the Motor Vehicle Safety Regulations (Canada).

(3) In addition to the lamps and reflectors required under subsection (1), the motor tricycle

shall be equipped with two red reflectors facing rearwards placed at the widest part of the vehicle, as far apart as practical, to indicate width.

- (4) All lamps and reflectors required under subsection (1) or (3) shall be inspected, and,
 - (a) each circuit shall light the filaments or elements of all lamps on the circuit when the appropriate switch is in the "ON" position, and each indicator lamp shall indicate correctly;
 - (b) the operation of any lighting circuit shall not interfere with the operation of any other circuit;
 - (c) each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
 - (d) each lamp and reflector shall be securely mounted on the vehicle and none shall be missing;
 - (e) the turn signal lamps and the flasher unit shall operate properly;
 - (f) the brake light shall operate when the appropriate control is actuated;
 - (g) no headlamp shall be coated or covered with a coloured material except as permitted under section 4.1 of Regulation 596 of the Revised Regulations of Ontario, 1990 (General) made under the Act;
 - (h) no headlamp shall be modified so that the effective area of the lens or brightness of the light is reduced;
 - (i) each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position; and
 - (j) no lens or lamp assembly shall bear markings that indicate "not for highway use" or a similar meaning.

(5) The headlamp, tail lamp, licence plate lamp and clearance lamps on a motor tricycle shall be continuously illuminated when the engine is operating and each forward gear is engaged.

(6) The headlamp and dimmer switch shall be inspected and tested and, on a level surface after any noticeably deflated tires have been properly inflated, the headlamp alignment of the upper beam shall be inspected with a person seated on the operator's seat and the front forks in the straight ahead position and,

- (a) the headlamp shall be secure and the lens shall not be cracked or broken;
- (b) the dimmer switch shall be operative; and
- (c) the centre of the high-intensity zone of the beam shall be,
 - (i) not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - (ii) not more than 200 millimetres to the left nor more than 200 millimetres to the right of the vertical centre-line of the lamp, as measured on a screen placed eight metres in front of the lamp or by means of a headlamp testing machine.

(7) In the case of a motor tricycle originally fitted with instrument panel high beam and turn

signal indicator lamps and lamps that illuminate gauges, such lamps shall be tested and shall operate properly.

O. Reg. 114/08, s. 8.

SCHEDULES 7, 8 Revoked: O. Reg. 476/09, s. 9.

SCHEDULE 9
INSPECTION REQUIREMENTS AND PERFORMANCE STANDARDS FOR SALVAGE MOTOR
VEHICLES

CHASSIS ALIGNMENT

1. The alignment of each chassis control point and reference point shall be within three millimetres of the original equipment manufacturer's specifications, or within the standard of variance established by the original equipment manufacturer if that standard is greater than three millimetres.

STRUCTURAL COMPONENTS

2. (1) All structural joints of all repaired or replaced chassis components must be accessible for inspection, and all such joints shall be clean, and free of sealant and of sound-proofing or rust-proofing materials at the time of inspection.

(2) All components of the chassis shall be inspected and,

(a) no structural component of the chassis shall be missing, broken, cracked, loose, buckled, or perforated by corrosion;

(b) the method of assembly or installation of any structural component of the chassis shall comply with the original equipment manufacturer's requirements, and no fastener used for this purpose shall be missing, loose or misaligned; and

(c) the method of attachment of any suspension or steering component to the chassis shall comply with the original equipment manufacturer's requirements, and no fastener used for this purpose shall be missing, loose or misaligned.

(3) No mount shall be missing, shall be incorrect for the vehicle, shall have loose, missing or incorrect fasteners, or shall be broken.

(4) Subsection (1) does not apply to a motor vehicle imported into Ontario, the permit for which was issued by a jurisdiction listed in Column 1 of Table 3 and that is classified by that jurisdiction with a classification that is set out in Column 2 of the Table as equivalent to rebuilt for that jurisdiction.

TABLE 3

Column 1	Column 2
Jurisdiction	Equivalent to Rebuilt
Canada	
Alberta	Repaired
British Columbia	Rebuilt
Manitoba	Rebuilt
New Brunswick	Rebuilt

Newfoundland and Labrador	Rebuilt
Nova Scotia	Rebuilt
Prince Edward Island	Rebuilt
Quebec	Reconstruit
Saskatchewan	Rebuilt
United States of America	
Alabama	Reconstructed
Alaska	Reconstructed Vehicle
Arizona	Restored Salvage
Arkansas	Reconstructed, "REC"
California	Salvage, or Salvaged, or Rebuilt
Colorado	Code "R", Rebuilt
Connecticut	Code "A"
Florida	Rebuilt
Georgia	Rebuilt
Idaho	Reconstructed vehicle
Illinois	Reconstructed vehicle
Indiana	Rebuilt Vehicle
Iowa	Prior salvage
Kentucky	Rebuilt vehicle
Massachusetts	Reconstructed
Michigan	Rebuilt
Minnesota	Prior salvage, Rebuilt
Missouri	Prior Salvage
Montana	Rebuilt Salvage
Nebraska	Previously salvaged
Nevada	Rebuilt
New York	Rebuilt salvage
North Carolina	Code "SVR"
North Dakota	Previous salvage
Ohio	Rebuilt Salvage
Texas	Reconditioned, Rebuilt salvage
Vermont	Rebuilt
Virginia	Salvage rebuilt
West Virginia	Reconstructed
Wisconsin	Repaired salvage
Wyoming	Code "R"

BODY

3. All doors, latches and hinges, and all sliding mechanisms on the hood and on a door, shall be inspected and,

- (a) no such latch or hinge, or any non-electrical component of a side door sliding mechanism, shall be missing, incorrect for the vehicle, or be damaged, assembled or misaligned so as to affect the proper opening or closing of the hood or a door, or the proper securement of the hood or door in the closed position;
- (b) all such latches, hinges and sliding door components must be securely mounted to the body structure, hood or door in the same manner used by the original equipment manufacturer, and no fastener used for this purpose shall be missing, loose or misaligned;
- (c) all flexible sealing material on all passenger and cargo doors and hatches shall be in a position, and of a condition and design, so as to function as intended by the original

equipment manufacturer to prevent the entry of exhaust fumes into the interior of the vehicle, and no such material shall be missing;

- (d) no bumper or associated shock absorbing mechanism or structure or supporting structure shall be missing, collapsed, inoperative, or incorrect for the vehicle, and the method of assembly and installation shall comply with the original equipment manufacturer's requirements, and no fastener used for this purpose shall be missing, loose or misaligned; and
- (e) all doors shall be correct for the vehicle and none shall be missing.

WHEEL ALIGNMENT

4. (1) Where the motor vehicle inspection station is properly equipped to do so, the alignment of all wheel positions shall be inspected at the motor vehicle inspection station, and all such alignment shall be within the original equipment manufacturer's specifications.

(2) Where the motor vehicle inspection station is not properly equipped to inspect the alignment of all wheel positions, the motor vehicle inspection station shall comply with the procedure provided for in paragraph 13 of subsection 10.1 (1) of Regulation 601 of the Revised Regulations of Ontario, 1990.

O. Reg. 373/98, s. 3; O. Reg. 378/02, s. 3.

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