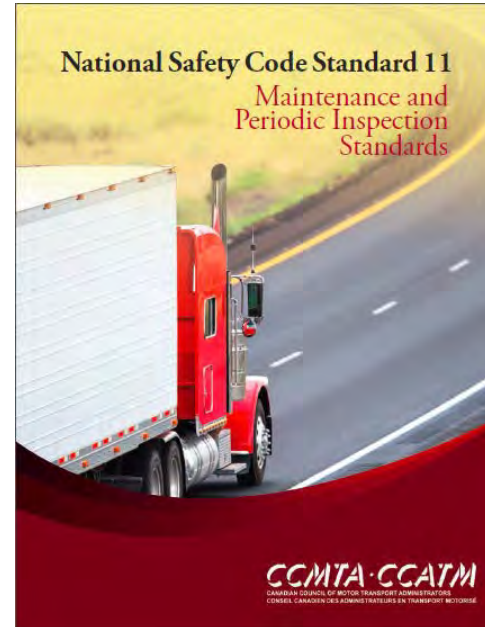

National Safety Code Standard 11 Part B “Periodic Motor Vehicle Inspections”



Ministry of Transportation
Carrier Safety Enforcement Branch
February 2015

Agenda

- What has changed and what remains the same
- Frequency and Application
- Exemptions
- History of Ontario's Requirements
- National Safety Code Standard 11 Part B
- Details of changes since 2011
- Ontario Guidelines
- Ontario Modifications
- Record Keeping and Administration
- Resources

What is Changing

- Criteria for safety standards certificates (SSC), annual and semi-annual inspections for trucks, trailers, buses, accessible and school purposes vehicles can be found in the National Safety Code Standard 11 Part B 2014 “Periodic Commercial Motor Vehicle Inspections” (NSC 11B).
- Modifications to NSC 11B have been made in Regulation 611 of the *Highway Traffic Act* (HTA) “Safety Inspections”.
- Complementary amendments have been made to HTA Regulation 601 “Motor Vehicle Inspection Stations”.

What is Not Changing

- Vehicles that have required inspections in the past will still require inspections.
 - Annual, semi-annual and SSC.
- Inspection criteria for small vehicles, motorcycles, motor tricycles and salvage vehicles have not changed.
- Frequency of inspection of vehicles has not changed.
 - Every 12 months a full inspection for trucks, trailers, buses, accessible vehicles and school purposes vehicles and
 - Every six months an inspection without internal brake inspection for buses, accessible and school purposes vehicles.
- Current on-road standard for all vehicles has not changed.
- The ongoing operating standards have not changed.

Frequency and Application

NSC 11B outlines inspection criteria for SSC, annual and semi-annual inspections for the following vehicles:

- **SSC Inspections:**
 - Apply to commercial vehicle (truck or trailer), bus, school purposes vehicles, accessible vehicles.
 - SSC inspections are required when transferring ownership or return a vehicle to a “fit” status.
- **Annual Safety Inspections:**
 - Apply to commercial vehicle (truck or trailer), bus, school purposes vehicles and accessible vehicles.
- **Semi-Annual Safety Inspections:**
 - Apply to bus, school purposes vehicles and accessible vehicles.

NOTE: Regulation 611 is still the on-road standard for these vehicles

Exemptions

Annual and semi-annual inspections do not apply to:

- Motor vehicle commonly known as a recreational vehicle or as a motor home, other than a motor vehicle,
 - Carrying commercial cargo or tools or equipment of a type normally used for commercial purposes, or
 - Carrying animals or non-commercial tools, equipment or vehicles that occupy one-half or more of its floor space.
- A house trailer, other than a house trailer,
 - Owned or leased by an employer to house the employer's employee(s),
 - Carrying commercial cargo or tools or equipment of a type normally used for commercial purposes, or
 - Carrying animals or non-commercial tools, equipment or vehicles that occupy one-half or more of its floor space.

Exemptions

Annual and semi-annual inspections do not apply to:

- Devices such as tar pots, portable welders, cement mixers, compressors and farm implements such as wagons.
- A bus with a GVWR of 4,500 kg or less used exclusively for personal purposes.
- An empty commercial vehicle operated by a manufacturer or vehicle dealer who has obtained a "special permit" for a 10-day period, or has a dealer or service plate as per the requirements under the HTA Regulation 628, Vehicle Permits.

History of Ontario's Requirements

- Inspection criteria for trucks, trailers, buses, accessible vehicles and school purposes vehicles have changed over the previous four years:
 - Prior to 2011, inspection requirements were outlined in Regulation 611 “Safety Inspections” Schedules 1 and 2.
 - July 1, 2011, Ontario adopted National Safety Code Standard 11 Part B version 2006.
 - January 1, 2015, National Safety Code Standard 11 Part B 2014 version came into effect in Ontario.
- Ontario has a rolling adoption of NSC 11B and therefore, when the standard is updated, the new version is automatically adopted.

Regulation 611 to NSC 2006

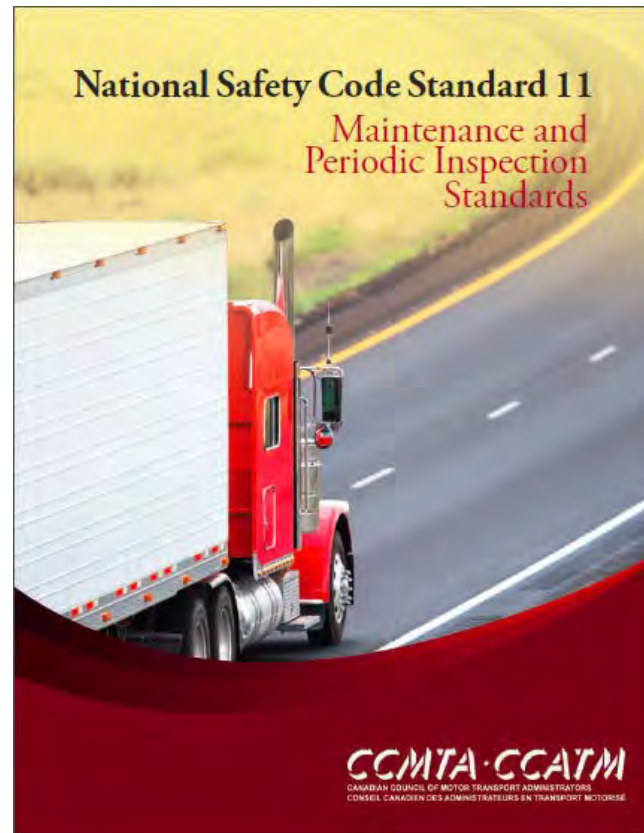
- The change from Regulation 611 to NSC 11B was significant, including:
 - Concept of a detailed list of items to be inspected paired with specific reject criteria.
 - Introduced a record of inspection outlining defaults, repairs and brake measurements to be provided to the vehicle owner.
 - New inspection criteria that better represents current vehicle technology; i.e. ABS and air bags.

NSC 11B 2006 to NSC 11B 2014

- Overall, the revision is more precise and explicit as to what needs to be inspected and includes some inspection items not previously covered.
- Clearly defines what the technician is responsible for when the vehicle is certified.
- Consolidating Truck, Trailer and Bus Sections together into one document and the items organized by common subjects.
- Introduces definitions for common terms.
- Clarification of which items are a visual inspection only and which involve additional procedures.

Outline of National Standard NSC 11

- Establishes mechanical vehicle inspection criteria for trucks, trailers, buses accessible and school purposes vehicles.
- NSC 11 has two parts, A and B.
- Ontario only uses part B which starts on page 46.
- NSC 11B is used across Canada.



NSC 11B

- The standard was developed by representatives across Canada including government, industry and manufacturers with strong representation from Ontario.
- The standard is considerably more comprehensive and technically up-to-date than the previous iterations and was developed with the full support and expertise of industry stakeholders.
- NSC 11B is available free on-line at www.ccmta.ca; resources; National Safety Code.

Outline of NSC 11B

- 10 sections of the standard broken down by vehicle systems and components:

Power Train

Suspension

Hydraulic Brakes

Air Brakes

Steering

Instruments and Auxiliary Equipment

Lamps

Electrical System

Body

Tires and Wheels

Couplers and Hitches

Format of NSC 11B 2014

- Single document that identifies which inspection criteria applies to which vehicle, underlines defined words and indicates if additional procedures beyond a visual check is required.

Section 1 – Power Train	
ITEM AND METHOD OF INSPECTION:	REJECT IF:
<u>1. Accelerator Pedal/Throttle Actuator</u> <i>Additional Inspection Procedure(s):</i> With engine running, press and release the accelerator pedal. Check engine response.	<u>Truck/✓ Trailer Bus/✓ </u>
a) pedal/actuator	a) binding, <u>inoperative</u> , <u>missing</u> , or engine <u>fails to respond normally</u> - modified, or repaired by welding
b) anti-slip feature	b) ineffective, <u>loose</u> or <u>missing</u>
c) throttle position sensor and connections	c) corroded, <u>inoperative</u> , <u>insecure</u> or improperly connected

Hazardous Conditions

- NSC 11B identifies "Hazardous Conditions" for each section.
- Hazardous Conditions shown in NSC 11B are more serious vehicle conditions.
- In some provinces, inspection stations are authorized to take certain action to prevent the vehicle from returning to service until such conditions are repaired.
- These conditions have no unique status in Ontario.

Detailed outline of the changes to
SSC, annual and semi-annual
inspections.

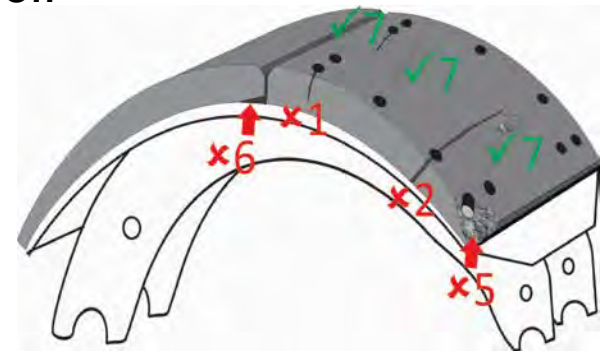
What has Changed?

- NSC 11B introduced new inspection criteria that better represents current vehicle technology.
- The following 16 slides outline the significant changes for each section of the standard including:
 - Changes from Regulation 611 Schedule 1 and 2, changes introduced in NSC 11B 2006 version that still apply today and updates in the 2014 version.
- The following legend is used to indicate which vehicles are impacted by the changes:
 - (T) = Truck
 - (Tr) = Trailer
 - (B) = Bus, accessible vehicles and school purposes vehicles

General

■ NSC 11B 2014

- ❑ Inspections require a visual inspection unless otherwise stated, i.e. “Additional Inspection Procedures”.
- ❑ Commonly used terms are defined, i.e. leaking or inoperative.
- ❑ Measurement tolerances introduced to clarify the level of accuracy needed for a measurement and determine which tool to use.
- ❑ Criteria involving maximum area expressed in mm² has been changed to a maximum diameter across to make it easier to determine compliance. i.e. maximum size of a hole in a body section.
- ❑ Use of diagrams to illustrate objective criteria, i.e.:



Power Train

- **Introduced in 2011 and still required**

- Inspection of the adjustment/disengagement of the clutch and condition of the engine mounts. (T&B)
- Inspection of all accessory drive belts on buses. (B)

- **New requirement in NSC 11B 2014**

- Emissions control system – ensure no parts have been removed and if the malfunction light is on, record on the inspection report, however it is not a reject criteria. (T&B)
- Inspection of hybrid power train system. NSC 11B provides an exemption for vehicles owners who provide proof of regular maintenance on the system. (T&B)

Suspension

■ Introduced in 2011 and still required

- Inspection of the kneeling feature ensuring it engages when the switch is activated and it is not leaking. (B)
- Method of testing the air pressure protection valve to stop air flow remains the same only the rejection criteria has changed. (all)
 - NSC 11B requires the valve to not allow air into the suspension until the brake system reaches 65 psi, previously it was 55 psi.

■ New requirement in NSC 2014

- Reorganization of suspension section. Consolidated the different types with more general inspection criteria. (all)

Steering

- **Introduced in 2011 and still required**
 - Inspection to ensure operation of pressure regulator and pressure gauge on trailers. (Tr)
 - Telescopic/tilt steering to lock in position and not have excessive play. (T&B)
 - Both standards have the same test for steering lash, however, NSC 11B allows a greater amount of steering lash but is still well within safety parameters. (T&B)
- **No new requirements in NSC 11B 2014**

Instruments and Auxiliary Equipment

■ Introduced in 2011 and still required

- Visual inspection of the following, with reject criteria including missing, excessively worn or broken:
 - Clutch and brake pedals. (T&B)
 - Chain/headache rack. (T)
 - Indicator light for ABS and airbags. (T&B)
 - Indicator light for flashing light on school buses. (B)
- Visual and manual inspection of permanently attached equipment to a trailer to ensure it is secure. (Tr)
- Inspection required for securement, fuel leaks, and other equipment related to heater/refrigeration units. (Tr)
- The operation of the pedestrian gate to operate correctly for a school bus only. (B)

■ New requirement in NSC 11B 2014

- Inspect auxiliary fuel burning heaters.

Lamps

- **Introduced in 2011 and still required**

- Maintain lamps and reflectors to federal safety standard requirements:
 - Proper operation of daytime running lights, hazard lights, centre high mount brake lights and retro-reflective markings. (all)
 - Retroreflective markings on tractors manufactured on or after November 19, 2001 as per CMVSS. (T)

- **New requirement in NSC 11B 2014**

- Inspect for CSA D250 standard requirements for school buses. (B)
- Note: as a reference, Canadian federal lighting requirements for trucks, trailers and buses that apply to Ontario vehicles has been added. (T&B)

Electrical System

- **Introduced in 2011 and still required**
 - Visual inspection of battery, switches and trailer cord, such as missing or broken. (T&B)
 - Visual inspection of the condition of the wiring. Previous inspection requirements only refer to the location of wires. (all)
 - Alternator output must be inspected on school buses. (B)
- **No new requirements in NSC 2014**

Body

■ Introduced in 2011 and still required

- ❑ Different standards and greater detail for many body types. (Tr)
- ❑ Inspection of the body and condition of a trailer. (Tr)
- ❑ Inspection of airbag for evidence it is missing and indicator light operating properly (if equipped). (T&B)
- ❑ Inspection of the condition of load securement points, grab handles, steps, trailer body. (Tr)
- ❑ Inspection of rear impact guard, landing gear and the locking device/stops for sliding axles on a trailer. (Tr)
- ❑ Inspection of rub rails on school buses for presence and condition. (B)
- ❑ Secure barrier between baggage and passengers. (B)

■ New requirement in NSC 11B 2014

- ❑ Maximum of 210 mm from the bottom of the mud flap to the ground. (Tr)
- ❑ Inspection of aerodynamic devices. (all)
- ❑ Windshield can not have a crack longer than 50mm anywhere in swept area of windshield wipers. (T&B)

Tires and Wheels

- **Introduced in 2011 and still required**

- Wheel fasteners (nuts and studs) to be inspected and fastener torque checked with the use of a torque wrench. (all)
- Inspection for wheel bearing end-play. Axle must be elevated so the tire clears the ground. (all)
- Inspection of valve stems with rejection criteria to ensure they are accessible and not damaged. (all)
- More stringent requirements for the condition of a tire; NSC 11B rejects a tire if any point on the tire is below required tread depth. (all)

Tires and Wheels

- **New requirement in NSC 11B 2014**

- Tire pressure must be measured and recorded on the Inspection Report. (all)
- Tread depth reject criteria changed from 1.6 mm to 2 mm. (all)
- Prohibits retreads on steer axle. (all)
- Specific limit of 10% on over or under inflation of tires relative to recommended pressure for application (not tire sidewall rating). (all)

Coupler and Hitches

- **Introduced in 2011 and still required**

- Visual and manual inspection of oscillating fifth wheel and permanently attached equipment. (Tr)
- Visual inspection of secondary attachments, such as, safety chains, cable clamps, hooks and safety catches. (Tr)

- **New requirement in NSC 11B 2014**

- Specific reject criteria for roll-coupling hitch. (Tr)

Brake System

■ Introduced in 2011 and still required

- ❑ Brake drum diameter and lining thickness to be measured and recorded on the Inspection Report. (all)
- ❑ Anti-lock brakes operating on all vehicles originally equipped. (all)
- ❑ Visual and audible inspection of the tractor protection system, if applicable. (T&B)
 - Tractor protection valve and trailer supply valve.
- ❑ Low air pressure warning system with a visual indicator; the previous inspection allowed for a visual or audible indicator. (T&B)
- ❑ Inspection of the break-away system to ensure it functions properly if originally equipped. (Tr)
- ❑ Spring brake control valve to be operating and securely mounted. (T)

Brake System

- **New requirement in NSC 11B 2014**

- **Optional** inspection item – brake performance test is optional with specific guidance to those vehicle owners that wish to complete the test. (all)
- Trailer must be able to send an ABS fault code to a truck and a truck's PLC system must be able to receive it and display a warning lamp. (T&Tr)
- Check diagnostic light for the functionality of electronic stability control systems. (T&B)

Brake Systems

- Brake section is in three parts:
 1. 3 – Introduction, provides clarity of when a wheel needs to be removed.
 2. 3H – Hydraulic and other non-air brake systems.
 3. 3A – Air brake systems.

- Five types of brake inspections:
 - Drum Brakes
 - A. Full inspection with drums removed.
 - B. Wheel-on full inspection.
 - C. Limited inspection of drum brakes.
 - Disc Brakes
 - D. Full inspection with wheels removed.
 - E. Limited inspection of disc brakes.

Drum Brakes

Three types of inspection for drum brakes:

- A. Full inspection with drum removed**, this is a detailed inspection of all internal components. Measurements of drum diameter and brake lining thickness must be taken and recorded on the Inspection Report.
- B. Wheel-on full inspection**, this is an inspection of the internal brake components and is only available for cam-type drum brakes with removable dust shields. Measurements of drum diameter and brake lining thickness must be taken and recorded on the Inspection Report.
- C. Limited Brake Inspection of drum brake**, this is an inspection through inspection holes and is only available with the proper and valid documentation (see Proof of Brake Inspection). Measurements of brake lining thickness of one brake shoe must be taken and recorded on the Inspection Report.

Disk Brakes

Two types of inspection for disc brakes:

- D. Full inspection with wheel(s) removed**, this is a detailed inspection of all internal components. Measurements of rotor thickness and pad friction material thickness must be taken and recorded on the Inspection Report.
- E. Limited Brake Inspection of disc brakes**, this is an inspection of visual accessible components only available with the proper and valid documentation (see Proof of Brake Inspection). Measurements of one brake pad must be taken and recorded on the Inspection Report.

When to Remove Wheels and Drums

- There are three types of brake inspection where the wheel or drum do not have to be removed; wheel-on full inspection and both Limited Brake Inspections (LBI) (Types B, C and E).
- Two types of brake inspection where the wheel and or drum have to be removed every time; Full Inspection on any disc type brakes and a Full Inspection on drum brakes with solid backing plates. (Types A and D)
- During wheel-on inspections; the wheel and drum need to be removed if:
 - Any of the required measurements cannot be taken with the wheel and drum in place.
 - Any defect is found on a brake, the wheel and drum must be removed for a full inspection in every case. (see Defective Conditions).

Defect Conditions

Full inspection with either drum or wheel removal is required when any defect is suspected or found during an inspection including:

- Abnormal wear of friction material, brake drum or rotor.
- Signs of overheating.
- Negative effects of corrosion – i.e. rust jacking.
- Abnormal appearance, glazing, discolouration or contamination of brake friction material.
- Damage, distortion or shifting out of place of any brake component.
- Abnormal noise or response upon application or release of the brakes.
- Age of the brake components, or the previous measurements of wear compared to current measurements, indicate that a drum, rotor, or friction material, is likely to be worn beyond the allowable limit.

Note: a complete list is available in Section 3.A.2 of NSC 11B

Limited Brake Inspection (LBI)

- LBI allows for a more cursory inspection of non exposed brake components when previously a full inspection was completed and documented.
- Previous full inspection must have been completed within a specific time frame to qualify for a LBI.
- LBI does not require removal of a wheel or drum, where permitted, and limits required measurements.
- LBI can only be applied to trucks and trailers in Ontario.
- Intent of LBI is to reduce inspection time and unnecessary removal of wheels and drums where it is safe to do so.

Limited Brake Inspection cont...

- Trucks and trailers with disc brakes can use LBI with Proof of Brake Inspection Report completed by a qualified technician at a Motor Vehicle Inspection Station (MVIS) within the previous seven months.
- Trucks and trailers with drum brakes can use LBI with Proof of Brake Inspection Report completed by a qualified technician at a MVIS within the previous 19 months.

	INSPECTION INTERVAL		VALIDITY OF PRIOR INSPECTION	
	DISC	DRUM	DISC	DRUM
TRUCK/ TRAILER	12	12	7	19

NOTE: 19 months is used to accommodate jurisdictions that require an inspection every 6 months for trucks. Ontario requires trucks to be inspected every 12 months.

Proof of Brake Inspection Report

- A LBI can only be used if the operator provides a complete and valid Proof of Brake Inspection Report indicating a full inspection with drum and wheel removed (inspection types A or D).
- The LBI can also apply with proper and valid documentation for a brake overhaul or any type of work where the wheel is removed.
- To qualify, the inspections must have been conducted by a qualified technician at a MVIS and all the required information is included in the Proof of Brake Inspection Report.
- The report can cover one, several or all of the brakes on a vehicle.
- A report is valid for 19 months for a drum brake and 7 months for a disc brake.

Proof of Brake Inspection

- MVIS locations can make their own and can accept any Proof of Brake Inspection Report as long as the following information is include:
 - *Date*
 - *Odometer*
 - *VIN*
 - *Technician name/ number & signature*
 - *MVIS Inspection station name/number*
 - *Brake measurements*
 - *Declaration that the wheels/drum were removed*

- Brake measurements must include:
 - Drum Brakes*
 - *Drum diameter*
 - *Thickness of brake shoe lining*
 - Disc Brakes*
 - *Thickness of the rotor*
 - *Thickness of brake pad lining*

- Ontario requires the inspection to be conducted at a licensed MVIS.

How LBI Can Be Used

ON-GOING BRAKE INSPECTION OPTIONS for Truck & Trailer on 12 month inspection cycle

Brake used	<u>Type of inspection last completed</u> (Starting Month)	Inspection required	
		<u>12 mo. later</u>	<u>24 mo. later</u>
Drum with <u>removable dust shields</u>	<i>full inspection with drum removed (A)</i>	LBI	A or B
	<i>wheel-on full inspection (B)</i>	B	B
Drum with <u>rigid backing plate</u>	<i>full inspection with drum removed (A)</i>	LBI	A
Disc	<i>full inspection with wheel(s) removed (D)</i>	D	D

Ontario Semi-Annual Inspections

BUS ONLY

- NSC 11B requires buses to be inspected every six months.
- In Ontario buses, accessible vehicles and school purposes vehicles require an annual inspection followed by a semi-annual inspection six months later.
- During a semi-annual inspection, none of the internal brake components are inspected and no brake measurements are required.
- See Regulation 611 “Safety Inspections” Schedule 3 for a complete list of brake inspection components that do not apply when completing a semi-annual inspection.

Ontario Guidelines and Modifications to NSC 11B 2014

Ontario Guidelines to NSC 11B

- Parking Brake – Truck and Bus
 - Requires the parking brake to be inspected by applying the parking brake with the engine running at approximately 800 rpm for hydraulic brake systems.
 - The ministry recommends this test be performed at idle not 800 rpm.
 - In some cases motor vehicles equipped with automatic transmissions are programmed so that the parking brake is automatically disengaged when the transmission is placed in a forward or reverse gear. In such cases it is not possible or required to check the parking brake performance by this method.

Ontario Guidelines to NSC 11B

- Slack Adjusters (clarification)
 - In Ontario, automatic slack adjusters and over stroke indicators for exposed pushrods are required on vehicles manufactured on or after April 30, 1995.
 - Most air brake chambers with exposed push rods are manufactured with markings directly on the base of the push rod so that the markings are exposed when an over stroke condition exists – this complies with the manufacturing standards.
 - Some vehicles have brake stroke indicators that are more visible, to assist drivers in determining the pushrod stroke of a brake. These devices are optional and can replace or supplement the indicators required at time of vehicle manufacture.

Ontario Guidelines to NSC 11B

- Fire Extinguisher – Truck
 - ❑ Requirements and rating for a fire extinguisher as required per jurisdiction (provinces and territories).
 - ❑ There are no MTO requirements to carry a fire extinguisher under the HTA, however there may be requirements under the Ministry of Labour or Technical Standards and Safety Authority (TSSA), Acts and Regulations.
- Fire Extinguisher – Bus
 - ❑ Accessible Vehicles as per Regulation 629 of the HTA.
 - ❑ School Bus as per Canadian Association D250 for school buses manufactured after June 1, 2000.
 - ❑ Public Vehicles – as per Regulation 982 of the *Public Vehicles Act*

Ontario Guidelines to NSC 11B

- Hazardous Warning Kits – All
 - Requirements for hazard warning kit as per jurisdiction (provinces and territories).
 - The requirement to carry a hazard warning kit is under Section 170 of the HTA including a sufficient number of flares, lamps or lanterns, capable of continuously producing two warning lights, each visible from a distance of at least 150 metres for a period of at least eight hours; or portable reflectors that have been approved by the ministry.
- Hazardous Warning Kits – School Bus
 - As per Canadian Standards Association D250, all school buses shall carry at least three triangular reflex reflectors that are in accordance with SAE J774.

Ontario Guidelines to NSC 11B

- Front Bumper – Truck and Bus
 - NSC 11B requires a front bumper to conform to Original Equipment Manufacturer (OEM) standards.
 - This should be interpreted as a minimum requirement, therefore any bumper that would be equivalent or greater in performance to the original OEM bumper would be acceptable.
- Body – Trailer
 - NSC 11B requires a visual inspection of a tanker trailer body.
 - The ministry emphasizes the inspection requirements for the tanker body is visual only and the mechanic should not operate any of the valves or hatches.

Ontario Guidelines to NSC 11B

- Paint – School Bus Only
 - ❑ Paint should be as per CSA D250 Standard:
 - ❑ Body paint – chrome yellow.
 - ❑ Bumpers, rub rail, alternating flashing lamp area, mirror lamp area, mirror supports and other body trim – black.
 - ❑ Hood and fender surfaces in driver’s view – flat black.
- Sign – School Bus Only
 - ❑ Ontario requirements differ in the following cases:
 - ❑ NSC 11B outlines “Do Not Pass When Red Lamps Flashing” in Ontario it should read “DO NOT PASS WHEN SIGNALS FLASHING”.
 - ❑ NSC 11B lists the sign “This School Bus Stops At Uncontrolled Railroad Crossings” this is not required in Ontario.

Ontario Guidelines to NSC 11B

- Pedestrian Gate – School Bus Only
 - Required to be equipped with a pedestrian student safety crossing arm as per HTA Regulation 612 and CSA D250 Standard.
- Reflective Tape – School Bus Only
 - School buses manufactured on or after June 1, 2000 require reflective tape as per D250 Standard.
- Alternating Flashing Lamps – School Bus Only
 - Ontario requires alternating flashing lights to be red only.
- Rub Rails – School Bus Only
 - When inspecting rub rails on a school bus, if it appears rub rails are missing, removed or modified, refer to CSA D250 for the requirements based on size and manufactured date of the school bus.

Modification – External Sun Visors

NSC 11B Requirement

- Sun visor cannot be more than 150 mm below upper edge of windshield and overlap the swept portion of the windshield.

Modification

- All vehicles are exempt from this requirement in Ontario.

Modification – Add-on Window Tint

NSC 11B Requirement

- No aftermarket tint on a windshield and up to 70% light transmittance on side windows.

Modification

- Apply limitations in NSC 11B only to vehicles manufactured on or after July 1, 2011.

Modification – Semi-Annual Inspections

NSC 11B Requirement

- Buses are required to complete a full inspection every six months, however, they may qualify for a LBI every other inspection.

Modification

- Status quo – Sections of NSC 11B that require inspection of internal brake components are referenced in Regulation 611 excluded them from the semi-annual inspection. These vehicles will continue to be prohibited from using the LBI.

Modification – ABS

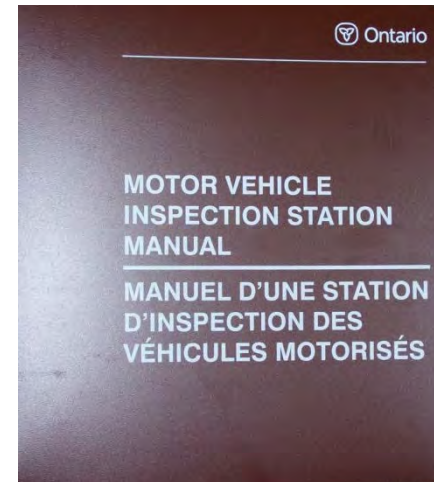
NSC 11B Requirement

- Vehicles manufactured on or after April 1, 2000 must have functioning ABS.
- Vehicles manufactured before April 1, 2000 equipped with ABS must have the system in good working order.

Modification

- Exempt any requirement regarding ABS for vehicles manufactured prior to April 1, 2000.

Record Keeping and Administration



Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
											12
Ministry of Transportation / Ministère des Transports											13
Annual Inspection/Inspection Annuelle Vehicle Type/ Type de véhicule											
Without a semi-annual inspection sticker expires at the end of the 6th month after inspection, with a semi-annual inspection sticker expires at the end of the 12th month after inspection.											14
Bus/Accessible School Purposes / Bus accessible à vocation scolaire											15
Sans inspection semestrielle la vignette expire à la fin du 6 ^e mois suivant l'inspection, en cas d'inspection semestrielle, la vignette expire à la fin du 12 ^e mois suivant l'inspection.											16
Commercial / Trailer / Commercial/remorque											17
Expires at the end of the 12th month after inspection / Expire à la fin du 12e mois suivant l'inspection											18
											19
H 0000000											

2449823

Ministry of Transportation / Ministère des Transports

Safety Standards Certificate - Form 5
 Issued pursuant to the Highway Traffic Act and Regulations
Certificat de normes de sécurité - Formule 5
 Délivré conformément au Code de la route et à ses règlements

For Ministry Use Only / Réserve au ministère
 Agent No. / Date / Month / Day

Please Print/Ecrire en lettres moulées

Motor Vehicle Inspection Station/Centre d'inspection des véhicules automobiles
 Licensee Number / Name of Licensee/Nom du titulaire

City, Town or Village / Cité, ville ou village

Inspecting Mechanic / Mécanicien ayant effectué l'inspection
 Trade Code / Nom commercial / Certificate No. / Numéro du certificat / Name of Mechanic/Nom du mécanicien

Vehicle/Véhicule
 V.I.N. / Code no. / P.N. / Numéro de série / Make of Vehicle / Marque du véhicule / Year/Année / 19 / Type of Body / Type de carrosserie / Odometer Reading on Date of Inspection / Affichage du compteur à la date de l'inspection

Indicate manufacturer's Gross Vehicle Weight Rating / Inscrire le poids brut du véhicule donné par le constructeur 4000 kg or under / 4000 kg ou moins Over 4000 kg / Plus de 4000 kg

Date of Inspection / Date de l'inspection
 Year / Month / Day

This Certificate expires 36 days from this date / Ce certificat expire 36 jours à compter de cette date

We hereby certify that the above described motor vehicle has been inspected in accordance with the provisions of Sections 88 to 100 of the Highway Traffic Act and Regulations issued thereunder, and that the items inspected met the prescribed standards on the Date of Inspection.
 Nous certifions par la présente que le véhicule automobile décrit ci-dessus a été inspecté conformément aux dispositions des articles 88 à 100 du Code de la route et de ses règlements et que les articles inspectés sont conformes aux normes en vigueur à la date de l'inspection.

Signature of Inspecting Mechanic / Signature du mécanicien ayant effectué l'inspection / Signature of Licensee/Agent / Signature du titulaire du permis ou de son agent

MINISTRY OF TRANSPORTATION COPY / COPIE DU MINISTÈRE DES TRANSPORTS

SR 6-214 03/01

- Present this copy for transfer or registration purposes
- This certificate indicates that the items on the reverse side met the required standards on the date of inspection and its not a warranty on the condition of the vehicle.
- Présentez cette copie aux fins de transfert ou d'immatriculation
- Ce certificat indique que les articles ou pièces mentionnés au verso sont conformes aux normes requises à la date de l'inspection mais ne constitue pas une garantie de l'état du véhicule.

Record Keeping Requirements

- All public MVIS locations must display the green “Motor Vehicle Inspection Station” sign.
- All MVIS locations must display the MVIS licence.
- Motor Vehicle Inspection Station manual must be kept up to date including:
 - Current copy of the HTA Sections 85 – 100, Regulation 611 “Safety Standards” and Regulation 601 “Motor Vehicle Inspection Stations”. Copies can be downloaded from www.e-Laws.com,
 - Current version of MVIS Circulars, and
 - Registered mechanics and signing authorities.
- Record of all stock including all copies of issued inspection certificates and all unused certificates and stickers.
- MVIS must provide MTO with an up to date record of all active corporate directors and officers.
- All records are to be kept for one year from the date of issue.


Definitions – Certificates and Stickers

- **Annual Inspection Certificate** – means a vehicle inspection record evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B as modified by sections 1 and 2 of Schedule 3;
- **Annual Inspection Report** – means, in relation to a vehicle inspection that results in the issuance of an annual inspection sticker, a report containing the information required by clause 10 (1) (d) of Regulation 601 of the Revised Regulations of Ontario, 1990 (Motor Vehicle Inspection Stations) made under the Act;
- **Annual Inspection Sticker** – means a vehicle inspection sticker evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B as modified by sections 1 and 2 of Schedule 3;

Definitions – Certificates and Stickers

- **Semi-Annual Inspection Certificate** – means a vehicle inspection record evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B as modified by sections 1, 2 and 3 of Schedule 3;
- **Semi-Annual Inspection Report** – means, in relation to a vehicle inspection that results in the issuance of a semi-annual inspection sticker, a report containing the information required by clause 10 (1) (e) of Regulation 601 of the Revised Regulations of Ontario, 1990 (Motor Vehicle Inspection Stations) made under the Act;
- **Semi-Annual Inspection Sticker** – means a vehicle inspection sticker evidencing compliance with the inspection requirements and performance standards set out in NSC Standard 11B as modified by sections 1, 2 and 3 of Schedule 3;

Annual Inspection Sticker

Jan	Feb Fév	Mar	Apr Avr	May Mai	Jun Juin	Jul Jui	Aug Août	Sept	Oct	Nov	Dec Déc
 Ontario											12
Ministry of Transportation / Ministère des Transports											13
Annual Inspection/Inspection Annuelle											
Vehicle Type/ Type de véhicule		Without a semi-annual inspection sticker expires at the end of the 6th month after inspection, with a semi-annual inspection sticker expires at the end of the 12th month after inspection.									14
<input type="radio"/> Bus/Accessible School Purposes / Bus/accessible/ à vocation scolaire		Sans inspection semestrielle la vignette expire à la fin du 6 ^e mois suivant l'inspection, en cas d'inspection semestrielle, la vignette expire à la fin du 12 ^e mois suivant l'inspection.									15
<input type="radio"/> Commercial / Trailer / Commercial/remorque		Expires at the end of the 12th month after inspection / Expire à la fin du 12 ^e mois suivant l'inspection									16
H 0000000											17
(Empty space for vehicle identification)											18
(Empty space for vehicle identification)											19

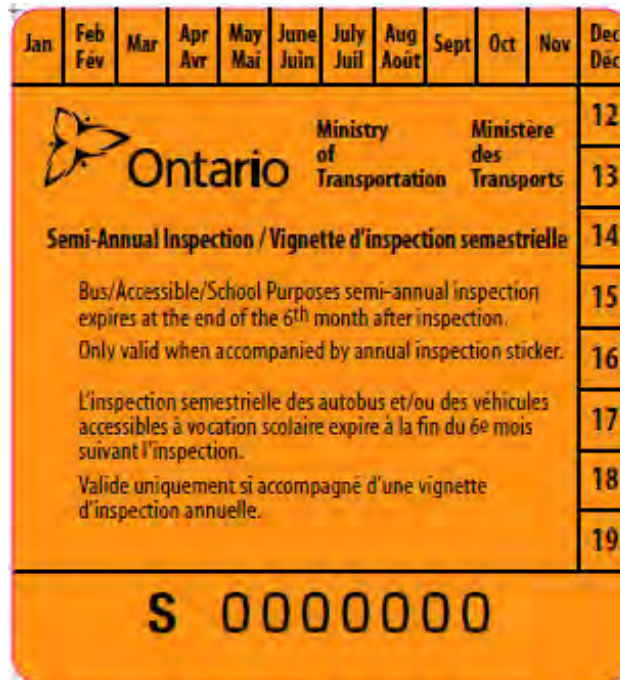
Trucks and Trailers

- Valid until the end of the 12th month after inspection.

Bus, school purposes or accessible vehicle

- Valid until the end of 12th month after inspection if vehicle displays a valid semi-annual sticker, otherwise valid for six months.

Semi-Annual Inspection Sticker



Bus, school purposes or accessible vehicle ONLY:

- Valid until end of the sixth month after inspection must be accompanied by an annual inspection sticker.

Inspection Certificates

Annual and semi-annual inspection certificate:

- Three copies – the yellow copy stays with the inspection station and the two white copies go to the operator, (vehicle and file).
- All records must be kept for one year.

Ontario Ministry of Transportation / Ministère des Transports

Annual Inspection Certificate
Certificat d'inspection annuelle

H 0000000

Make/Make	Model/Modèle	VIN/V	Year/Année
Licence Plate No./N ^o de plaque d'immatriculation		Vehicle Owner/Operator/Propriétaire-exploitant(s) du véhicule	
Distance/Compteur kilométrique		Street No. & Name/Rue et n ^o	
City, Town/Village	Province/State/Province/État		Postal Code/Code postal

Vehicle Type/Type de véhicule

Passenger/Accessories/School Purpose / Véhicule accessible/Accessoires/Usage scolaire

Commercial/Trailer/Trailer / Véhicule commercial/Remorque/Trailer d'attelage

Inspection Reports

Annual and semi-annual inspection report

- Must be completed for each vehicle and include:
 - ❑ Date of inspection,
 - ❑ VIN,
 - ❑ Inspection sticker number,
 - ❑ Brake drum diameter, rotor thickness, lining thickness, pushrod stroke, tire pressure and tread depth measurements recorded,
 - ❑ List of defects,
 - ❑ Recommended and actual repairs,
 - ❑ Signed by the mechanic and licensee, and
 - ❑ One copy is to kept by the licensee and one provided to the carrier.
- MVIS must keep all records for one year and all CVOR holders must keep all records for two years.

Record Keeping for Truck and Trailer

- Annual inspection is completed as per the requirements in NSC 11B.
- At the time a vehicle passes the inspection with all criteria met/passed a yellow annual inspection sticker is applied indicating the month and year the inspection was completed:
 - Truck – lower left hand side of the windshield or conspicuous position on the left side of the truck cab.
 - Trailer – outer surface, on the left side and as close as practicable to the front.
- All other Ontario inspection stickers are covered or removed.
- The annual inspection certificate and report are completed and signed.
- The inspection is valid for 12 months.
- MVIS licensee must provide the owner operator with a copy of the annual inspection certificate and the annual inspection report.

Record Keeping for Bus

- Annual inspection is completed as per the requirements in NSC 11B.
- At the time a vehicle passes the inspection with all criteria met/passed a yellow annual inspection sticker is applied to the lower right hand side of the windshield or vehicle indicating the month and year the inspection was completed.
- All other Ontario annual inspection stickers are covered or removed.
- The annual inspection certificate and report are completed and signed.
- The inspection is valid for 6 months without a semi-annual inspection sticker and 12 months with a semi-annual inspection sticker.
- MVIS licensee must provide the owner operator with a copy of the annual inspection certificate and the annual inspection report.

Record Keeping for Bus cont...

- Six months later a semi-annual inspection is completed without the requirement of an internal brake inspection.
- At the time a vehicle passes the inspection with all criteria met/passed an orange semi-annual inspection sticker is applied indicating the month and year the inspection was completed and applied along side the yellow sticker.
- The semi-annual inspection certificate and report are completed and signed. The inspection is valid for six months.
- MVIS licensee must provide the owner operator with a copy of the semi-annual inspection certificate and the semi-annual inspection report.

Resources

- MTO has developed MVIS related resources which are posted on the public website
<http://www.mto.gov.on.ca/english/trucks/motor-vehicle-inspection-stations.shtml>
- This includes:
 - Commercial Vehicle Operators' Safety manual
 - NEW Motor Vehicle Inspection Station webpage, which includes links to:
 - Required forms,
 - Order stickers and certificates,
 - NSC 11B,
 - HTA and related regulations, and
 - Updated circulars.

V2 - February 17, 2015