



Staff Report

To:	Ryerson Township Council
From:	CAO/Clerk/Deputy Treasurer Judy Kosowan
Date of Meeting:	February 1, 2021
Report Title:	Commercial Vehicle Regulations CVOR
Report Date:	January 29, 2021

Recommendation:

Received for Information Purposes

Purpose/Background:

As you know, a municipality is a multifaceted organization. One of the facets is the commercial vehicle industry as our licensed snow plow vehicles fit within the Highway Traffic regulations commercial vehicles.

In Ontario commercial vehicles are registered with Commercial Vehicle Operator's Registration (CVOR) and must have a valid certificate. The CVOR system monitors commercial carriers and rates them. Ryerson Township maintains its Excellent Rating.

Attached is a copy of the CVOR regulation which you can see is very detailed. A number of years ago we had a consultant come in and review all our paper work and it is compliant. The public works staff and administration staff work together to ensure the record requirements are met.

For Council there is a governance role and that is the attached Company Safety Plan which is being provided for your information.

CORPORATION OF THE TOWNSHIP OF RYERSON

**SPECIAL MEETING
AGENDA**

Monday February 1, 2021

4:30 p.m.

THIS WILL BE AN ELECTRONIC MEETING via ZOOM

Members of the Public must register with the Ryerson Township Clerk's Office prior to the meeting for phone-in access.

Members of the Public are not permitted in the Closed meeting.

Meeting will be recorded

A special meeting of Council has been scheduled for Monday February 1, 2021 at 4:30 p.m., for Council Orientation to review commercial vehicle regulation requirements and the municipal processes for this including the Company Safety Plan, and for a Closed Meeting, pursuant to the Municipal Act 2001, c. 25, Section 239 (2) (d) as the subject matter being considered is regarding labour relations or employee negotiations; The general nature of the closed meeting is to discuss road department human resources matters relating to workload and working relationships.

Members of Council were notified of this special meeting by e-mail on January 29, 2021 and the public were notified of the meeting by posting on the website January 29, 2021.

1. Call the meeting to order.
2. Attendance, roll call, in person and electronic.
3. This meeting is being recorded.
4. Declaration of Pecuniary Interest and the general nature thereof (if any).
5. Council orientation: Commercial Vehicle Regulation Requirements, review Company Safety Plan.
6. Resolutions to move to closed session.
7. Closed meeting items as per resolution.
8. Return to open meeting.
9. Adjournment.



Français

Highway Traffic Act

ONTARIO REGULATION 199/07

COMMERCIAL MOTOR VEHICLE INSPECTIONS

Consolidation Period: From July 1, 2019 to the e-Laws currency date.

Last amendment: 232/19.

Legislative History: [+]

This is the English version of a bilingual regulation.

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PART I

INTERPRETATION AND APPLICATION

Definitions and interpretation

1. (1) In section 107 of the Act and in this Regulation,

“commercial motor vehicle” includes a school purposes vehicle but does not include,

- (a) a commercial motor vehicle, other than a bus or school purposes vehicle, having a gross weight or registered gross weight of not more than 4,500 kilograms,
 - (b) an ambulance, a cardiac arrest emergency vehicle, a fire apparatus, a hearse, a casket wagon or a motor home,
 - (b.1) a tow truck as defined in subsection 4 (1) of Ontario Regulation 419/15 (Definitions of Commercial Motor Vehicle and Tow Truck) made under the Act,
 - (c) a commercial motor vehicle operated under and in accordance with a Dealer permit and number plate or a Service permit and number plate issued under Regulation 628 of the Revised Regulations of Ontario, 1990 (Vehicle Permits) made under the Act that is not transporting passengers or goods,
 - (c.1) a commercial motor vehicle operated under the terms of a Manufacturer permit and number plate issued under Regulation 628 of the Revised Regulations of Ontario, 1990 (Vehicle Permits) made under the Act,
 - (d) REVOKED: O. Reg. 256/15, s. 1 (1).
 - (e) a commercial motor vehicle leased for 30 days or less by an individual for the purpose of transporting goods for the individual's personal use or for the carriage of passengers for no compensation,
 - (f) a commercial motor vehicle that is a historic vehicle within the meaning of section 1 of Regulation 628 of the Revised Regulations of Ontario, 1990 (Vehicle Permits) made under the Act and that has a vehicle permit for a historic vehicle,
 - (g) a pick-up truck that,
 - (i) is being used for personal purposes without compensation, and
 - (ii) is not carrying, or towing a trailer that is carrying, commercial cargo or tools or equipment of a type normally used for commercial purposes, or
 - (h) a bus that is used for personal purposes without compensation; (“véhicule utilitaire”)
- “operator” means,
- (a) in the case of a commercial motor vehicle that is not a school purposes vehicle,

- (i) the person directly or indirectly responsible for the operation of the vehicle, including the conduct of the driver of the vehicle and the carriage of goods or passengers, if any, in the vehicle, and
- (ii) in the absence of evidence to the contrary, where there is no CVOR certificate, national safety code number under the *Motor Vehicle Transport Act* (Canada) or lease applicable to the vehicle, the holder of the plate portion of the permit for the vehicle,

(b) in the case of a school purposes vehicle,

- (i) the person directly or indirectly responsible for the operation of the vehicle, including the conduct of the driver of the vehicle and the carriage of passengers in the vehicle, and
- (ii) in the absence of evidence to the contrary, the holder of the plate portion of the permit for the vehicle. (“utilisateur”)
O. Reg. 199/07, s. 1 (1); O. Reg. 242/14, s. 1 (1); O. Reg. 330/15, s. 1; O. Reg. 256/15, s. 1 (1, 2); O. Reg. 421/15, s. 1; O. Reg. 404/16, s. 1 (1).

(2) In this Regulation,

“emergency vehicle” means,

- (a) a road service vehicle operated by or on behalf of a road authority,
- (b) a vehicle used by a person employed by or on behalf of a police force, or
- (c) a vehicle used by or on behalf of a public utility; (“véhicule de secours”)

“house trailer” includes a cabin trailer, collapsible cabin trailer, tent trailer and camping trailer; (“roulotte”)

“major defect” means a defect listed in Column 3 of Schedule 1, 2, 3, 5 or 6; (“défectuosité majeure”)

“minor defect” means a defect listed in Column 2 of Schedule 1, 2, 3, 5 or 6; (“défectuosité mineure”)

“mobile equipment vehicle” has the same meaning as in Ontario Regulation 398/16 (Road-Building Machines) made under the Act; (“véhicule de matériel mobile”)

“motor coach” means a bus of monocoque design, designed to provide intercity, suburban, commuter or charter service and equipped with air ride suspension, air brakes, automatic brake adjusters and under-floor baggage storage; (“autocar”)

“pick-up truck” means a commercial motor vehicle that,

- (a) has a manufacturer’s gross vehicle weight rating of 6,500 kilograms or less, and
- (b) is fitted with either,
 - (i) the original box that was installed by the manufacturer, which has not been modified, or
 - (ii) a replacement box that duplicates the one that was installed by the manufacturer, which has not been modified; (“camionnette”)

“principal place of business”, for an operator, means the last known address of the operator appearing on the records of the Ministry; (“établissement principal”)

“school purposes bus” means,

- (a) a “school bus” as defined in section 175 of the Act, and
- (b) a bus, other than a motor coach, operated by or under contract with a school board or other authority in charge of a school; (“autobus à usage scolaire”)

“school purposes vehicle” means a passenger vehicle, other than a bus, that is operated by or under a contract with a school board or other authority in charge of a school for the transportation of six or more adults with a developmental disability, six or more children or six or more persons from both categories. (“véhicule à usage scolaire”) O. Reg. 199/07, s. 1 (2); O. Reg. 242/14, s. 1 (2-4); O. Reg. 256/15, s. 1 (3, 4); O. Reg. 404/16, s. 1 (2); O. Reg. 232/19, s. 1.

(3) For the purposes of Parts II and IV, a trailer converter dolly, if carrying a trailer, shall be considered part of that trailer. O. Reg. 199/07, s. 1 (3).

Prescribed major and minor defects

2. (1) The major defects are prescribed as defects for the purpose of subsection 107 (11) of the Act. O. Reg. 199/07, s. 2 (1).

(2) The minor defects are prescribed as defects for the purpose of subsection 107 (12) of the Act. O. Reg. 199/07, s. 2 (2).

Application to buses

3. This Regulation applies to buses, whether or not they are used for the transportation of persons. O. Reg. 199/07, s. 3.

Exemptions

4. (1) Subsections 107 (4) to (12) of the Act and Part II of this Regulation do not apply in respect of the following classes of vehicles, used in the following circumstances:

1. An emergency vehicle while responding to or returning from an emergency.
2. A commercial motor vehicle while providing relief from an earthquake, flood, fire, famine, drought, epidemic, pestilence or other disaster by transporting passengers or goods.
3. A two-axle or three-axle truck, bus or tractor, not drawing a trailer, that is primarily used to transport primary products of a farm, forest, sea or lake produced or harvested by the driver or the driver's employer.
4. A bus that is operated by or on behalf of a municipality as part of the municipality's public transit service, either within the municipality or within 25 kilometres of the boundary of that municipality.
5. A commercial motor vehicle being road-tested, for the purposes of repairs, within 30 kilometres of a repair facility where the vehicle is being repaired by,
 - i. the holder of a certificate of qualification, that is not suspended, in the trade of automotive service technician or truck and coach technician issued under the *Ontario College of Trades and Apprenticeship Act, 2009*, or
 - ii. an apprentice under that Act.
6. A trailer drawn by a vehicle described in paragraph 1, 2, 4 or 5.
7. A trailer converter dolly that is not carrying a trailer. O. Reg. 199/07, s. 4 (1); O. Reg. 434/12, s. 1.

(2) Section 107 of the Act and this Regulation do not apply in respect of the following classes of vehicles:

1. A vehicle, other than a trailer or trailer converter dolly, that is drawn by another vehicle.
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.
3. A commercial motor vehicle drawing 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. 199/07, s. 4 (2); O. Reg. 242/14, s. 2.

(3) Subsection 107 (1) of the Act and Part V of this Regulation, other than subsections 18 (1), (2) and (3), do not apply in respect of school purposes vehicles. O. Reg. 199/07, s. 4 (3).

PART II DAILY INSPECTIONS

Daily inspection schedules

5. (1) The daily inspection schedules apply to different classes of vehicles as follows:

1. Schedule 1 applies to trucks, tractors and trailers drawn by a truck or tractor.
2. Schedule 2 applies to,
 - i. buses, including motor coaches but excluding school purposes buses, and
 - ii. trailers drawn by a bus, including a motor coach or a school purposes bus.
3. Schedule 3 applies to motor coaches.

4. Schedule 5 applies to school purposes buses, whether or not they are being used for school purposes.

5. Schedule 6 applies to school purposes vehicles. O. Reg. 199/07, s. 5 (1); O. Reg. 242/14, s. 3 (1, 2); O. Reg. 256/15, s. 2 (1).

(2) In supplying a driver with the appropriate daily inspection schedule for each commercial motor vehicle and trailer that the driver will be driving or drawing, as required by clause 107 (4) (a) of the Act, an operator may supply the driver of a motor coach with either Schedule 2 or 3. O. Reg. 199/07, s. 5 (2); O. Reg. 242/14, s. 3 (3); O. Reg. 256/15, s. 2 (2).

(3) An operator may include additional information on a schedule to assist the person who will conduct the daily inspection. O. Reg. 199/07, s. 5 (3).

(4) An operator may delete a portion of a schedule respecting the inspection of a specific vehicle component if the vehicle to be inspected under that schedule is not required to have and does not have that component. O. Reg. 199/07, s. 5 (4).

(5) A schedule supplied to a driver need not include any note to the schedule that is set out in section 19 and that is applicable to that schedule. O. Reg. 199/07, s. 5 (5).

Daily inspections

6. (1) A daily inspection of a commercial motor vehicle or trailer must include an inspection of every system and component listed in Column 1 of the appropriate daily inspection schedule. O. Reg. 199/07, s. 6 (1).

(2) A daily inspection must be adequate to determine whether there is a major or minor defect as set out in the appropriate daily inspection schedule. O. Reg. 199/07, s. 6 (2).

(3) A daily inspection is valid for 24 hours. O. Reg. 199/07, s. 6 (3).

(4) Despite subsection (3), a daily inspection of a motor coach in accordance with Schedule 3 is not valid unless an under-vehicle inspection of the motor coach has been conducted in accordance with Part III and is still valid. O. Reg. 256/15, s. 3.

Daily inspection report

7. (1) The report completed when the daily inspection is completed must include the following:

1. The licence plate number and plate jurisdiction of the vehicle.
2. The operator's name.

3. The date and time of the inspection.
4. The city, town, village or highway location where the inspection was conducted.
5. The printed name of the person who conducted the inspection.
6. For a commercial motor vehicle, the odometer reading of the vehicle.
7. Any major and minor defects found during the inspection or, if none were found, a statement that no major or minor defects were found.
8. A statement, signed by the person who conducted the inspection, that the vehicle was inspected in accordance with this Regulation. O. Reg. 199/07, s. 7 (1).

(2) If the driver of the commercial motor vehicle is not the person who conducted the daily inspection of the commercial motor vehicle or trailer, the driver shall sign the daily inspection report for the commercial motor vehicle or trailer before driving the commercial motor vehicle or drawing the trailer. O. Reg. 199/07, s. 7 (2).

(3) An operator shall supply the driver or other person who conducts daily inspections with daily inspection report forms. O. Reg. 199/07, s. 7 (3).

On-going monitoring

8. (1) A driver shall monitor the condition of each commercial motor vehicle and trailer he or she is driving, drawing or in charge of to detect the presence of a major or minor defect. O. Reg. 199/07, s. 8 (1).

(2) If a driver detects a major or minor defect while driving, drawing or in charge of a commercial motor vehicle or trailer, the driver shall notify the operator of the defect by any means of communication that is likely to come to the operator's attention quickly, in addition to entering the defect on the daily inspection report as required by clause 107 (8) (a) of the Act. O. Reg. 199/07, s. 8 (2).

(3) A driver may continue to drive a commercial motor vehicle if the commercial motor vehicle or trailer drawn by it has a minor defect if he or she has entered the defect on the daily inspection report as required by clause 107 (8) (a) of the Act. O. Reg. 199/07, s. 8 (3).

Submission of daily inspection report

9. (1) A driver shall submit the completed daily inspection report to the operator as soon as possible after the inspection ceases to be valid and, in any event, no later than 20 days after the inspection ceases to be valid. O. Reg. 199/07, s. 9 (1).

(2) The completed daily inspection report must be submitted to the operator's principal place of business or to another terminal or business address specified by the operator. O. Reg. 199/07, s. 9 (2).

(3) A daily inspection report of a commercial motor vehicle or trailer drawn by it is deemed to be submitted to the operator under this section if it is contained in a book of daily inspection reports that is kept in the commercial motor vehicle and to which the operator has regular access. O. Reg. 199/07, s. 9 (3).

(4) Subsection (3) applies only if the driver gave notice, in accordance with subsection 8 (2), of any major or minor defects he or she detected after the daily inspection was conducted. O. Reg. 199/07, s. 9 (4).

(5) A daily inspection report is considered to be completed for the purpose of this section if, in addition to the entries required by section 7, it contains a record of any major and minor defects detected by the driver after the daily inspection was conducted and entered by the driver as required by clause 107 (8) (a) of the Act. O. Reg. 199/07, s. 9 (5).

Submission of other notices, reports

10. (1) A driver shall submit to the operator any notice to submit to an inspection or inspection report issued under section 82, 82.1 or 216.1 of the Act or by an enforcement officer or government official of another jurisdiction. O. Reg. 199/07, s. 10 (1).

(2) The notices and reports shall be submitted to the operator's principal place of business or another terminal or business address specified by the operator, as soon as possible and, in any event, no later than 20 days after the driver received the notice or report. O. Reg. 199/07, s. 10 (2).

PART III UNDER-VEHICLE INSPECTIONS

Under-vehicle inspections

11. (1) Schedule 4 applies to the under-vehicle inspection of a motor coach. O. Reg. 199/07, s. 11 (1); O. Reg. 242/14, s. 5 (1); O. Reg. 256/15, s. 4 (1).

(2) An under-vehicle inspection must include an inspection of every system and component listed in Column 1 of Schedule 4. O. Reg. 199/07, s. 11 (2).

(3) An under-vehicle inspection must be adequate to determine whether there is a defect as set out in Column 2 of Schedule 4. O. Reg. 199/07, s. 11 (3).

(4) An under-vehicle inspection must be conducted while the motor coach is positioned over a pit or is otherwise raised, in a manner that provides access to all the systems and components of the motor coach that must be inspected under Schedule 4. O. Reg. 199/07, s. 11 (4); O. Reg. 242/14, s. 5 (2); O. Reg. 256/15, s. 4 (2).

(5) Every defect detected in an under-vehicle inspection must be repaired for the under-vehicle inspection to be considered complete. O. Reg. 199/07, s. 11 (5).

(6) An under-vehicle inspection, if it is conducted in Ontario, is valid only if it is conducted by the holder of a certificate of qualification, that is not suspended, in the trade of truck and coach technician issued under the *Ontario College of Trades and Apprenticeship Act, 2009*. O. Reg. 434/12, s. 2.

(7) An under-vehicle inspection is valid until the 31st day after it is conducted or until the motor coach has been driven 12,000 kilometres, whichever occurs last. O. Reg. 199/07, s. 11 (7); O. Reg. 208/18, s. 1; O. Reg. 242/14, s. 5 (3); O. Reg. 256/15, s. 4 (3).

Under-vehicle inspection report

12. (1) The report completed when the under-vehicle inspection is completed must include the following:

1. The licence plate number and the vehicle identification number or unit number of the motor coach.
2. The operator's name.
3. The date of the inspection.
4. The address, including the city, town or village, where the inspection was conducted.
5. The printed name of the person who conducted the inspection.
6. The odometer reading of the motor coach at the end of the inspection.
7. A statement, signed by the person who conducted the inspection, that the motor coach was inspected in accordance with this Regulation and that at the end of the inspection, there are no defects listed in Column 2 of Schedule 4. O. Reg. 199/07, s. 12 (1); O. Reg. 242/14, s. 6 (1-3); O. Reg. 256/15, s. 5 (1).

(2) A person who conducts an under-vehicle inspection shall also record the following information in the record of the inspections and maintenance of and repairs to the vehicle required by paragraph 2 of subsection 16 (1):

1. Any defects listed in Column 2 of Schedule 4 found during the inspection or, if none were found, a statement that no such defects were found.

2. The nature of the repairs carried out, if any.

3. The brake adjustment measurements. O. Reg. 199/07, s. 12 (2).

(3) An operator shall give a driver the completed under-vehicle inspection report for each motor coach that the driver will be driving that day. O. Reg. 199/07, s. 12 (3); O. Reg. 242/14, s. 6 (4); O. Reg. 256/15, s. 5 (2).

Submission of under-vehicle inspection reports

13. (1) A driver shall submit to the operator the completed under-vehicle inspection report that is in his or her possession as soon as possible after the inspection ceases to be valid and, in any event, no later than 20 days after the inspection ceases to be valid. O. Reg. 199/07, s. 13 (1).

(2) The completed under-vehicle inspection report must be submitted to the operator's principal place of business or to another terminal or business address specified by the operator. O. Reg. 199/07, s. 13 (2).

PART IV PERFORMANCE STANDARDS

Performance standards

14. (1) The following performance standards are prescribed as vehicle component performance standards for the purpose of subsection 107 (3) of the Act:

1. The requirements of Regulation 587 of the Revised Regulations of Ontario, 1990 (Equipment) made under the Act.
2. The requirements of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.
3. The performance standards set out in Schedules 1, 2, 3, 4, 5, 6 and 7 to this Regulation.
4. The requirements of Regulation 625 of the Revised Regulations of Ontario, 1990 (Tire Standards and Specifications) made under the Act. O. Reg. 199/07, s. 14 (1); O. Reg. 78/11, s. 1; O. Reg. 256/15, s. 6 (1).

(2) For the purpose of paragraph 3 of subsection (1), the schedules shall be read as if the absence of a specified defect is a performance standard. O. Reg. 199/07, s. 14 (2); O. Reg. 256/15, s. 6 (2).

PART V RECORDKEEPING

Daily inspection reports

15. An operator shall keep the daily inspection reports submitted by drivers for at least six months. O. Reg. 199/07, s. 15.

Other records

16. (1) An operator shall keep the following records, in respect of each commercial motor vehicle, trailer and trailer converter dolly operated by the operator:

1. Identification records for the vehicle, including,
 - i. the vehicle's unit number, if any,
 - ii. the vehicle's year and make,
 - iii. the vehicle's vehicle identification number, and
 - iv. if the vehicle is not owned by the operator, the name of the person that supplies the vehicle to the operator, and the first and last dates on which the vehicle was operated by the operator.
2. A record of the inspections and maintenance of and repairs to the vehicle, including,

- i. the nature of the inspections, maintenance and repairs,
- ii. the name of the person who conducted each inspection and performed each maintenance or repair,
- iii. if an inspection, maintenance or repair was conducted or performed by someone other than the operator or a person employed by the operator, the invoice or other record of the inspection, maintenance or repair provided by the person who conducted or performed it,
- iv. if a part was purchased and used in maintenance or in a repair, the invoice or receipt for the part, and
- v. if the vehicle has an odometer, the odometer reading of the vehicle at the end of the inspection, maintenance or repair.

3. The types and frequency of inspections and maintenance required to be carried out on the vehicle under the operator's system of periodic inspections and maintenance.
4. A record of any axle or suspension modifications of the vehicle that affect the manufacturer's gross vehicle weight rating or gross axle weight rating.
5. Copies of safety standards certificates, annual inspection certificates and semi-annual inspection certificates issued in respect of the vehicle, and copies of equivalent documents from other jurisdictions issued in respect of the vehicle.
6. In the case of a motor coach, every under-vehicle inspection report for the motor coach submitted to the operator under section 13.
7. Copies of the notices and reports submitted to the operator under section 10. O. Reg. 199/07, s. 16 (1); O. Reg. 242/14, s. 7; O. Reg. 256/15, s. 7; O. Reg. 208/18, s. 2.

(2) An operator shall retain the records described in subsection (1) for at least two years or, if a record relates to a vehicle that ceases to be operated by the operator, for six months after the vehicle ceases to be operated by the operator, whichever period is shorter. O. Reg. 199/07, s. 16 (2).

Records kept at operator's business

17. Any record or document that an operator is required by this Regulation to keep shall be kept at the operator's principal place of business or another terminal or business address of the operator. O. Reg. 199/07, s. 17.

Electronic records

18. (1) Any record or document that is required to be created, kept or surrendered by section 107 of the Act or this Regulation may be made, kept or surrendered in electronic format if it meets the requirements of this section. O. Reg. 199/07, s. 18 (1).

(2) An electronic record or document must meet every requirement of section 107 of the Act and of this Regulation, except that it is not required to have a signature. O. Reg. 199/07, s. 18 (2).

(3) Upon demand of a police officer or officer appointed for the purpose of carrying out the provisions of the Act, a driver who carries a daily inspection report, under-vehicle inspection report or inspection schedule in electronic format shall produce, at the driver's option,

- (a) an electronic display of the report or schedule, that is readable from outside the vehicle;
- (b) a printed copy of the report or schedule, signed by the driver; or
- (c) a handwritten copy of the report or schedule, signed by the driver. O. Reg. 199/07, s. 18 (3).

(4) Despite section 17, an operator may keep a record or document that is in electronic format at any place if it can be readily accessed by the operator from the operator's principal place of business in a format that would allow a printed copy of the record or document to be generated as required by subsection (5). O. Reg. 199/07, s. 18 (4).

(5) Upon demand of a police officer or officer appointed for the purpose of carrying out the provisions of the Act, an operator who has in their possession a record or document in electronic format shall generate a printed copy of the record or document, signed by the person who makes the copy. O. Reg. 199/07, s. 18 (5); O. Reg. 242/14, s. 8.

PART VI NOTES TO THE SCHEDULES

Notes to the schedules

19. The following notes apply to the schedules to this Regulation:

¹Adjustment limits are in section 5 of Regulation 587 of the Revised Regulations of Ontario, 1990 (Equipment) made under the Act.

²Air loss rate limit is prescribed by Schedule 7 to this Regulation.

³Cargo securement device and load covering requirements are prescribed by section 111 of the Act and by Ontario Regulation 363/04 (Security of Loads) made under the Act and Regulation 577 of the Revised Regulations of Ontario, 1990 (Covering of Loads) made under the Act.

⁴Prescribed limit is 12.7 mm of fore and aft horizontal movement between the upper and lower halves of the fifth wheel assembly.

⁵Requirements are under the *Dangerous Goods Transportation Act* and the *Transportation of Dangerous Goods Act, 1992 (Canada)*.

⁶Mirror requirements are in section 66 of the Act.

⁷View requirements are in sections 66 and 74 of the Act and in section 1 of Schedule 7 to this Regulation.

⁸Lamp requirements are in section 62 of the Act.

⁹Reflector requirements are in section 103 of the Act.

¹⁰Steering lash (free play) limit is prescribed by Schedule 7 to this Regulation.

¹¹Wear limit is prescribed by section 3 of Regulation 625 of the Revised Regulations of Ontario, 1990 (Tire Standards and Specifications) made under the Act.

¹²Emergency exit requirements are in section 25 of the *Public Vehicles Act*.

¹³Interior lamp requirements are in section 20 of Regulation 982 of the Revised Regulations of Ontario, 1990 (General) made under the *Public Vehicles Act*.

¹⁴Passenger and mobility device restraints requirements are in section 106 of the Act and in sections 6 and 7 of Regulation 629 of the Revised Regulations of Ontario, 1990 (Accessible Vehicles) made under the Act.

¹⁵As required by manufacturer's specifications.

¹⁶View requirements are in section 74 of the Act and in section 1 of Schedule 7 to this Regulation.

¹⁷Alarm requirements are in section 2 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

¹⁸Fire extinguisher requirements are in sections 2 and 4 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

¹⁹First aid kit requirements are in sections 2 and 3 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

²⁰Sticker requirements are in section 10 of Regulation 611 of the Revised Regulations of Ontario, 1990 (Safety Inspections) made under the Act.

²¹Interior and exterior lamp requirements are in section 62 of the Act and in sections 2 and 4 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

²²View requirements are in section 66 of the Act and in section 3 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

²³Passenger and mobility device restraint system requirements are in section 106 of the Act and in sections 6 and 7 of Regulation 629 of the Revised Regulations of Ontario, 1990 (Accessible Vehicles) made under the Act and section 2 of Regulation 612 of the Revised Regulations of Ontario, 1990 (School Buses) made under the Act.

²⁴View requirements are in section 66 of the Act.

O. Reg. 199/07, s. 19; O. Reg. 411/10, s. 1; O. Reg. 171/11, s. 1; O. Reg. 256/15, s. 8; O. Reg. 208/18, s. 3.

20. OMITTED (REVOKES OTHER REGULATIONS). O. Reg. 199/07, s. 20.

21. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION). O. Reg. 199/07, s. 21.

SCHEDULE 1
DAILY INSPECTION OF TRUCKS, TRACTORS AND TRAILERS

Column 1 Systems and Components	Column 2 Minor Defects	Column 3 Major Defects
Part 1. Air Brake System	(a) audible air leak. (b) slow air pressure build-up rate.	(a) pushrod stroke of any brake exceeds the adjustment limit. ¹ (b) air loss rate exceeds prescribed limit. ² (c) inoperative towing vehicle (tractor) protection system. (d) low air warning system fails or system is activated. (e) inoperative service, parking or emergency brake.
Part 2. Cab	(a) occupant compartment door fails to open.	(a) any cab or sleeper door fails to close securely.
Part 3. Cargo Securement	(a) insecure or improper load covering.	(a) insecure cargo. (b) absence, failure, malfunction or deterioration of required cargo securement device or load covering. ³
Part 4. Coupling Devices	(a) coupler or mounting has loose or missing fastener.	(a) coupler is insecure or movement exceeds prescribed limit. ⁴ (b) coupling or locking mechanism is damaged or fails to lock. (c) defective, incorrect or missing safety chain or cable.
Part 5. Dangerous Goods	-	(a) dangerous goods requirements not met. ⁵
Part 6. Driver Controls	(a) accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.	-
Part 7. Driver Seat	(a) seat is damaged or fails to remain in set position.	(a) seatbelt or tether belt is insecure, missing or malfunctions.
Part 8. Electric Brake System	(a) loose or insecure wiring or electrical connection.	(a) inoperative breakaway device. (b) inoperative brake.
Part 9. Emergency Equipment and Safety Devices	(a) emergency equipment is missing, damaged or defective.	-
Part 10. Exhaust System	(a) exhaust leak, except as described in Column 3.	(a) leak that causes exhaust gas to enter the occupant compartment.

Part 11. Frame and Cargo Body	(a) damaged frame or cargo body.	(a) visibly shifted, cracked, collapsing or sagging frame member.
Part 12. Fuel System	(a) missing fuel tank cap.	(a) insecure fuel tank. (b) dripping fuel leak.
Part 13. General	-	(a) serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.
Part 14. Glass and Mirrors	(a) required mirror ⁶ or window glass fails to provide the required view ⁷ to the driver as a result of being cracked, broken, damaged, missing or maladjusted. (b) required mirror ⁶ or glass has broken or damaged attachments onto vehicle body.	-
Part 15. Heater / Defroster	(a) control or system failure.	(a) defroster fails to provide unobstructed view through the windshield.
Part 16. Horn	(a) vehicle has no operative horn.	-
Part 17. Hydraulic Brake System	(a) brake fluid level is below indicated minimum level.	(a) brake boost or power assist is not operative. (b) brake fluid leak. (c) brake pedal fade or insufficient brake pedal reserve. (d) activated (other than ABS) warning device. (e) brake fluid reservoir is less than ¼ full. (f) parking brake is inoperative.
Part 18. Lamps and Reflectors	(a) required lamp does not function as intended. ⁸ (b) required reflector is missing or partially missing. ⁹	<i>When use of lamps is required:</i> (a) failure of both low-beam headlamps. (b) failure of both rearmost tail lamps. <i>At all times:</i> (a) failure of a rearmost turn-indicator lamp. (b) failure of both rearmost brake lamps.
Part 19. Steering	(a) steering wheel lash (free-play) is greater than normal.	(a) steering wheel is insecure, or does not respond normally. (b) steering wheel lash (free-play) exceeds prescribed limit. ¹⁰
Part 20. Suspension System	(a) air leak in air suspension system. (b) a broken spring leaf. (c) suspension fastener is loose, missing or broken.	(a) damaged (patched, cut, bruised, cracked to braid or deflated) air bag or insecurely mounted air bag. (b) cracked or broken main spring leaf or more than one broken spring leaf in any spring assembly. (c) part of spring leaf or suspension is missing, shifted out of place or is in contact with another vehicle component. (d) loose U-bolt.

Part 21. Tires	(a) damaged tread or sidewall of tire. (b) tire leaking, if leak cannot be heard.	(a) flat tire. (a.1) tire leaking, if leak can be felt or heard. (b) tire tread depth is less than wear limit. ¹¹ (c) tire is in contact with another tire or any vehicle component other than mud-flap. (d) tire is marked "Not for highway use". (e) tire has exposed cords in the tread or outer sidewall area.
Part 22. Wheels, Hubs and Fasteners	(a) hub oil below minimum level (when fitted with sight glass). (b) leaking wheel seal.	(a) wheel has loose, missing or ineffective fastener. (b) damaged, cracked or broken wheel, rim or attaching part. (c) evidence of imminent wheel, hub or bearing failure.
Part 23. Windshield Wiper / Washer	(a) control or system malfunction. (b) wiper blade is damaged, missing or fails to adequately clear driver's field of vision.	<i>When use of wipers or washer is required:</i> (a) wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.

O. Reg. 199/07, Sched. 1; O. Reg. 242/14, s. 9; O. Reg. 208/18, s. 4.

SCHEDULE 2
DAILY INSPECTION OF BUSES AND OF TRAILERS DRAWN BY BUSES

Column 1 Systems and Components	Column 2 Minor Defects	Column 3 Major Defects
Part 1. Accessibility Devices	<i>Accessibility device may not be used if:</i> (a) alarm fails to operate. (b) equipment malfunctions. (c) interlock system malfunctions.	(a) vehicle fails to return to normal level after kneeling. (b) extendable lift, ramp or other passenger-loading device fails to retract.
Part 2. Air Brake System	(a) audible air leak. (b) slow air pressure build-up rate.	(a) pushrod stroke of any brake exceeds the adjustment limit. ¹ (b) air loss rate exceeds prescribed limit. ² (c) inoperative towing vehicle (tractor) protection system. (d) low air warning system fails or system is activated. (e) inoperative service, parking or emergency brake.
Part 3. Cargo Securement	(a) insecure or improper load covering.	(a) insecure cargo. (b) absence, failure, malfunction or deterioration of required cargo securement device or load covering. ³

Part 4. Coupling Devices	(a) coupler or mounting has loose or missing fastener.	(a) coupler is insecure or movement exceeds prescribed limit. ⁴ (b) coupling or locking mechanism is damaged or fails to lock. (c) defective, incorrect or missing safety chain or cable.
Part 5. Dangerous Goods	-	(a) dangerous goods requirements not met. ⁵
Part 6. Doors and Emergency Exits	(a) door, window or hatch fails to open or close securely. (b) alarm inoperative.	<i>When carrying passengers:</i> (a) required emergency exit fails to function as intended. ¹²
Part 7. Driver Controls	(a) accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.	<i>When carrying passengers:</i> (a) accelerator sticking and engine fails to return to idle.
Part 8. Driver Seat	(a) seat is damaged or fails to remain in set position.	(a) seatbelt or tether belt is insecure, missing or malfunctions.
Part 9. Electric Brake System	(a) loose or insecure wiring or electrical connection.	(a) inoperative breakaway device. (b) inoperative brake.
Part 10. Emergency Equipment and Safety Devices	(a) emergency equipment is missing, damaged or defective.	-
Part 11. Exhaust System	(a) exhaust leak except as described in Column 3.	(a) leak that causes exhaust gas to enter the occupant compartment.
Part 12. Exterior Body and Frame	(a) insecure or missing body parts. (b) insecure or missing compartment door. (c) damaged frame or body.	(a) visibly shifted, cracked, collapsing or sagging frame member.
Part 13. Fuel System	-	(a) missing fuel tank cap. (b) insecure fuel tank. (c) dripping fuel leak.
Part 14. General	-	(a) serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.
Part 15. Glass and Mirrors	(a) required mirror ⁶ or window glass fails to provide the required view ⁷ to the driver as a result of being cracked, broken, damaged, missing or maladjusted. (b) required mirror ⁶ or glass has broken or damaged attachments onto vehicle body.	<i>When carrying passengers:</i> (a) driver's view of the road is obstructed in the area swept by the windshield wipers.
Part 16. Heater / Defroster	(a) control or system failure.	(a) defroster fails to provide unobstructed view through the windshield.
Part 17. Horn	(a) vehicle has no operative horn.	-

Part 18. Hydraulic Brake System	(a) brake fluid level is below indicated minimum level.	(a) brake boost or power assist is not operative. (b) brake fluid leak. (c) brake pedal fade or insufficient brake pedal reserve. (d) activated (other than ABS) warning device. (e) brake fluid reservoir is less than ¼ full. (f) parking brake is inoperative.
Part 19. Lamps and Reflectors	(a) required interior lamp does not function as intended. ¹³ (b) required reflector is missing or partially missing. ⁹ (c) passenger safety or access lamp does not function.	<i>When use of lamps is required:</i> (a) failure of both low-beam headlamps. (b) failure of both rearmost tail lamps. <i>At all times:</i> (a) failure of a rearmost turn-indicator lamp. (b) failure of both rearmost brake lamps.
Part 20. Passenger Compartment	(a) stanchion padding is damaged. (b) damaged steps or floor. (c) insecure or damaged overhead luggage rack or compartment. (d) malfunction or absence of required passenger or mobility device restraints. ¹⁴ (e) passenger seat is insecure.	<i>When affected position is occupied:</i> (a) malfunction or absence of required passenger or mobility device restraints. ¹⁴ (b) passenger seat is insecure.
Part 21. Steering	(a) steering wheel lash (free-play) is greater than normal.	(a) steering wheel is insecure, or does not respond normally. (b) steering wheel lash (free-play) exceeds prescribed limit. ¹⁰
Part 22. Suspension System	(a) air leak in air suspension system. (b) a broken spring leaf. (c) suspension fastener is loose, missing or broken.	(a) damaged (patched, cut, bruised, cracked to braid or deflated) air bag or insecurely mounted air bag. (b) cracked or broken main spring leaf or more than one broken spring leaf. (c) part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component. (d) loose U-bolt.
Part 23. Tires	(a) damaged tread or sidewall of tire. (b) tire leaking, if leak cannot be heard.	(a) flat tire. (a.1) tire leaking, if leak can be felt or heard. (b) tire tread depth is less than wear limit. ¹¹ (c) tire is in contact with another tire or any vehicle component other than mud-flap. (d) tire is marked "Not for highway use". (e) tire has exposed cords in the tread or outer sidewall area.
Part 24. Wheels, Hubs and Fasteners	(a) hub oil below minimum level (when fitted with sight glass). (b) leaking wheel seal.	(a) wheel has loose, missing or ineffective fastener. (b) damaged, cracked or broken wheel, rim or attaching part. (c) evidence of imminent wheel, hub or bearing failure.

Part 25. Windshield Wiper / Washer	(a) control or system malfunction. (b) wiper blade is damaged, missing or fails to adequately clear driver's field of vision.	<i>When use of wipers or washer is required:</i> (a) wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.
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O. Reg. 199/07, Sched. 2; O. Reg. 242/14, s. 10.

SCHEDULE 3
DAILY INSPECTION OF MOTOR COACHES

Column 1 Systems and Components	Column 2 Minor Defects	Column 3 Major Defects
Part 1. Accessibility Devices	<i>Accessibility device may not be used if:</i> (a) alarm fails to operate. (b) equipment malfunctions. (c) interlock system malfunctions.	(a) vehicle fails to return to normal level after kneeling. (b) extendable lift, ramp or other passenger-loading device fails to retract.
Part 2. Air Brake System	(a) audible air leak. (b) slow air pressure build-up rate.	(a) there is any indication of a brake adjustment problem. (b) air loss rate exceeds prescribed limit. ² (c) inoperative towing vehicle (tractor) protection system. (d) low air warning system fails or system is activated. (e) inoperative service, parking or emergency brake.
Part 3. Coupling Devices	(a) coupler or mounting has loose or missing fastener.	(a) coupler is insecure or movement exceeds prescribed limit. ⁴ (b) coupling or locking mechanism is damaged or fails to lock. (c) defective, incorrect or missing safety chain or cable.
Part 4. Dangerous Goods	-	(a) dangerous goods requirements not met. ⁵
Part 5. Doors and Emergency Exits	(a) door, window or hatch fails to open or close securely. (b) alarm inoperative.	<i>When carrying passengers:</i> (a) required emergency exit fails to function as intended. ¹²
Part 6. Driver Controls	(a) accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.	<i>When carrying passengers:</i> (a) accelerator sticking and engine fails to return to idle.
Part 7. Driver's Seat	(a) seat is damaged or fails to remain in set position.	(a) seatbelt or tether belt is insecure, missing or malfunctions.
Part 8. Emergency Equipment and Safety Devices	(a) emergency equipment is missing, damaged or defective.	-
Part 9. Exhaust System	(a) exhaust leak except as described in Column 3.	(a) leak that causes exhaust gas to enter the occupant compartment.

Part 10. Exterior Body	(a) insecure or missing body parts. (b) insecure or missing compartment door.	-
Part 11. Fuel System	-	(a) missing fuel tank cap. (b) insecure fuel tank. (c) dripping fuel leak.
Part 12. General	-	(a) serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.
Part 13. Glass and Mirrors	(a) required mirror ⁶ or window glass fails to provide the required view ⁷ to the driver as a result of being cracked, broken, damaged, missing or maladjusted. (b) required mirror ⁶ or glass has broken or damaged attachments onto vehicle body.	<i>When carrying passengers:</i> (a) driver's view of the road is obstructed in the area swept by the windshield wipers.
Part 14. Heater / Defroster	(a) control or system failure.	(a) defroster fails to provide unobstructed view through the windshield.
Part 15. Horn	(a) vehicle has no operative horn.	-
Part 16. Lamps and Reflectors	(a) required interior lamp does not function as intended. ¹³ (b) required reflector is missing or partially missing. ⁹ (c) passenger safety or access lamp does not function.	<i>When use of lamps is required:</i> (a) failure of both low-beam headlamps. (b) failure of both rearmost tail lamps. <i>At all times:</i> (a) failure of a rearmost turn-indicator lamp. (b) failure of both rearmost brake lamps.
Part 17. Passenger Compartment	(a) stanchion padding is damaged. (b) damaged steps or floor. (c) insecure or damaged overhead luggage rack or compartment. (d) malfunction or absence of required passenger or mobility device restraints. ¹⁴ (e) passenger seat is insecure.	<i>When affected position is occupied:</i> (a) malfunction or absence of required passenger or mobility device restraints. ¹⁴ (b) passenger seat is insecure.
Part 18. Suspension System	(a) air leak in air suspension system.	(a) damaged (patched, cut, bruised, cracked to braid or deflated) air bag or insecurely mounted air bag.
Part 19. Steering	(a) steering wheel lash (free-play) is greater than normal.	(a) steering wheel is insecure, or does not respond normally. (b) steering wheel lash (free-play) exceeds prescribed limit. ¹⁰

Part 20. Tires	(a) damaged tread or sidewall of tire. (b) tire leaking, if leak cannot be heard.	(a) flat tire. (a.1) tire leaking, if leak can be felt or heard. (b) tire tread depth is less than wear limit. ¹¹ (c) tire is in contact with another tire or any vehicle component other than mud-flap. (d) tire is marked "Not for highway use". (e) tire has exposed cords in the tread or outer sidewall area.
Part 21. Wheels, Hubs and Fasteners	(a) hub oil below minimum level (when fitted with sight glass). (b) leaking wheel seal.	(a) wheel has loose, missing or ineffective fastener. (b) damaged, cracked or broken wheel, rim or attaching part. (c) evidence of imminent wheel, hub or bearing failure.
Part 22. Windshield Wiper Blades / Washer	(a) control or system malfunction. (b) wiper blade is damaged, missing or fails to adequately clear driver's field of vision.	<i>When use of wipers or washers is required:</i> (a) wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.

O. Reg. 199/07, Sched. 3; O. Reg. 242/14, s. 11; O. Reg. 256/15, s. 9.

SCHEDULE 4
UNDER-VEHICLE INSPECTION OF MOTOR COACHES

Column 1 Systems and Components	Column 2 Defects
Part 1. Air Brake System	(a) audible air leak. (b) brake pushrod stroke is beyond the adjustment limit. ¹ (c) clearance between disc brake pads and rotor exceeds manufacturer's specified limit. (d) REVOKED: O. Reg. 208/18, s. 5. (e) wedge brake shoe movement exceeds manufacturer's specified limit. (f) excessive discharge of fluids from air reservoir. (g) air compressor, mounts or attachments damaged or defective. (h) compressor drive-belt loose or damaged. (i) air line or fitting damaged or insecure. (j) air tank defective, damaged or insecure. (k) air tank drain or moisture ejector device inoperable. (l) brake chamber, brake linkage or other brake component is defective, damaged or insecure. (m) Revoked: O. Reg. 242/14, s. 12 (2). (n) spring brake is broken or malfunctions. (o) inoperative service, parking or emergency brake.
Part 2. Exhaust System	(a) exhaust leak. (b) exhaust system component insecure, damaged or perforated.
Part 3. Frame and Underbody	(a) any frame member or fastener is damaged, cracked or insecure. (b) any component mount is damaged or insecure.

Part 4. Fuel System	(a) fuel leak. (b) insecure fuel tanks, fuel tank mounts or guards. (c) fuel line or fitting damaged or insecure.
Part 5. Steering	(a) steering linkage is damaged or insecure. (b) power steering fluid is leaking, contaminated or low. (c) power steering component damaged or insecure.
Part 6. Suspension System	(a) air leak or malfunction of air suspension system or component. (b) damage or deterioration of any suspension component including: (i) spring and air bag, (ii) axle or frame attaching component, (iii) axle supporting or aligning component, (iv) suspension or component fastener, (v) shock absorber or attachments.
Part 7. Tires	(a) tire inflation less than required. ¹⁵ (b) tire tread is less than wear limit. ¹¹ (c) damage to tread or sidewall of tire. (d) retread or rebuilt tire is used on front axle.
Part 8. Wheels and Fasteners	(a) loose, missing, damaged or ineffective wheel fastener. (b) damaged wheel or wheel component.

O. Reg. 199/07, Sched. 4; O. Reg. 242/14, s. 12; O. Reg. 256/15, s. 10; O. Reg. 208/18, s. 5.

SCHEDULE 5
DAILY INSPECTION OF SCHOOL PURPOSES BUSES

Column 1 Systems and Components	Column 2 Minor Defects	Column 3 Major Defects
Part 1. Air Brake System	(a) audible air leak. (b) slow air pressure build-up rate.	(a) brake is beyond its adjustment limit. ¹ (b) air loss rate exceeds prescribed limit. ² (c) low air warning system fails or system is activated. (d) inoperative service, parking or emergency brake.
Part 2. Alternating Overhead Lamps	(a) a lamp is missing or inoperative. (b) lamps do not alternate. (c) a lamp is not of the proper colour.	<i>When use of lamp is required:</i> (a) a lamp is missing or inoperative. (b) lamps do not alternate. (c) a lamp is not of the proper colour.
Part 3. Doors and Windows, other than Emergency Exits	(a) a window or door fails to open or close securely.	<i>When carrying passengers:</i> (a) door fails to open or close securely. <i>At all times:</i> (a) window fails to provide the required view ¹⁶ to the driver as a result of being cracked, broken, damaged, missing, maladjusted, clouded or fogged.
Part 4. Driver Controls	(a) accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.	(a) accelerator is sticking and the engine fails to return to idle.
Part 5. Emergency Exits	(a) required alarm is inoperative. ¹⁷	<i>When carrying passengers:</i> (a) window fails to open from inside or close securely. (b) door fails to open freely from inside and outside. (c) a required door alarm is inoperative. ¹⁷

Part 6. Emergency Flares, Lamps or Reflectors	(a) missing or insecure.	-
Part 7. Exhaust System	(a) exhaust leak except as described in Column 3.	(a) exhaust leak that causes exhaust gas to enter the occupant compartment.
Part 8. Exterior Body and Frame	(a) insecure or missing body parts. (b) insecure or missing compartment door. (c) damaged frame or body.	(a) one or more visibly shifted, cracked, collapsing or sagging frame member.
Part 9. Fire Extinguisher	(a) fire extinguisher missing. (b) the gauge on any required fire extinguisher indicates an empty condition or a complete lack of pressure. ¹⁸ (c) fire extinguisher is not securely mounted or stored in a manner that prevents the extinguisher from being a projectile object.	<i>When carrying passengers:</i> (a) fire extinguisher missing. (b) the gauge on any required fire extinguisher indicates an empty condition or a complete lack of pressure. ¹⁸
Part 10. First Aid Kit	(a) required first aid kit is missing. ¹⁹ (b) kit is incomplete.	<i>When carrying passengers:</i> (a) required first aid kit is missing. ¹⁹
Part 11. Fuel System	-	(a) missing fuel tank cap. (b) insecure fuel tank. (c) dripping fuel leak.
Part 12. General	-	(a) serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.
Part 13. Heater / Defroster	(a) control or system failure.	(a) defroster fails to provide an unobstructed view through the windshield and through the side windows to the left and right of the driver's seat.
Part 14. Horn	(a) no operative horn.	-
Part 15. Hydraulic Brake System	(a) brake fluid level is below indicated minimum level.	(a) brake boost or power assist is not operative. (b) brake fluid leak. (c) brake pedal fade or insufficient brake pedal reserve. (d) activated (other than ABS) warning device. (e) brake fluid reservoir is less than ¼ full. (f) inoperative service or parking brake.
Part 16. Inspection Stickers	-	(a) a required sticker is missing, unreadable or is invalid. ²⁰
Part 17. Lamps and Reflectors	(a) required interior or exterior lamp does not operate or function as intended. ²¹ (b) required reflector is missing or partially missing. ⁹	<i>At all times:</i> (a) vehicle does not have at least one left and one right rear turn signal lamp. (b) vehicle does not have at least one brake lamp. <i>When use of lamps is required:</i> (a) vehicle does not have at least one low-beam headlamp. (b) vehicle does not have at least one tail lamp.

Part 18. Mirrors	(a) a mirror fails to provide the required view to the driver as a result of being cracked, damaged or maladjusted. ²² (b) a mirror has broken or damaged attachments onto vehicle body.	(a) a mirror is missing or broken. (b) the glass surface of a mirror has an aggregate non-reflective area exceeding 6.5 square centimetres.
Part 19. Mobility Device Lift	-	(a) extendable lift, ramp or other passenger-loading device fails to retract.
Part 20. Mobility Device Ramp	-	(a) ramp will not attach securely to vehicle when positioned to load or unload passengers in mobility devices or will not remain in the stored position. (b) ramp structure is weak, damaged or worn.
Part 21. Passenger Compartment	(a) stanchion padding is damaged. (b) damaged steps or floor. (c) insecure or damaged overhead luggage rack or compartment.	-
Part 22. Pedestrian-Student Safety Crossing Arm	(a) the arm is missing or fails to function as intended.	-
Part 23. Seats and Seat Belts	(a) driver's seat fails to remain in set position. (b) required restraint system or component of required restraint system is missing. ²³ (c) restraint system or component of restraint system is defective. (d) seat is insecure. (e) restraint system for passenger in mobility device or mobility device restraint system or component of either system is missing or defective.	<i>When affected position is occupied:</i> (a) required restraint system or component of restraint system is missing. ²³ (b) restraint system or component of restraint system is defective. (c) seat is insecure. <i>When affected position is occupied with a mobility device or a passenger in a mobility device:</i> (a) passenger restraint system, mobility device restraint system or component of either system is missing or defective. <i>When affected position or position behind it is occupied:</i> (a) passenger seat or passenger protection barrier is insecure. (b) seat back or passenger protection barrier padding is missing, partially missing or has shifted from position so as not to be effective.
Part 24. Steering	(a) steering wheel lash (free-play) is greater than normal.	(a) steering wheel is insecure or does not respond normally. (b) steering wheel lash (free-play) exceeds prescribed limit. ¹⁰

Part 25. Stop Arm	(a) if equipped with flashing lamps to illuminate letters of the word "STOP", any lamp is partially or wholly inoperative. (b) stop arm or stop sign is missing. (c) stop arm or stop sign is damaged so as to significantly affect visibility. (d) will not extend fully or stay fully extended. (e) either light on stop arm is inoperative or lights do not alternate or lights are not red.	<i>When use of stop arm or stop sign is required:</i> (a) stop arm or stop sign is missing. (b) stop arm or stop sign is damaged so as to significantly affect visibility. (c) will not extend fully or stay fully extended. (d) either light on stop arm is inoperative or lights do not alternate or lights are not red.
Part 26. Suspension System	(a) air leak in air suspension system. (b) one broken spring leaf. (c) suspension fastener is loose, missing or broken.	(a) damaged (patched, cut, bruised, cracked to braid or deflated) air bag or insecurely mounted air bag. (b) cracked or broken main spring leaf or more than one broken spring leaf. (c) part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component. (d) loose U-bolt. (e) broken spring on other than a leaf spring system.
Part 27. Tires	(a) damaged tread or sidewall of tire. (b) tire leaking, if leak cannot be heard.	(a) flat tire. (a.1) tire leaking, if leak can be felt or heard. (b) tire tread depth is less than wear limit. ¹¹ (c) tire is in contact with another tire or any vehicle component other than mud-flap. (d) tire is marked "Not for highway use". (e) tire has exposed cords in the tread or outer sidewall area.
Part 28. Wheels, Hubs, Fasteners and Bearings	(a) hub oil below minimum level (when fitted with sight glass). (b) leaking wheel seal.	(a) wheel has loose, missing or ineffective fastener. (b) damaged, cracked or broken wheel, rim or attaching part. (c) evidence of imminent wheel, hub or bearing failure.
Part 29. Windshield Wiper / Washer	(a) control or system malfunction. (b) wiper blade is damaged, missing or ineffective. (c) wiper or washer fails to adequately clear the windshield in the areas swept by both wipers.	<i>When use of wipers or washers is required:</i> (a) control or system malfunction. (b) wiper is damaged, missing or ineffective. (c) wiper or washer fails to adequately clear the windshield in the areas swept by both wipers.

O. Reg. 199/07, Sched. 5; O. Reg. 411/10, s. 2; O. Reg. 242/14, s. 13.

SCHEDULE 6
DAILY INSPECTION OF SCHOOL PURPOSES VEHICLES

Column 1 Systems and Components	Column 2 Minor Defects	Column 3 Major Defects
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Part 1. Doors and Windows	(a) window or door fails to open or close securely.	<p><i>When carrying passengers:</i></p> <p>(a) door fails to open or close securely.</p> <p><i>At all times:</i></p> <p>(a) window fails to provide the required view²⁴ to the driver as a result of being cracked, broken, damaged, missing, maladjusted, clouded or fogged.</p>
Part 2. Driver Controls	(a) accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.	(a) accelerator is sticking and the engine fails to return to idle.
Part 3. Exhaust System	(a) exhaust leak except as described in Column 3.	(a) leak that causes exhaust gas to enter the occupant compartment.
Part 4. Exterior Body and Frame	(a) insecure or missing body parts. (b) damaged frame or body.	(a) one or more visibly shifted, cracked, collapsing or sagging frame member.
Part 5. Fuel System	-	(a) missing fuel tank cap. (b) insecure fuel tank. (c) dripping fuel leak.
Part 6. General	-	(a) serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.
Part 7. Heater / Defroster	(a) control or system failure.	(a) defroster fails to provide unobstructed view through the windshield and through the side windows to left and right of driver's seat.
Part 8. Horn	(a) no operative horn.	-
Part 9. Hydraulic Brake System	(a) brake fluid level is below indicated minimum level.	(a) brake boost or power assist is not operative. (b) brake fluid leak. (c) brake pedal fade or insufficient brake pedal reserve. (d) activated (other than ABS) warning device. (e) brake fluid reservoir is less than ¼ full. (f) inoperative service or parking brake.
Part 10. Inspection Stickers	-	(a) a required sticker is missing, unreadable or invalid. ²⁰
Part 11. Lamps	(a) required exterior lamp does not operate or function as intended. ⁸	<p><i>At all times:</i></p> <p>(a) does not have at least one left and one right rear turn signal lamp.</p> <p><i>When use of lamps is required:</i></p> <p>(a) does not have at least one low-beam headlamp. (b) does not have at least one tail lamp.</p>

Part 12. Mirrors	<p>(a) a mirror fails to provide the required view²⁴ to the driver as a result of being cracked, broken, damaged, missing or maladjusted.</p> <p>(b) a mirror has broken or damaged attachments onto vehicle body.</p>	<p>(a) mirror is missing or broken.</p> <p>(b) the glass surface of a mirror has an aggregate non- reflective area exceeding 6.5 square centimetres.</p>
Part 13. Mobility Device Lift	-	(a) extendable lift, ramp or other passenger-loading device fails to retract.
Part 14. Mobility Device Ramp	-	<p>(a) ramp will not attach securely to vehicle when positioned to load or unload passengers in mobility devices, or will not remain in the stored position.</p> <p>(b) ramp structure is weak, damaged or worn.</p>
Part 15. Seats and Seat Belts	<p>(a) driver's seat fails to remain in set position.</p> <p>(b) required restraint system or component of required restraint system is missing.¹⁴</p> <p>(c) restraint system or component of restraint system is defective.</p> <p>(d) seat is insecure.</p> <p>(e) restraint system for passenger in mobility device or mobility device restraint system or component of either system is missing or defective.</p>	<p><i>When affected position is occupied:</i></p> <p>(a) required restraint system or component of required system is missing.¹⁴</p> <p>(b) restraint system or component of restraint system is defective.</p> <p>(c) seat is insecure.</p> <p><i>When affected position is occupied with a mobility device or a passenger in a mobility device:</i></p> <p>(a) passenger restraint system, mobility device restraint system or component of either system is missing or defective.</p>
Part 16. Steering	(a) steering wheel lash (free-play) is greater than normal.	<p>(a) steering wheel is insecure or does not respond normally.</p> <p>(b) steering wheel lash (free-play) exceeds prescribed limit.¹⁰</p>
Part 17. Suspension System	<p>(a) air leak in air suspension system.</p> <p>(b) one broken spring leaf.</p> <p>(c) suspension fastener is loose, missing or broken.</p>	<p>(a) damaged (patched, cut, bruised, cracked to braid or deflated) air bag or insecurely mounted air bag.</p> <p>(b) cracked or broken main spring leaf or more than one broken spring leaf.</p> <p>(c) part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component.</p> <p>(d) loose U-bolt.</p> <p>(e) broken spring on other than a leaf spring system.</p>

Part 18. Tires	(a) damaged tread or sidewall of tire. (b) tire leaking, if leak cannot be heard.	(a) flat tire. (a.1) tire leaking, if leak can be felt or heard. (b) tire tread depth is less than wear limit. ¹¹ (c) tire is in contact with any vehicle component other than mud-flap. (d) tire is marked "Not for highway use". (e) tire has exposed cords in the tread or outer sidewall area.
Part 19. Wheels, Hubs, Fasteners and Bearings	(a) leaking wheel seal.	(a) visual or audible evidence of a loose, missing or ineffective fastener. (b) damaged, cracked or broken wheel, rim or attaching part. (c) evidence of imminent wheel, hub or bearing failure.
Part 20. Windshield Wipers / Washer	(a) control or system malfunction. (b) wiper blade is damaged, missing or ineffective. (c) wiper or washer fails to adequately clear the windshield in the areas swept by both wipers.	<i>When use of wipers and washers is required:</i> (a) control or system malfunction. (b) wiper is damaged, missing or ineffective. (c) wiper or washer fails to adequately clear the windshield in the areas swept by both wipers.

O. Reg. 199/07, Sched. 6; O. Reg. 242/14, s. 14.

SCHEDULE 7
PERFORMANCE STANDARDS UNDER SUBSECTION 107 (3) OF THE ACT

GENERAL

Body, Sheet Metal and Equipment

1. (1) The body, sheet metal and equipment shall meet the following standards:

1. No bumper, fender or mudguard shall have been removed.
2. Each bumper shall be securely mounted.
3. Each mud flap, where applicable, shall be in position.
4. 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.
5. 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.
6. No tilt cab latch shall be missing or fail to hold the tilt cab latched and no safety catch shall be missing or inoperative.
7. Every occupant seat shall be securely mounted and shall maintain its position and adjustment.
8. Where a seat belt assembly is 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.
9. 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.
10. If fitted with a driver's sun visor, the sun visor shall function as intended.

11. If fitted with an overhead package shelf or shelves, each overhead package shelf shall be securely mounted and not have any broken, missing, excessively worn or excessively stretched package retaining components.
12. 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.
13. 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.
14. In the case of a bus or accessible vehicle, 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.
15. 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 of an occupant restraint assembly 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, and
 - iv. 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.

Occupant Compartment Doors and Emergency Exits

(2) The occupant compartment door or doors shall meet the following standards:

1. Each occupant compartment door shall open freely when its release mechanism is actuated and shall close securely, and if originally fitted with flexible material on vertical closing edges, the flexible material shall not be missing or excessively loose or torn.
2. 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 if fitted with an audible or visual warning device, the device shall function,
 - ii. when the driver's door control is in the position to open the exit door, if fitted with brake and accelerator interlock systems, the systems 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,
 - A. if fitted with an audible or visual warning device, the device shall function,
 - B. if fitted with brake and accelerator interlock systems, the systems 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. 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 to it 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 if originally fitted with an emergency door audible or visible warning device, the device shall function,
 - ii. if a hinged pushout window, shall open outwards when the release mechanism is actuated and adequate directions for the emergency use of the pushout window shall be displayed on or adjacent to the pushout window, and if originally fitted with an emergency warning device, it shall function,
 - iii. if a non-hinged pushout window, shall have adequate directions for the emergency use of the pushout window displayed on or adjacent to it, 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 of the roof hatch shall be displayed on or adjacent to it.
4. In the case of an accessible vehicle,
- i. 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,
 - ii. 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,
 - iii. 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, and
 - iv. if fitted with a power lift, the lift platform shall rise and descend smoothly when activated by the appropriate controls.

Exterior Compartment Door

(3) If fitted with an exterior compartment door or doors, each exterior compartment door shall meet the following standards:

1. The door shall be securely attached to the body.
2. The door shall be equipped with a lock, latch or spring device that shall hold the door closed.

Chassis Frame, Underbody and Body Mounts

(4) The chassis frame, underbody and body mounts shall meet the following standards:

1. No chassis frame member or structural member of a unitized or monocoque body shall be visibly cracked or perforated by corrosion.
2. No chassis frame member or structural member of a unitized or monocoque body shall have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics.
3. 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 the installation of an alternative fuel system.

Drive Shaft Hanger

(5) The drive shaft hanger brackets and guards shall meet the following standards:

1. No fasteners shall be missing, loose or damaged.
2. No drive shaft guard or hanger bracket shall be insecure or missing.

Mirrors

(6) Mirrors required under the Act and regulations shall meet the following standards:

1. Each mirror shall be securely mounted and maintain a set adjustment.
2. No mirror shall have any significant reduction in reflecting surface owing to deterioration of the silvering.
3. 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.

Windshield and Windows

(7) The windshield and windows shall meet the following standards:

1. Where glass is used, there shall be no evidence of the glass being any glass other than safety glass.
2. 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.
- 2.1. In the case of a mobile equipment vehicle that does not bear the manufacturer's markings set out in paragraph 2, it must have manufacturer's markings equivalent to those set out in paragraph 2.
3. 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.
4. No material other than safety glass shall be used for a windshield.
5. 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.
6. No safety glass shall have exposed sharp edges or be missing in part.
7. There shall be no crack that extends through both layers of glass or be any length that extends more than 50 mm within the area swept by the windshield wipers.
8. There shall be no stone chip that is larger than 13 mm in diameter within the area swept by the windshield wipers.
9. 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.

Fuel System

(8) In the fuel system, no mounting or attachment shall be missing.

Exhaust System

(9) The exhaust system, including exhaust manifolds, shall meet the following standards:

1. No exhaust pipe, muffler or tail pipe shall be missing or insecurely mounted.
2. 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 vehicle.
3. No component of the exhaust system shall pass through the occupant compartment.

4. No component of the exhaust system shall be so located or unguarded that an individual may be burned by it on entering or leaving the vehicle.
5. 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 cm.

Fifth Wheel

(10) Where a fifth wheel coupling device is installed, it shall meet the following standards:

1. The fifth wheel shall be fastened securely to the vehicle.
2. In the case of a fifth wheel secured to the vehicle frame by means of U-bolts, there shall be positive stops that prevent the fifth wheel from shifting on the frame.
3. The jaw closure mechanism and locking system shall be in good working order and shall not be broken, cracked or excessively worn.
4. If fitted with a slider mechanism, the slider mechanism shall lock securely and shall not show any signs of failure or excessive wear.

Trailer Hitch

(11) Where a trailer hitch is installed, the trailer hitch, hitch mounting and connecting devices for safety cables and chains shall meet the following standards:

1. No trailer hitch or towing structure to which a trailer hitch is attached shall be insecurely mounted.
2. No latch mechanism shall fail to close securely.
3. No part shall be missing, cracked, broken, excessively bent, seized or excessively worn.
4. No cast or forged hitch shall show any indication that repairs have been made by means of brazing or welding.
5. 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

Hydraulic, Vacuum and Air System Components

2. (1) 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, hoses and tubes, other than any portions of such components that are within structures and not visible, shall meet the following standards:

1. 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.
2. No hydraulic, air or vacuum hose or tube shall be abraded, restricted, crimped, cracked or broken.
3. No hydraulic, air or vacuum hose or tube shall be located so as to chafe against any part of the vehicle.
4. No hydraulic, air or vacuum hose or tube shall have damaged or missing clamps or supports.
5. The brake tubing shall not show any indication of leakage or heavy corrosion scaling.
6. The hydraulic fluid level in any reservoir shall not be below the minimum level as specified by the manufacturer, or where there is no minimum level specified by the manufacturer, no more than 10 mm below the lowest edge of each filler opening.
7. The air cleaner of the vacuum system or air compressor shall not be clogged.

Air-Boosted Hydraulic Brakes or Full Air Brakes

(2) In the case of a motor vehicle equipped with air-boosted hydraulic brakes or full air brakes, the air system shall meet the following standards:

1. If fitted with a compressor drive belt, the compressor drive belt shall have correct tension, and shall not be cut, frayed or excessively worn.
2. The air pressure gauge shall be operative.
3. 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.
4. With the air system fully charged and the engine running, each air reservoir drain valve shall be actuated and shall function.
5. 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.
6. 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.
7. 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.
8. The low pressure warning device shall operate when system pressure is reduced to 55 pounds per square inch gauge measure.

Vacuum-Boosted Hydraulic Brakes with Vacuum Gauge

(3) In the case of a motor vehicle equipped with vacuum-boosted hydraulic brakes and fitted with a vacuum gauge and low vacuum warning device, the gauge and warning device shall meet the following standards:

1. The vacuum gauge shall be operative.
2. With the engine stopped, the warning device shall operate before the vacuum reserve drops to less than eight inches of mercury.

Vacuum-Boosted Hydraulic Brakes without Vacuum Gauge

(4) In the case of a motor vehicle equipped with vacuum-boosted hydraulic brakes and fitted with a low vacuum warning device but not fitted with a vacuum gauge, there shall be at least one boosted brake application available after the warning device operates.

External Mechanical Components

(5) No mechanical component of the service, parking and emergency brake systems which is external to the wheel or drive shaft brakes shall be misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

Internal Components

(6) Wheel brake internal components shall meet the following standards:

1. 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.
2. No drum or disc shall have any mechanical damage to the friction surface, other than that which may be attributed to normal wear.
3. No ventilated disc shall have broken or visibly cracked cooling fins.
4. 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.
5. 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.
6. The thickness of a hydraulic brake lining, measured at the lining edge, shall not be less than,

- i. in the case of a drum brake, 2 mm for a bonded lining or 3 mm for a riveted lining,
 - ii. in the case of disc brake, 3 mm for a bonded pad or 5 mm for a riveted pad.
7. The thickness of an electric brake lining, measured at the lining edge, shall not be less than 2 mm.
8. The thickness of an air brake lining, measured at the lining edge, shall not be less than,
 - i. in the case of a drum brake, 5 mm for a continuous strip lining or 8 mm for block-type lining,
 - ii. in the case of disc brake, 3 mm for a bonded pad or 5 mm for a riveted pad.
9. No brake lining shall be broken, cracked or loose on its shoe or pad.
10. No brake lining shall show evidence of contamination such as to affect braking performance.
11. No hydraulic brake cylinder shall show evidence of leakage.
12. No mechanical or structural parts shall be misaligned, badly worn, cracked, broken, binding, seized, disconnected, missing or insecure, and no grease retainer shall be missing or leaking.
13. If fitted with an automatic adjuster, the automatic adjuster shall not be inoperative.
14. No hydraulic brake piston shall fail to move when moderate pressure is applied to the brake pedal.

Hydraulic System

(7) In the case of a motor vehicle equipped with hydraulic service brakes, the hydraulic system and related warning devices shall meet the following standards:

1. A hydraulic master cylinder push rod shall be properly adjusted.
2. In the case of a vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall be operative.
3. With moderate foot force maintained on the service brake pedal for 10 seconds and, in the case of power-boosted brakes, with the engine running, the service brake pedal shall not move towards the applied position.
4. 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 a vehicle equipped with dual circuit hydraulic brakes, the brake failure warning lamp shall not come on.
5. For the purpose of paragraph 4, where a motor vehicle is equipped with a HYDRA BOOST braking system, the foot force applied to the pedal shall not exceed 60 pounds.

Power-Boosted Hydraulic Brakes

(8) 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, and while holding moderate pressure on the service brake pedal and starting the engine, the pedal shall move towards the applied position.

Hydraulically-Boosted with Electric Pump Backup Hydraulic Brakes

(9) 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, and while holding moderate pressure on the service brake pedal and moving the ignition switch to the "ON" position, the pump shall meet the following standards:

1. The pump shall start and run.
2. The brake pedal shall move towards the applied position.

Service Brake Operation Test

(10) When the unloaded vehicle is stopped from a speed of between 15 and 20 kilometres per hour, with heavy pedal force, on a substantially level, dry, smooth, paved surface free from loose material, the service brake system shall meet the following standards:

1. There shall be no brake pull either to the left or to the right.
2. No component shall fail.
3. Each wheel brake shall release immediately after the pedal force is removed.

ENGINE CONTROLS AND STEERING

Accelerator Control System

3. (1) Except in the case of a trolley bus, the complete accelerator control system shall meet the following standards when tested while the engine is running, the vehicle is stationary and the transmission is in neutral:

1. The engine speed shall drop to idle when the accelerator pedal is released.
2. Where the engine is equipped with an emergency stopping device, the engine shall stop when the control is actuated while the engine is idling.

Power Control System

(2) In the case of a trolley bus, the complete power control system shall meet the following standards when tested while the reverser is in the neutral position:

1. The system shall function as intended.
2. The controller shall turn off positively when the power pedal is released.

Power-Boosted Steering

(3) In the case of power-boosted steering, the power steering drive belt, reservoir fluid level and system operation shall meet the following standards:

1. The power steering drive belt shall not be missing, cut, frayed or excessively worn, and shall have correct tension.
2. The fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer.
3. With the engine running,
 - i. the power steering system shall operate as intended, and
 - ii. the hydraulic system shall not show excessive fluid leakage.

Steering Column and Box

(4) The steering column and box or boxes shall meet the following standards:

1. The steering column and box or boxes shall not be loose in their mountings to the body and frame.
2. No bolt or nut shall be loose or missing from a mounting.
3. Steering shaft couplings and splines shall not have excessive play.
4. If fitted with a steering column energy-absorbing section, the section shall not be visibly damaged so as to reduce its effectiveness.

Wheel Alignment

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

Steering Lash (Free Play)

(6) While the front wheels are on the ground in the straight ahead position, the steering mechanism shall meet the following standards:

1. Steering lash (free play) shall not exceed the limit designated by the vehicle manufacturer.
2. Where the limit is not designated by the vehicle manufacturer,
 - i. in the case of a vehicle with a power steering system, with the engine running, steering lash (free play) shall not exceed,
 - A. 75 mm for a steering wheel diameter of 500 mm or less,
 - B. 87 mm for a steering wheel diameter of more than 500 mm.
 - ii. in the case of a vehicle with a manual steering system, steering lash (free play) shall not exceed,
 - A. 87 mm for a steering wheel diameter of 500 mm or less,
 - B. 100 mm for a steering wheel diameter of more than 500 mm.

Steering Interference

(7) While the front wheels are on the ground and, in the case of a vehicle equipped with power-assisted steering, with the engine running, the front wheels shall turn from full right to full left and back again without interference or indication of roughness in the mechanism.

Steering Linkage System

(8) The steering linkage system shall meet the following standards:

1. No part shall be damaged, repaired or modified so as to visibly weaken the linkage system or affect the proper steering of the vehicle.
2. No nut, bolt or cotter pin shall be loose, excessively worn or missing.
3. There shall not be excessive play in any steering linkage joint.

Front Wheel Play

(9) While the front wheels are off the ground and the vehicle is supported so that the steering linkage assumes its normal attitude, the steering linkage shall meet the following standard:

1. Without movement of the opposite wheel, no front wheel shall have play about a vertical axis of,
 - i. six mm for a tire diameter designation of 16 or less,
 - ii. nine mm for a tire diameter designation that is larger than 16 but not larger than 18, or
 - iii. 12 mm for a tire diameter designation that is larger than 18,

as measured at the extreme front or rear of the tire tread face.

SUSPENSION

Inner Control Arm Pivots, etc.

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

1. No non-load-carrying ball joint shall show any perceptible play other than that specified by the manufacturer.
2. No load-carrying ball joint shall have play in excess of that specified by the vehicle manufacturer.
3. In the case of king pins, no front wheel shall have a rocking play about a horizontal axis in excess of,

- i. six mm for a tire diameter designation of 16 or less,
- ii. nine mm for a tire diameter designation that is larger than 16 but not larger than 18, or
- iii. 12 mm for a tire diameter designation that is larger than 18,

as measured at the extreme top or bottom of the tire tread face.

4. No control arm inner pivot shall have excessive play.
5. No wheel or axle bearing shall give any indication of excessive wear or damage when the bearing is rotated.
6. No wheel or axle bearing shall be maladjusted so as to result in excess play or binding.

Wear-indicating Ball Joints

(2) When wear-indicating ball joints are under load with the wheels on the ground, they shall not show any excessive wear.

Strut Suspension System

(3) With the front wheels off the ground and the vehicle supported so that the suspension assumes its normal attitude, no front wheel shall have a rocking play about a horizontal axis in excess of 5 mm as measured at the extreme top or bottom of the tire tread face.

Suspension Components

(4) Front and rear springs, shackles, U-bolts, centrebolts, radius rods, control arms, shock-absorbers, equalizers, stabilizers, their supports and attachments shall not be loose, bent, cracked, broken, disconnected, perforated by corrosion or missing.

Axle Tracking

(5) The rear axle or axles and their wheels shall not be tracking improperly so as to adversely affect control of the vehicle.

Air Suspension System

(6) If fitted with an air suspension system, not including air booster bags added to light vehicles to provide added carrying capacity, the air suspension system shall meet the following standards:

1. 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 55 pounds per square inch gauge is reached in the brake system.
2. When the air suspension system is fully charged, no air leakage shall occur.
3. If fitted with a pusher or tag axle, no air leakage shall occur when the pusher or tag axle is tested in either load or reduced load sharing mode with air in the suspension system at normal operating pressure.
4. If fitted with a pusher or tag axle, the pusher or tag axle, with air in the suspension system at normal operating pressure, shall respond properly to its load sharing control switch or valve.
5. 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.
6. No suspension joints of a variable load-sharing axle with independent suspension shall be worn beyond the manufacturer's specified safe limits.

ELECTRICAL

Horn

5. (1) The horn shall not be loose on its mounting.

Heating and Defrosting System

(2) The heating and defrosting system shall meet the following standards:

1. The heating system shall function as intended.
2. The visible portions of the hoses and piping for the interior heaters routed within the occupant compartment shall not be abraded, cracked or leaking.
3. The defrosting system shall deliver heated air to the windshield and, where fitted with a defrosting system for the side windows to the left and right of the driver's seat, to those side windows.

Engine Starter Safety Feature

(3) If originally fitted with a clutch pedal safety switch or neutral safety switch, the switch shall meet the following standards:

1. It shall not have been removed or rendered inoperative.
2. It shall function as intended.

Speedometer

(4) The speedometer shall be in good working order.

LIGHTING

Lamps and Reflectors

6. Lamps and reflectors required under the Act and regulations shall meet the following standards:

1. The operation of any lighting circuit shall not interfere with the operation of any other circuit.
2. Each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part.
3. Each lamp and reflector shall be securely mounted on the vehicle and none shall be missing.
4. The turn signal lamps and the flasher unit shall operate properly.
5. 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 (General) made under the Act.
6. 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.
7. All headlamps shall be properly aligned.
8. Each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position.
9. 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.
10. 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.

WHEELS

Wheels

7. Wheels shall meet the following standards:

1. No wheel fastener shall have insufficient thread engagement.
2. 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.
3. No wheel rim or lock ring shall be mismatched, bent, sprung, or otherwise damaged so as to affect the safe operation of the vehicle.
4. No cast wheel shall show evidence of excessive wear in the clamp area.
5. No wheel spoke shall be missing, loose or broken.

Français

Corporation of the Township of Ryerson Company Safety Plan

Drivers:

Qualifications: Although the Corporation of the Township of Ryerson is adequately staffed at the present time, it is recognized that additional hiring will take place from time to time. It is imperative that the Corporation of the Township of Ryerson take all reasonable precautions to ensure that Drivers are fully qualified to perform their duties in a safe and compliant manner.

To this end, the Corporation of the Township of Ryerson will take the following steps to ensure driver qualifications.

- Drivers will be interviewed to determine work habits, and suitability for employment with the Corporation of the Township of Ryerson
- Interview questions will be directed toward past employment history, incidents, past training, and qualifications.
- Prospective employees will provide a recent CVOR abstract. (Within past 30 days)
- Drivers abstract will be reviewed to determine drivers qualifications and past compliance record. Particular attention will be paid to any safety related violations that would indicate that the driver has been convicted of any Hours of Work, Trip Inspection, or inappropriate driving violations.
- No driver will be hired if it is determined that the driver's past performance is unacceptable.
- The Corporation of the Township of Ryerson will establish a process, as soon as practicable, whereby Drivers will be Road Tested to ensure that the driver possesses the necessary skills and experience to safely operate a Commercial Motor Vehicle.
- The Corporation of the Township of Ryerson will establish a process, as soon as practicable whereby Drivers will be further tested, to ensure that they are capable of performing a proper Trip Inspection on a daily basis, as well as ensuring that the driver is aware of proper procedures regarding reporting of defects found during the course of his/her daily inspection.

Qualifications Con'd...

- Drivers will be tested, as soon as practicable, to determine their ability to understand the legislative requirements regarding Hours of Work, including allowable Driving/On Duty periods, Cycles, Driving Extensions, etc.
- Drivers will be required to provide evidence that they are legally permitted to be employed in Canada (SIN #).
- The Corporation of the Township of Ryerson will obtain abstracts: one general driver's abstract and two CVOR driver's abstracts; and three level two CVOR abstracts,
- Driver must notify employer immediately if license is suspended and/or if there are any driving convictions in their personal vehicle
- Driver abstracts will be reviewed to ensure compliance with legislation, and appropriate disciplinary/corrective action will be taken for any violations of Legislative requirements or breaches of company policies or procedures.
- Abstracts will be maintained on all drivers' files, as well as a copy of the driver's licence, and documented proof of any training.
- Drivers' files will be maintained at the Corporation of the Township of Ryerson principal place of business.
- The Corporation of the Township of Ryerson will establish, as soon as practicable, a recall system to ensure that all drivers maintain valid driver's licence, meet all medical requirements, driver written and road testing requirements, and air brake testing.
- The Corporation of the Township of Ryerson will ensure that all drivers are equipped with the necessary resources to carry out all legislative requirements.

Driver Training: All drivers will be trained by an approved source to ensure that they are properly qualified and that they are made aware of any changes to legislation. Drivers will receive appropriate testing to ensure their comprehension of any training. Records of any training will be maintained on driver files.

- All relevant company Policies and Procedures will be reviewed with all drivers, annually or upon hiring, and drivers will be provided a copy of these policies and procedures.

- Drivers will receive training in regard to Trip Inspection requirements, including reporting of any defects discovered during such inspections, and policies regarding the procedures to ensure repair of defects.
- Drivers will receive training regarding Hours of Work requirements, including present requirements in all jurisdictions, and any changes as they occur.
- Drivers will receive training in regard to CVOR requirements, and the effect of violations on the Operator's record.
- All drivers will be made aware of the company's progressive disciplinary policies and corrective measures for any violations (Refer to the Human Resources Manual).
- All drivers will be trained in regard to Load Security requirements.
- Drivers will be trained in regard to the adjustment of manual slack adjusters, and will receive the appropriate certification. (It is recognized that Ontario does not presently certify drivers in the adjustment of Automatic Slack Adjusters, however should this change in the future, drivers will receive this training.)
- Drivers will be trained in the safe use of any new equipment that may be introduced from time to time.
- An incentive program may be initiated for compliant drivers.

HOURS OF WORK

The Corporation of the Township of Ryerson understands that compliance with Hours of Work requirements is essential to highway safety. The following will be an ongoing practice to ensure that compliance with legislative requirements.

- The Corporation of the Township of Ryerson will initiate a system to monitor drivers' records of hours on a bi-weekly basis.
- Drivers' records of hours will be monitored to ensure that drivers do not exceed allowable driving, or on duty times.
- Driver's records of hours will be monitored to ensure that drivers do not falsify records of hours.
- The Corporation of the Township of Ryerson will ensure that driver records of hours are submitted on a timely basis.
- All driver records of hours will be maintained at the Corporation of the Township of Ryerson principal place of business.

- Any violations will be reviewed with the driver and appropriate action taken regarding corrective or disciplinary measures.

PRE TRIP INSPECTION REPORTING

- The Corporation of the Township of Ryerson will initiate a monitoring system to ensure that drivers remain compliant with legislative requirements.
- Drivers' Trip Inspection Reports will be reviewed to ensure that Trip Inspections are being completed for each daily trip.
- Trip Inspection Reports will be reviewed to ensure that reports are being properly completed and contain all required information.
- Trip Inspection Reports will be monitored to ensure defects are reported in the appropriate manner, and that required repairs are completed.
- The Corporation of the Township of Ryerson will decide whether or not a reported defect is a safety related matter and will take appropriate action.
- In the case of a safety related defect, the appropriate repairs will be made prior to the vehicle being operated on a highway.
- All repairs will be documented and kept in the vehicle file.
- Trip Inspection Reports will be maintained on file.
- A monitoring system will be in place to ensure reports are submitted in a timely fashion

VEHICLE MAINTENANCE

The Corporation of the Township of Ryerson recognizes that proper vehicle maintenance, not only promotes highway safety, but also reduces overall costs.

- A statement of the types and frequencies of vehicle maintenance will be maintained on file and kept at the Corporation of the Township of Ryerson principal place of business.
- The Corporation of the Township of Ryerson will maintain files on each vehicle.
- Vehicle files will contain documentation pertaining to the vehicle make, vehicle identification numbers, and statement of types and frequencies of maintenance to be carried out on the commercial vehicle.
- A recall system will be implemented to ensure that no vehicle will exceed the preventative maintenance interval.

- All work performed on a vehicle will be documented on a work order describing the nature of the work performed, the source and invoice number of any parts ordered, as well as the date and odometer reading at the time the work is performed.
- A copy of each work order will be placed in the appropriate vehicle file
- All outsource repairs will be monitored to ensure documents meet the required standards.

INCIDENT REPORTING

- The Corporation of the Township of Ryerson will review the incident reporting policy with all drivers and provide them with a copy of the policy.
- All incidents will be reviewed by the Corporation of the Township of Ryerson to determine whether or not an incident is preventable.
- In the event that the Corporation of the Township of Ryerson driver is at fault for an incident or the incident is deemed to have been preventable, the driver will be subject to remedial training or disciplinary action or both.
- Documentation will be maintained on file regarding all accidents, logs concerning events requiring emergency measures, as required.

March 5, 2013

Original signed by Glenn Miller

DATE

REEVE