Vehicle Standards & Inspection
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Light Vehicle

Safety Inspection Methods & Standards

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INTRODUCTION

This manual is published by the Administrator as the instructions for certified inspection stations that meet all requirements pursuant to the *Traffic Safety Act* and its associated Regulations. This includes, but is not limited to, the *Vehicle Equipment Regulations, Vehicle Inspection Procedure Regulations and Vehicle Inspection Regulations*.

Inspection Program Objective

To enhance traffic safety by ensuring light vehicles comply with safety standards as established by the Administrator and provide consumer protection by:

(i) prohibiting registration of any salvageable vehicle unless it has been repaired and rebuilt to acceptable OEM standards;

(ii) prohibiting rebuilding and registration of irreparable/non-repairable vehicles;

(iii) prohibiting registration of stolen vehicles; and

(iv) prohibiting registration of used salvage vehicles not previously registered in Saskatchewan until certified roadworthy.

Amendments

Inspection methods and standards manuals are amended from time to time. When changes occur, instructions will be communicated by the Administrator to inspection stations. This could be in the form of a bulletin or an updated version of this manual.

Inquiries

If you have any questions regarding the Light Vehicle inspection program, please contact Vehicle Standards and Inspection in Regina at (306)775-6188 or toll free at 1-800-667-8015 ext. 6188, email vehicleinspection@sgi.sk.ca.

Workplace Safety

Some of the inspection procedures described in this standard require the use of tools and equipment, and may involve safety hazards. It is assumed that the individual performing inspections according to this standard is fully familiar with all relevant workplace safety requirements and protocols.

No specific safety warnings are provided within this document. All relevant and appropriate safety precautions are the responsibility of the inspector/mechanic/technician and workplace where the inspection is conducted.

DEFINITIONS

Abnormally worn - means unusual, excessive or exceptional wear of a vehicle component, indicative of the presence of some deterioration or defect in that component, or in a related part of a vehicle. This term is used selectively in this standard for a component or system where some wear is normal, and does not directly have any effect on vehicle safety. It is expected that the inspector knows the amount of wear, and the type of wear, that is typical (normal) based on the age and operation of a vehicle.

Accessible vehicles - means a vehicle specifically designed for entry, accommodation and exiting of persons with various physical conditions that may limit their mobility. Accessible vehicles may have modifications to the vehicles structure and must be completed in accordance with the OEM and maintain compliance with CMVSS and have a compliance label affixed by the registered manufacturer/alterer.

Aftermarket - means replacement parts for a motor vehicle manufactured by a company other than the original equipment manufacturer. Unless aftermarket manufacturers have established through certification as direct replacement of OEM parts, they may not meet OEM standard.

ANSI - means the American National Standards Institute, and standards developed by ANSI which have been adopted in jurisdictional equipment regulations.

Body-Over-Frame (B-O-F) construction - means a vehicle frame construction typically found in pick-up trucks, vans, MPV/SUVs, and full-size luxury vehicles, where a frame provides the structure of the vehicle. The drive train and mechanical accessories as well as occupant and cargo bodies are attached to the frame. Light vehicles with BOF construction incorporate crush zones into the frame. These vehicles have some body panels that may be cosmetic, however most panels and components of the vehicles occupant compartment are structurally unitized and designed to absorb collision energy in order to provide occupant protection.

Bus - means a motor vehicle that is designed and used primarily for the movement of people and their personal belongings on a highway, having a body width over 2060 millimetres (81 in).

Certified Technician - means "inspection mechanic" as defined in *The Vehicle Inspection Procedures Regulations, 2007* as the holder of an inspection mechanic certificate that meets all requirements pursuant to the *Vehicle Inspection Procedure Regulations* as well as the Technician Requirements in this manual.

CMVSS - means the Canadian Motor Vehicle Safety Standards (CMVSS) and their supporting Technical Standards Documents. These are Canadian manufacturing standards for vehicles which are developed and updated by Transport Canada and which are referenced in jurisdictional equipment regulations.

Collision Avoidance Systems - means vehicular systems that assist the driver in maintaining control of a vehicle and/or avoiding objects that may cross its path.

Compliance label – means a label that contains specific information and must meet specific specifications to comply with the regulations under Section 6 of the Canadian Motor Vehicle Safety Regulations. There are a range of compliance labels for completed vehicles, incomplete vehicles manufactured in stages, final stage, and altered vehicles. Manufacturer must be registered with Transport Canada in order to affix these compliance labels to each vehicle they manufacture, take part in the stages of manufacture, or alter vehicles in a manner that effects conformity with the original manufacturers compliance.

CSA - means the Canadian Standards Association, an association that develops standards that apply to vehicles, (i.e.: CSA B51, B109, B620, D250, D409, D435, D436 etc.). These standards are updated on a periodic basis and are often referenced in jurisdictional equipment regulations.

Damaged - means any unintended condition, or condition caused by means other than normal use, that is likely to impair normal function.

Diagnostic scan - means establishing a communication with all onboard electronic control modules and sensors in order to retrieve all OEM specific diagnostic codes applicable for the vehicle being inspected.

FMVSS - means Federal Motor Vehicle Safety Standards. These are U.S. manufacturing standards for vehicles which are developed and updated by the National Highway Traffic Safety Administration of the Department of Transport.

Gross Axle Weight Rating (GAWR) - the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces.

Gross vehicle weight (GVW) - the loaded weight of a single vehicle, as measured at the tire-ground interfaces.

Gross Vehicle Weight Rating (GVWR) - is the value specified by the vehicle manufacturer as the load-carrying capacity of a single vehicle, as measured at the tire-ground interfaces.

Immediate family member - refers to spouse, child, parent, sister, brother, father-in-law, mother-in-law, sister-in-law, brother-in-law, son-in-law, daughter-in-law, grandparent, grandparent of spouse, and grandchild.

Industry standard - means parts, installation or repair methods described in industry-accepted recommended practices published by the Society of Automotive Engineers (SAE), recommended practices published in the Inter-Industry Conference on Auto Collision Repair (I-CAR), standards developed and published by Canadian Standards Association (CSA), Certified Automotive Parts Association (CAPA), and Diamond Standard (structural bumper components only).

Insecure - means that an item is beginning to become detached due to deterioration of the means of mounting. This can also mean that a method of attachment has been used that is in itself unsafe by being unable to withstand normal vehicle operation, or is not at least equivalent to the OEM standard method of attachment.

Instructions - means any manual published by the administrator respecting inspection stations or vehicle inspections conducted pursuant to the Act and these regulations.

Leaks (Categorization of Fluid/Liquid leaks) - Every reference to a fluid (or liquid) leak listed as a reject condition is categorized with respect to the level of severity of the leak. The level of severity is categorized as either level 1, level 2, or level 3, and each category is defined below. A vehicle with a leak that meets the defined level, or leaking more severely than this level, will cause the vehicle to fail inspection.

"level 1 leak" - means seepage of fluid that is not great enough to form drops.

"level 2 leak" - means seepage of fluid that is great enough to form drops, but not great enough to cause the drops to fall during inspection.

"level 3 leak" - means seepage of fluid that forms drops and those drops fall during inspection.

Light Vehicle - means a motor vehicle designed for transportation of people or goods on a highway (passenger car, pickup, van, suv/mpv) that has a gross vehicle weight rating (GVWR) that is equal to, or less than 4536 kg (10,000 lb).

Limousine - means subject to the regulations, a stretch limousine, sport utility limousine or limousine bus-type vehicle intended for hire that:

(i) has seating capacity for six or more passengers;
(ii) is operated by a chauffeur;
(iii) is the object of a valid prescribed Inspection Certificate;
(iv) is not equipped with a taxi meter or any equipment designed to calculate a passenger fare based on distance travelled;
(v) is not equipped with a dispatch device, two-way radio or mobile data terminal whereby the vehicle is matched with, or directed to a passenger seeking to purchase transportation; and
(vi) is used exclusively for the transportation of passengers.

Loading lamp - means a fixed lamp that emits a white light and that provides illumination behind a vehicle for the purpose of loading and unloading cargo and for coupling and uncoupling a trailer.

Loose - means that an item is detached, or no longer fully attached, due to failure or deterioration of one or more means of attachment.

Manufacturer - means the manufacturer of the vehicle, the manufacturer of a major vehicle component or system, or manufacturer of parts. Examples of major components or systems include, but are not limited to: engines, transmissions, axles, brake systems, steering systems, suspension systems, etc.

Missing - means that an item is absent (such as "removed" or "detached") that is ordinarily present on the vehicle, or was present on the vehicle when the vehicle was manufactured, or is required for normal and safe vehicle operation.

Mobility aid - a device used to facilitate transport, in a seated posture, of a person with a disability.

Note: *Examples include manual and powered wheelchairs and scooters.*

MPV - means a **"multipurpose passenger vehicle"** having a designated seating capacity of 10 or less that is constructed either on a pickup chassis, or with special features for occasional off-road operation, but does not include an air cushion vehicle, all-terrain vehicle, golf-cart, passenger car, pickup, or truck.

Normal business hours - are the hours during the day in which the business is typically open to conduct transactions. The hours between 9 am and 5 pm Monday through Friday (except statutory holidays observed in the province of Saskatchewan) are typically considered to be normal business hours.

OEM - means 'original equipment manufacturer' that has been certified federally and refers to the 'brand name' manufacturer of the vehicle.

OEM standard - means the manufacturing methods, component or assembly quality, and performance level, set by the manufacturer of a vehicle, or vehicle component, to ensure a vehicle is able to safely perform at its intended level, and to ensure the vehicle complies with the relevant CMVSS (or FMVSS) requirements. It includes component quality, performance levels, repair methods, durability, safety, and the service methods outlined in the warranty and service literature provided for the use and maintenance of a vehicle.

Operate as intended - means the manner in which a vehicle component or system ordinarily operates; it operated when the vehicle was manufactured, or is required to operate for normal and safe vehicle operation.

Out of Service / Hazardous Condition - means a condition that is so dangerous or unsafe that it requires corrective action before the vehicle can return to service and be permitted to operate. A vehicle with an OOS condition is considered too unsafe to be driven and driving a vehicle with an OOS condition is prohibited.

Note: *In most cases driving a vehicle with a condition that causes it to fail an inspection is a violation.*

Person with a disability - a person who, because of a mobility impairment, requires accessible transportation.

Reject if - means a condition if present at time of inspection, or if present after repairs, results in a failed inspection.

Rust jacking - means a build up of rust that results in lifting, separation or bulging of components originally designed to remain in contact with each other, (i.e.: brake linings, suspension, frame and body components).

SAE - means the Society of Automotive Engineers.

Safety Officer – means a person who is designated by the administrator as a Safety Officer.

Seat belt pre-tensioners - means a device, usually ignited by a gas charge in conjunction with the supplemental restraint system, that better secures a seat belt around a passenger.

Signing Officer - means an individual employed full time at a certified inspection station involved in the daily operation of the vehicle inspection area and is qualified to be a signing officer in the opinion of the administrator.

Three -Wheeled vehicle - means a vehicle, other than a competition vehicle, an antique reproduction vehicle, a motorcycle, a restricted-use motorcycle, a trailer or a vehicle imported temporarily for special purposes, that:

(i) is designed to travel on three wheels in contact with the ground,
(ii) has no more than four designated seating positions, and

(iii) has a GVWR of 1000kg or less.

Total Loss Vehicle (TLV) - is a vehicle adjudged a total loss through the insurance claim process. A total loss vehicle with an eligible VIN status/brand such as "Hulk", "Salvage", "Rebuilt", "Normal", "Damaged" or "Mechanical" is eligible for a light vehicle inspection. Any vehicle with a "Non-Repairable" or "Stolen" status is not eligible for inspection.

Truck - means a motor vehicle designed and intended for the transport of goods or carrying of loads, that has a gross vehicle weight rating (GVWR) that is greater than 4536 kg (10,000 lb).

- **Mid size truck -** means a truck equipped with hydraulic brakes.
- **Heavy truck -** means a truck equipped with air brakes.

Unibody construction - means a vehicle frame construction typically found in passenger cars, where the body panels are bonded, riveted or welded together to form the structure of the vehicle, rather than an independent frame (Body - Over - Frame construction). Damage to a unibody vehicle usually results in both cosmetic and structural damage.

Van - means a motor vehicle that is 2060 millimeters (81 in.) or less in width that is designed so that the cargo or passenger section and operator's compartments are built as one, and used for the transportation of people or goods on a highway.

Vintage Vehicle - means a motor vehicle that has a GVWR of 4,536 kg or less, that was designed for the transportation of goods or people on highways, whose model year is 1987 or older that, to the extent practicable, has been restored or maintained to the original manufacturer's specifications; or as approved by the administrator, but does not include a modified vintage vehicle.

- **Modified Vintage Vehicle** - means a motor vehicle that is designed for the transportation of goods or people on highways, resembles a vehicle whose model year is 1970 (includes 1970 ½) or older that has a GVWR that is not in excess of 4,536 kilograms, and has been modified or reconstructed for the purposes of either maintaining or enhancing the safety of the vehicle; and does not compromise the safety of the passengers and other road users.

VEHICLE INSPECTION CRITERIA

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
1. <u>Accelerator Pedal/Throttle Actuator</u> With engine idling, manually depress accelerator pedal and then release. Visually and manually inspect:	
a) pedal/actuator.	a) - missing, binding, engine will not return to idle position. - adjustable pedal inoperable. - throttle position sensor does not operate. - anti-slip material is missing, loose, excessively worn.
b) mount.	b) - insecure, deteriorated by corrosion.
c) linkage/cable.	c) - worn, broken, insecure, inferior type, inferior retainers, not OEM equipped standard. - throttle cable seized, binding, frayed.
d) springs.	d) - missing, broken, stretched, deteriorated, corroded, improper type.
	<u>Out of Service / Hazardous Condition</u> **i) - engine fails to return to idle.** **ii) - throttle position sensor inoperative.** **iii) - pedal missing.**
2. <u>Fuel System</u> Visually inspect:	
a) cap(s).	a) - missing, improper type, does not prevent spillage.
b) filler and overflow tube.	b) - insecurely mounted.
c) leakage.	c) - level 1 leak of gasoline anywhere in a gasoline fuel system. - level 2 leak of diesel fuel anywhere in a diesel fuel system.
d) tank(s).	d) - cracked, broken welds. - not designed for storage of automotive fuel. - inferior vent. - tank repaired or patched in a way that does not meet OEM or industry standards.
e) tank mount(s).	e) - cracked, loose, missing, broken. - mount bolts missing or loose.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
f) strap(s).	f) - broken, cracked, missing, loose, inappropriate substitute.
g) line, hose, fitting and connection. *Note*: Refer to correct type of hose or tube and the related defective condition(s) as defined in appendix A of this standard.	g) - cracked, chafing, insecurely mounted, clamps missing, mount clips missing. - cracked or worn to cord layer. - steel braided lines are rusted at first layer. - not fuel approved type.
h) fuel pump.	h) - insecurely mounted, physically damaged.
i) tank guard (if originally equipped).	i) - missing, loose.
	<u>Out of Service / Hazardous Condition</u> **i) - level 1 leak of gasoline at any point including auxiliary equipment.** **ii) - level 2 leak of diesel fuel in a diesel fuel system.** **iii) - fuel cap missing.** **iv) - tank(s) insecure (tanks mounted with cushioning devices will have some movement).**
II. <u>Pressurized or Liquefied Fuel System (LPG, CNG, and LNG)</u> Visually inspect:	
a) filler cap/dust seal.	a) - protective cap missing, remote fill box not adequately sealed to prevent vapor migration into vehicle interior.
b) regulatory authority decal.	b) ** decal is not displayed, illegible or has expired.
c) fuel system leakage.	c) - any fuel system leak is detected.
d) lines.	d) - leaking, frayed to braid, damaged, cracked. - not secured at 1.25 m. (4 ft.) intervals or less. - quick coupler is installed in line. - not type II or III if flex line. - if metal not seamless steel line or approved sheathed copper. - less than 9.525 mm (3/8 in.) in diameter. - not approved type.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
e) pressure vessel (tank/cylinder). *Note:* Pressure vessel installed as part of an OEM vehicle gaseous fuels installation may not have an information plate affixed to it. When information plate is illegible or missing, record it on the inspection report, however do not reject the vehicle for this condition alone.	e) - ** information plate missing or illegible. - not an approved type. - cracked, mounted insecurely, welding on pressure vessel other than OEM. - working pressure less than 1750 kPa (250 psig) for externally mounted pressure vessel. - working pressure less than 2150 kPa (312 psig) for internally mounted pressure vessel. - valves not identified, unprotected by guards, loose, damaged. - not equipped with an 80% fill valve or automatic stop fill valve. - if tank is mounted in an enclosed area it is not vented to the outside atmosphere with a minimum 25 mm (1 in.) hole. - pressure vessel (tank or cylinder) is located above the vehicle or projects beyond vehicle side, ahead of front axle or behind rear bumper. - any part of exhaust system is less than 200 mm (8 in.) away from any part of the fuel system and is not protected by heat shields. - a heat shield is less than 25 mm (1 in.) away from any fuel system component. - ground clearance less than 170 mm (6.7in.) for pressure vessel mounted between axles on trucks with wheelbase equal to or less than 3225mm (127 in.). - ground clearance less than 220 mm (8.5 in.) for pressure vessel mounted between axles on trucks with wheelbase greater than 3225mm (127 in.). - ground clearance less than 200 mm (8 in.) for pressure vessel mounted behind the rear axle. - any portion of the tank or cylinder protrudes past the plane formed by the bottom of the rear most tires and the lowest most rearward part of the vehicle. - protective coating or material is damaged, or is missing from externally mounted pressure vessel (tank) or attachment.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
f) valves.	f) - pressure relief valve incorrectly installed or missing. - supply lock off valve (LPG) fails to operate as originally intended. - excess flow valve/cap (LPG) missing. - main shutoff valve not readily accessible (cannot be reached), damaged or missing.
g) mounting brackets/straps.	g) - straps are loose, missing, broken or cracked. - brackets are loose, missing, broken, cracked - mounting bolts are loose, missing, broken or less than 12 mm (1/2 in.) grade 5. - any modification has been made to pressure vessel (tank or cylinder) carrier or sub-frame, that does not meet OEM or industry standard.
h) fuel gauge.	h) - ** missing or inoperable.
	<u>Out of Service / Hazardous Condition</u> **Any cause for rejection of a LPG, CNG or LNG system, except those shown with a double asterisk, will also mean an automatic "Out Of Service" condition of that vehicle. The cause for rejection must be corrected and the vehicle "passed" before it may be operated on the highway.**
3. <u>Exhaust System</u> With engine running, audibly, visually and manually inspect:	
a) manifolds.	a) - missing, damaged, loose, leaking.
b) mufflers.	b) - damaged, cracked, or leaking. - bypassed, disabled, removed or disconnected from the engine outside of original manufacturer's specifications. - has holes other than made by manufacturer. - has patch affixed other than by welding.
Note: "Muffler" means a device that: A) Ensures the exhaust gases from the engine are cooled through a chamber(s) and expelled without creating excessive noise; and B) is equipped with either: i) Baffles, or ii) Perforated tubes and vanes; or iii) Any combination of the devices mentioned in clause i) and ii).	
c) resonators (O.E.M. equipped vehicles).	c) - missing, damaged, leaking, patch affixed other than by welding.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
d) exhaust pipes.	d) - missing, damaged, loose, leaking. - has patch affixed other than by welding. - has holes other than made by manufacturer. - equipped with noise enhancing device.
e) mounting hardware.	e) - missing, loose, broken, insecurely mounted.
f) heat shields. *Note:* All heat shields provided by the manufacturer, installed as part of a retrofit for certain fuels, or installed for specialty applications, are considered required and must remain functional as intended.	f) - insecurely mounted, missing.
g) location.	g) - any part of the exhaust system is less than 50 mm (2 in.) away from a brake system component, any combustible material, or any part of the fuel system except a diesel or gasoline fuel tank, and is not protected by a heat shield. - any part of the exhaust system is less than 25 mm (1 in.) away from a diesel or gasoline fuel tank and is not protected by heat shield. - exhaust component passes through an occupant compartment.
h) exhaust turbo.	h) - leaking exhaust gases. - level 2 leak of engine oil.
i) exhaust system and pipe termination. *Note:* Also applies to the exhaust system of any auxiliary equipment.	i) - exhaust gases are expelled into a passenger compartment or within the perimeter of the cab, passenger compartment, and/or sleeper.
	<u>Out of Service / Hazardous Condition</u> **i) - any exhaust leak at a point forward of, or directly below the driver/sleeper compartment and the vehicle has a condition that permits entry of exhaust fumes into the driver/ sleeper compartment.** **ii) - perforation or separation of any exhaust system component.** **iii) - any part of the exhaust system has caused, or is likely to cause, burning or charring damage to electrical wiring, fuel system or any other combustible part.**

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
4. <u>Emission Control Systems and Devices</u>	

Inspection of Emission Control Systems and Devices as listed below, having deficiencies under "Reject if" criteria will only be <u>identified as requiring attention</u> by circling the item and recording in the remarks section and <u>will not fail inspection</u>.

Note:

Requirements Vary - The emission control devices and systems required on any particular vehicle will vary based on the vehicle's date of manufacture.

Possible Roadside Violation - In some jurisdictions a vehicle will fail an inspection if the vehicle is not equipped with either a National Emissions Mark (Canada) or U.S. Emissions Control Information Label. If the emission label is not present, advise vehicle owner that the vehicle may violate a roadside inspection requirement based on jurisdictional regulation. Further questions or issues are to be directed to the relevant jurisdictional authorities.

a) engine malfunction indicator lamp (MIL).	*a)* - lamp fails to illuminate during bulb-check, is missing or has been disabled. - lamp remains on after bulb-check to indicate a malfunction.
b) exhaust gas recirculation (EGR) system. Visually inspect system using OEM service information as a guide.	*b)* - there is evidence that any part of the EGR system has been bypassed, defeated, disabled, improperly modified, removed, or is missing.
c) catalytic converter: Visually inspect system using OEM service information as a guide.	*c)* - cracked, leaking, missing, or perforated. - patched in any manner other than by welding. - there is evidence that the catalytic converter has been defeated or disabled.
d) diesel particulate filter (DPF) and regeneration system. Visually inspect system using OEM service information as a guide.	*d)* - there is evidence that any part of the DPF or any related regeneration system has been bypassed, defeated, disabled, improperly modified, removed, or is missing.
e) diesel exhaust fluid (DEF) system Visually inspect system using OEM service information as a guide.	*e)* - storage tank is damaged, insecure or missing. - level 2 leak of DEF at any location in the DEF system.
	<u>Out of Service / Hazardous Condition</u> **i) - any part is in a condition where it appears likely to become detached, or imminent failure appears likely.**

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
5. <u>Belts</u> Visually and manually inspect drive belt directly connected to the engine:	
a) condition.	a) - missing, broken, frayed, cracks exceed O.E.M. specifications or oil soaked.
b) adjustment. *Note:* If OEM specifications not defined, normal belt deflection should result in 1 mm (0.04 in.) of deflection for each 60 mm (2.5 in.) of span length, when 5 to 10 kg (10 to 20 lb) of force is applied to the belt.	b) - deflection not within manufacturer's specifications. - belt is so loose it is likely to slip, or so tight it is likely to cause bearing damage.
c) pulleys.	c) - bent, broken, cracked, out of alignment.
6. <u>Drive line</u> Visually and manually inspect using hand pressure and suitable tools:	
a) U-joints/CV joints.	a) - rotational free play is evident. - horizontal or vertical movement within the u-joint can be detected by hand. - u-joint bearing seal is damaged or missing. - u-joint cap, cap fastener or fastener locking device is loose or missing. - driveline u-joints not in phase. - CV joint protective boot is loose, missing, or torn. - lubricant is leaking from CV joint.
b) drive shaft yoke. *Note:* This includes: slip yoke, shaft yoke, input yoke, output yoke, tube yoke and end yoke.	b) - cracked. - mounting hardware is loose. - yoke can be moved by hand vertically or horizontally more than 3.0 mm (0.118 in.). - yoke end fitting has broken, loose, or missing fastener.
c) drive shaft tube.	c) - crack in weld or tube is twisted.
d) drive line attaching hardware.	d) - loose, missing or stripped.
e) centre bearing and mount.	e) – loose or, abnormally worn. - cracked mount. - rubber insulator deteriorated, insecure or, missing.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
f) slip-joint.	f) - radial wear exceeds manufacturer specification. - seized.
	Out of Service / Hazardous Condition **i) - failure appears imminent.** **ii) - a yoke end has a visible crack.** **iii) - yoke mounting, or end fitting fastener hardware, is broken, loose, or missing.** **iv) - vertical movement between opposing yoke ends is greater than 3.0 mm (0.118 in.).** **v) - u-joint bearing cap, or bearing cap bolt, is broken, loose, or missing.** **vi) - centre bearing mounting bracket, bracket bolt or hardware is broken, loose, or missing, bracket has a crack longer than one-half of the original bracket width.** **vii) - vertical movement of the shaft in the centre bearing carrier is greater than 13 mm (0.51 in).** **viii) - drive shaft tube, twisted or has a crack in the metal or any weld longer than 6 mm (0.236 in.).**
7. Clutch and Clutch Pedal Inspect clutch operation and adjustment according to manufacturer service instructions.	
a) adjustment/disengagement.	a) - does not function as per OEM standard. - does not allow disengagement of the transmission from the engine.
b) pedal and linkage.	b) - broken, cracked, loose, missing or abnormally worn, deteriorated or weakened by corrosion. - welded or repaired in a way that does not meet OEM standard. - anti-slip feature is ineffective, loose or missing. - pedal extensions are used that are not specifically designed and manufactured for the application.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
c) clutch pedal hydraulic system.	c) - fluid reservoir is below minimum level indicated by manufacturer or level 2 leak of fluid at any point.
	Out of Service / Hazardous Condition **i) - does not disengage transmission.**
8. Engine/Transmission Mounts Visually and manually inspect:	
a) Condition.	a) - missing, loose, bent, bolts missing, insulator missing, insulator broken or deteriorated, oil contaminated or inappropriate substitute.
b) attachments.	b) - bolts missing, broken or loose.
9. Engine Shut Down Inspect operation according to manufacturer service instructions:	
a) manual shut down (cable).	a) – inoperable or engine will not shut down.
b) ignition switch.	b) - engine will not shut down when ignition switch is turned off.
c) engine shutdown control feature.	c) - damaged, missing or inoperable. - engine will not shut down when switched to the "OFF" position or when stop function is activated.
10. Engine Start Safety Feature Inspect operation to confirm engine start is prevented according to manufacturer service instructions:	
a) ignition interlock operation. This includes neutral and clutch safety switches.	a) - fails to prevent engine start as designed.
Note: *CMVSS* 102 (2) requires all vehicles manufactured on or after November 25, 1970, with an automatic transmission to be equipped with a neutral safety switch. *CMVSS* 102 (7) requires vehicles with a GVWR at or below 4,536 kg manufactured on or after June 18, 2003, to be equipped with a clutch safety switch.	

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
11. Gear Position Indicator	
a) location.	a) - not in view of seated driver.
b) operation.	b) - inoperable with automatic transmissions. - indicator not aligned with gear selection.
c) gear shift or gear selector pattern. illustration label (embossment etc.).	c) - missing or illegible.
d) gear shift lever interlock.	d) - gear shift lever can be taken out of park position without application of the service brake.
Note: Vehicles with a GVWR at or below 4,536 kg manufactured on or after May 30, 2005, must be equipped with a shift lever interlock.	
12. Hybrid Electric Vehicle & Electric Vehicle Power Train System Only a person who is trained on the operation and potential hazards of hybrid or electric vehicle systems can safely conduct an inspection of the items listed below. Visually inspect all accessible parts according to the vehicle manufacturer service instructions.	
Note: Consult with the manufacturer service instructions and vehicle maintenance records to confirm inspection and maintenance has been performed as recommended by the manufacturer. No disassembly of the system is required to complete this inspection when records of recommended maintenance and inspection are provided. When any damage or abnormal condition is found, refer to the manufacturer service instructions to determine whether or not to reject the vehicle or identify a Hazardous Condition.When records of recommended maintenance or inspection are not provided, system components must be disassembled as necessary by a qualified person to conduct a full inspection.	
a) electrical system connections: Visually inspect all accessible electrical connections using manufacturer service information as a guide.	a) - connector is damaged, insecure, corroded in a way that exposes any conductor.

Section 1 - POWER TRAIN	
Item and Method of Inspection:	**Reject If:**
b) traction motor/generator. Visually inspect the drive motor/generator using manufacturer service information as a guide.	b) - connector is unable to properly connect or lock into place.
c) traction battery: Visually inspect the battery using manufacturer service information as a guide.	c) - connector is damaged, insecure, corroded in a way that exposes any conductor.
d) battery storage area Visually inspect the battery storage area using manufacturer service information as a guide.	d) - connector is unable to properly connect or lock into place.
e) self-diagnostic/status indicator. Visually inspect the system indicator(s) using manufacturer service information as a guide.	e) - there is any condition indicated by the system that is defined by the manufacturer as being unsafe.
	<u>Out of Service / Hazardous Condition</u> **i) - any sign of shorting, arcing, or hot spot, at or near, any electrical component or wiring.** **- traction battery is damaged or leaking.**

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
1. <u>Suspension & Frame Attachments</u> This inspection item applies to all types of suspension Visually inspect:	
a) vehicle ride height. Check ride height while vehicle is parked on a flat level surface. *Note:* Also inspected during wheel alignment check.	a) - vehicle ride height not within manufacturer specified range due to suspension component failure or deterioration. - sagged so as to lower the vehicle more than 38 mm (1.5 in.) from manufacturer's specified height. - adjustable by method other than OEM ECU as to lower or raise the vehicle ride height.
b) mounting fasteners.	b) - loose, broken, missing, inferior substitute that does not meet OEM standard, welded or, cracked.
c) axle stop assembly. *Note:* Includes bump pad, or other secondary device, either attached to frame, axle, or incorporated within a suspension component.	c) - missing, loose, pad split or deteriorated. - would be ineffective in preventing tires/wheels from contact with any non-rotating component, or would allow any component to contact the road surface in the event of a failure of the primary suspension system.
d) frame bracket, mounting bracket and hanger.	d) - broken, cracked, damaged, loose, missing, or perforated due to corrosion or deterioration. - welded or repaired in a way that does not meet OEM standard. - shackles extending beyond OEM designed length.
	<u>Out of Service / Hazardous Condition</u> **i) - an axle has shifted, or is able to shift from its normal position.** **ii) - any attaching component is missing, loose, cracked or broken.** **- any condition of the suspension system allows a tire to contact any part of the vehicle frame or body.**
2. <u>Axle Attaching & Tracking Components</u> This inspection item applies to all types of suspension. **Visually inspect:**	
a) axle attachment, axle saddle.	a) - bent, broken, cracked, loose or missing. - axle has shifted from its normal position.

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
b) u-bolts & hardware.	b) - cracked, broken, missing loose, or shifted out of normal position. - other than fine thread, or retaining nut threads not fully engaged. - welded or repaired in a way that does not meet OEM standard.
c) centre bolts.	c) - broken, missing, welded or, loose.
d) stabilizer/anti-sway bar or link.	d) - bent, broken, cracked, loose, missing or worn beyond manufacturer specification. - welded or repaired in a way that does not meet OEM standard. - not automotive type, or inferior substitute components do not meet OEM standard.
e) suspension connecting component: (e.g. control arm, torque rod, radius rod, strut, track rod, torsion bars).	e) - bent, broken, cracked, loose, missing, worn beyond manufacturer specifications, or structurally weakened due to corrosion or deterioration. - welded or repaired in a way that does not meet OEM standard. - not automotive type, or inferior substitute components do not meet OEM standard. - wear or damage permits axle or wheel to shift out of position.
f) bushing (rubber or composite material).	f) - loose or shifted out of place, missing or, worn beyond manufacturer specification. - wear or damage permits axle or wheel to shift out of position.
	Out of Service / Hazardous Condition **i) - an axle has shifted, or is able to shift from its normal position.** **ii) - any attaching component is missing, loose, cracked or broken.** **iii) - any condition of the suspension system allows a tire to contact any part of the vehicle frame or body.**

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
3. <u>Axle & Axle Assembly</u> This inspection item applies to all types of suspension. Visually inspect: a) condition.	a) - axle is bent or damaged. - axle material or a weld is cracked loose or shifted out of normal position. - welded or repaired in a way that does not meet OEM standard.
	<u>Out of Service / Hazardous Condition</u> **i) - axle has shifted or is able to shift from its normal position.** **ii) - axle material or a weld is cracked.**
4. <u>Spring Suspension</u> Vehicle must be jacked up on frame or jacked between spring and frame when inspecting steering, drive and trailing axle(s) Visually inspect: a) leaf spring.	a) - missing, broken, worn, cracked, cut by use of heat, welded or sagged so as to allow contact to be made with the rebound rubber in normal operation. - shifted out of place. - any spring leaf is worn more than 3 mm (1/8 in.) in the hanger contact area or where leaves are in contact with each other.
b) composite springs. *Note:* 'Fuzzing' is not cause for rejection. A crack of a composite spring is a separation in any axis which passes completely through the spring.	b) - broken, splintered, crack of any length visible on both sides of a spring, delaminating, not same type on both sides of vehicle. - worn more than 3 mm (1/8 in.) in load bearing area.
c) Shackles.	c) - missing, loose, broken, cracked, welded or worn in excess of 3 mm (1/8 in.) at shackle bolt hole.
d) hangers (spring contact area).	d) - loose, cracked, broken or missing. - worn in excess of 3 mm (1/8 in.) at hanger bolt hole. - worn more than 3 mm (1/8 in.) in spring load bearing area (wear plates permitted).

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
e) bushings/pins.	e) - loose or missing. - wear exceeds OEM standards. - if OEM standard is not available wear exceeds: - shaft size 13 mm (.50 in.) to 24 mm (.98 in.) maximum clearance 2.0 mm (0.080 in.). - shaft size 25 mm (1.0 in.) to 45 mm (1.8 in.) maximum clearance 3 mm (0.118 in.). - exceed OEM tolerances on threaded type pins.
f) stabilizer/sway bar/equalizer.	f) - missing, cracked, broken, welded, disconnected, damaged, loose, bushings worn excessively or bushing brackets/links and bolts are loose or missing. - bushing rubber dispersed.
g) coil spring. *Note:* Spacers allowed under coil springs.	g) - missing, broken or shortened by cutting. - shifted out of normal position. - improperly seated in spring saddle. - spacer is used between the coils of a spring.
h) torsion bar.	h) - broken, cracked, missing or repaired by welding.
	<u>Out of Service / Hazardous Condition</u> **i) - any metal spring leaf is missing, or has shifted out of place.** **ii) - main leaf(s) or more than 25% of the leaves in a metal leaf spring are cracked.** **iii) - any leaf is shifted in a manner as to contact any rotating part.** **iv) - a composite spring is broken, has a crack of any length intersecting with another crack, or a crack longer than ¾ the length of the spring.** **v) - any attaching or tracking component is missing, loose, cracked and/or broken.** **vi) - any component allows the axle to shift from its normal position.** **vii) - coil spring is broken.** **viii) - torsion bar is broken or cracked.**

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
5. <u>Computer Controlled Air Suspension</u> With air in the suspension system and at normal operation pressure, visually and audibly inspect: *Note:* Control switch must be in **"OFF"** position if vehicle is being hoisted or raised.	
a) air spring (air bags).	a) - missing, cut, inoperable, loose, leaking or patched. - vehicle leans to one side more than 38mm (1.5 in.). -reinforcement ply exposed due to damage or deterioration.
b) lines, connections and fittings.	b) - fitting, line, repair method, installation or modification does not meet OEM standard. - tubing or hose is defective as defined on chart in 'Appendix A. - line, fitting or connection is broken, cracked, leaking, or damaged (melted, kinked, flattened) in a way that may restrict air flow.
c) air spring mount.	c) - missing, broken, cracked, severely corroded or inferior substitute does not meet OEM standard. - air spring not mounted securely or bolt threads stripped.
d) air system: Inspect the function and operation of the air suspension system and controls in accordance with the vehicle manufacturer service instructions.	d) - compressor missing, insecurely mounted or inoperable. - any control module, switch, or system warning lamp is missing, inoperable, disconnected or has been by-passed so that the air system fails to function as prescribed by the OEM. - air leak at any location.
e) height sensors.	e) - inoperable, missing, loose or improperly located.
	<u>Out of Service / Hazardous Condition</u> **i) - air spring/bag is missing, detached, deflated or has an air leak.**

Section 2 - SUSPENSION	
Item and Method of Inspection:	**Reject If:**
6. <u>Shock Absorbers/Strut Shock Assembly</u> By bouncing the vehicle manually and then raising vehicle, visually inspect:	
a) condition.	a) - vehicle oscillates more than 2 cycles, shaft bent, welded, shaft surface corroded or shaft attaching threads stripped. - incorrect application or not automotive type or does not meet OEM standard. - broken or damaged. - binding strut bearing/mount prevents free rotation of the steering wheel.
b) mountings. *Note:* The use of bolt on strut tower braces is acceptable.	b) - missing, cracked, broken, loose, mounted incorrectly. - strut tower section repairs other than by an OEM approved method.
c) bushings.	c) - loose, missing, deteriorated or rubber is excessively dispersed.
d) attachments.	d) - loose, cracked, broken, missing, bolts missing or stripped.
e) leakage.	e) - level 2 oil leak.
f) positioning.	f) - shock not located at each O.E.M. position.
	<u>Out of Service / Hazardous Condition</u> **i) - a shock absorber is missing, broken or not attached.**

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
1. <u>Hydraulic System Components</u>	
a) metal line and fittings. Inspect lines and fittings for leaks while brakes are fully applied with heavy force on the brake pedal, (i.e.: panic stop). Operate engine if necessary to maintain power-assist: *Note:* All connections between brake system components must be proper flared type. Surface rust and corrosion is normal on metal lines and fittings, and is not cause for rejection.	a) - heavy rust, corrosion or scaling is present on any metal line or fitting that reduces or increases the thickness, or compromises the structural integrity of the material. - level one leak of brake fluid. - chafing, cracked, flattened or restricting section. - insecure mounting causing line to shift out of its normal position. - repaired by welding or soldering. - repaired using material or method which does not meet OEM standard.
b) flexible line/hose. Inspect flexible hoses while brakes are applied with heavy force on the brake pedal, (i.e.: panic stop). Operate engine if necessary to maintain power-assist:	b)- bulged or swells under pressure, flattened, twisted, restricted section or insecure mounting. - outer composite material is cracked or chafed exposing an inner layer as shown in hose and tube condition chart in appendix A. - deficient product is used that does not meet OEM standard.
c) master cylinder.	c)- damaged or insecure mounting. - fluid is contaminated.. - level one leak of brake fluid. - fluid level is below indicated minimum level, or if not indicated, more than 13 mm (0.5 in.) from top. - filler cap is damaged, loose or missing, vent holes are plugged, or gasket is missing or swollen.
d) pressure differential switch.	d)- switch or electrical connection is damaged, insecure or loose. - level one leak of brake fluid. - inoperative.
e) variable or proportioning system. Check links for mechanical defects. Test when there is evidence of a problem. Refer to manufacturer service instructions and confirm that the valve is functioning properly:	e) - link is damaged, missing, or seized. - Inoperative. - level one leak of brake fluid.

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
f) auxiliary or work brake (line-lock device). *Note:* Line-lock devices block brake fluid from returning to the master cylinder as a means of holding a vehicle stationary. Improperly installed they can interfere with normal service brake operation.	f) - any device is installed that interferes with normal service brake operation.
	Out of Service / Hazardous Condition **i) - a brake hose or line swells under pressure.** **ii) - level 2 leak in any part of the brake system.** **iii) - brake pedal moves downward when brakes are held applied.** **iv) - a brake hose is broken, crimped, restricted, or cracked exposing any inner layer.** **v) - master cylinder fluid level is below indicated minimum level or less than ¼ full.** **vi) - brake fluid is contaminated in a way that prevents normal brake operation.**
2. Brake Pedal/Actuator	
a) Pedal.	a) - broken, cracked, loose, missing or abnormally worn. - welded or repaired in a way that does not meet OEM standard.
b) Mount.	b)- cracked, deteriorated, insecure or weakened by corrosion.
c) anti-slip feature.	c)- ineffective, loose or missing.
	Out of Service / Hazardous Condition **i) - pedal is missing.**
3. Vacuum Assist (Boost) System	
a) line, hose and clamp.	a)- broken, chafed, collapsed, cracked, leaking, loose or missing. - insecure mounting, incorrect type, or positioned within 50 mm (2 in.) of any exhaust system component and not protected by a heat shield.

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
b) check valve.	b)- incorrectly installed or inoperative, leaking or missing.
c) tank.	c)- damaged, structurally deteriorated from corrosion, insecure or loose, leaking or missing.
d) operation. Test system operation as described below: Stage 1 – Start engine, build to full vacuum, shut engine off, make two (2) full brake applications. Stage 2 – With engine off, press brake pedal several more times to eliminate remaining vacuum. Apply a light force on brake pedal and then start engine.	d)- during stage one - vacuum reserve is insufficient to assist two full brake applications. - during stage two - downward movement of brake pedal is not felt when engine is started.
e) vacuum pump. Confirm proper operation of the vacuum pump to manufacturer specifications. When no specification is available, check with engine running at 1200 rpm using vehicle gauge, or connect external gauge.	e)- vacuum pump does not operate within manufacturer specifications, or when no specification is available, is unable to achieve and maintain 4.5 kPa (18 in.) of vacuum.
	Out of Service / Hazardous Condition **i) - a brake hose or line swells under pressure.** **ii) - level 2 leak in any part of the brake system.** **iii) - applied pedal travel exceeds 80% of total pedal travel.** **iv) - power assist unit is inoperative.** **v) - a check valve is inoperative or missing.** **vi) - the brake pedal does not move downward when the engine is started with the brakes applied.**
4. Hydraulic Assist (Boost) System	
a) engine-driven pump, reservoir and belt: Check with engine stopped and with engine running. Inspect drive belt according to Section 1. (Power Train, Item 5 - Belt).	a) - level two leak of hydraulic boost fluid. - fluid level is below indicated minimum level, or if not indicated, more than 25 mm (1 in.) from top - filler cap is damaged, loose or missing.
b) line and hose: Check with engine stopped and with engine running.	b) - level two leak of hydraulic boost fluid. - broken, chafed, collapsed, cracked, loose or missing. - insecure mounting or incorrect type.

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
c) operation: Confirm proper operation of the hydraulic assist (boost) system according to manufacturer service instructions. When no manufacturer service instructions are available, check as described below: Test Method 1 – For a system with electrically driven back-up pump. Operate brakes with engine running and engine stopped with ignition off. Observe system operation and status of indicator lamps. Test Method 2 – For a system with gas accumulator back-up. Stop engine and deplete pressure reserve. Then apply a moderate force on brake pedal and start engine.	c) - hydraulic assist (boost) is not available or system malfunctions. - system does not operate as described in manufacturer service instructions. - warning or indicator lamp is activated or showing a system malfunction. - during Test Method 1 – system does not operate as described in manufacturer service instructions or electric driven pump fails to operate as intended. - during Test Method 2 – on a system with gas-accumulator back-up – pedal fails to sink down and then push back up again.
	Out of Service / Hazardous Condition **i) - a brake hose or line swells under pressure.** **ii) - level 2 leak in any part of the brake system.** **iii) - applied pedal travel exceeds 80% of total pedal travel.** **iv) - power assist unit is inoperative.** **v) - a check valve is inoperative or missing.** **vi) - the brake pedal does not move downward when the engine is started with the brakes applied.**
5. Brake System Indicator Lamps a) operation: Confirm the location and labeling of brake indicator lamps according to manufacturer service instructions. Check operation of brake indicator lamps according to manufacturer service instructions. When no manufacturer service instructions are available, begin with engine stopped, then turn ignition on. Lamps must turn on when ignition is first turned on. Lamps may go out after 2 – 3 seconds or may stay on until the engine is started. *Note:* Some indicator lamps may stay on, after a repair or system malfunction, until vehicle speed reaches 8 - 16 km/h.	a) - missing, not red or amber in colour.. - does not operate according to manufacturer service instructions. - indicates a brake system malfunction or defect.
	Out of Service / Hazardous Condition **i) - any brake indicator is inoperative or fails**

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
	to operate as intended. **ii) - an active brake failure is indicated.**
6. <u>Drum Brake System Components</u> Note: wheels must be removed for inspection of drum brake system components.	
a) brake operation.	a) - a required brake is missing. - a brake is inoperative.
b) brake shoe lining condition (service brakes). Inspect lining for damage caused by "rustjacking": This includes lining material cracking, lifting or separating from backing metal, due to rust build-up. *Note:* Cracks in the surface of the lining, surface erosion and minor spalling of the contact face of the lining are normal.	b) - broken or cracked. - insecurely bonded to shoe, rivets loose or shim used between lining and shoe. - extreme and uneven wear. - distortion or separation between shoe lining and backing metal. - lining is contaminated by brake fluid, oil or grease. - lining protrudes outside of drum. - shoe or lining is installed incorrectly (such as primary and secondary shoes reversed).
c) brake shoe lining thickness Lining thickness measurements are taken at the edge of the lining, near the centre of the brake shoe. Record the measurement of the thinner brake shoe lining, when there is a difference in thickness.	c) - bonded continuous strip lining worn to 1.6 mm (0.063 in.) or less at the center of the shoe or manufacturers tolerance, whichever is greater. - riveted lining worn to 1.6 mm (0.063 in.) above rivet.
d) brake drum condition.	d) - broken, cracks extend to the open edge of the drum. - any external cracks are present. - friction surface shows indication of hardening or has hot spots due to overheating. - friction surface is uneven, abnormally worn, excessively corroded, or contaminated by grease or oil (Also see section 9 for wheel seal leaks).
e) brake drum diameter (wear). Using an approved gauge measure inside diameter of drum at two different locations approximately 90° apart:	e) - measured drum diameter exceeds limit indicated on the brake drum, OEM standard or industry standard, or if limit is not available: • for drum size of 350 mm (14 in) or less: 2.3 mm (0.090 in.) more than original drum diameter. • for drum size greater than 350 mm (14 in): 3.0 mm (0.120 in.) more than original drum diameter.

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
f) self-adjuster mechanism.	f) - abnormally worn, incorrect thread direction, inoperative, missing or seized.
g) anchor pin and return spring.	g) - abnormally worn, bent, broken, loose, missing, or spring stretched.
h) backing plate.	h) - bent, damaged or loose. - shoe contact area is grooved or worn in a manner that restricts free movement of shoes.
i) axle and spindle.	i) - cracked, bent, or damaged.
j) wheel cylinder.	j) - damaged, inoperative or seized, loose or insecure mounting. - level 2 leak of brake fluid. - dust seal is cracked, damaged, deteriorated, missing, or split.
k) wheel seal.	k) - level 2 leak of bearing lubricant.
Note: Also see section 9, for wheel seal leaks.	**Out of Service / Hazardous Condition** **i) - any part is binding, broken, missing, seized, or mounted incorrectly.** **ii) - a brake drum is in a condition where an imminent failure appears likely.** **iii) - level 2 leak of brake fluid at wheel cylinder** **iv) - a brake is inoperative.** **v) - brake lining thickness is less than 0.8 mm (0.031 in.) above rivet or shoe.** **vi) - a piece of the lining is broken off exposing a rivet or bolt.** **vii) - a crack in the edge of the lining wider than 1 mm (0.040 in.).** **viii) - a crack in the edge of the lining longer than 38 mm (1.50 in.).** **ix) - broken or missing return spring, anchor pin, or backing plate.** **x) - brake lining or brake drum friction surface is contaminated by brake fluid, grease, oil or excessive corrosion.** **Note: Also see section 9, for wheel seal leaks.**

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
7. <u>Disc Brake System Components</u> Note: wheels must be removed for inspection of disc brake system components.	
a) brake operation.	a) - a required brake is missing. - a brake is inoperative.
b) disc (rotor) condition.	b) - broken, damaged, not vented properly. - cracks on surface extend to outer edges, or through to the cooling vent. - groove or pitted area in rotor that reduces rotor thickness below minimum allowable value. - contact pattern of the pad on solid rotor material is less than 75% of the radial width, around the entire rotor, on one side. - lateral run-out or out-of-parallelism exceeds 0.3 mm (0.012 in). - friction surface of the rotor is excessively corroded, or contaminated by brake fluid, grease or oil (Also see section 9 wheel seal leaks).
c) disc (rotor) thickness. Disc (rotor) thickness must be measured. Measurements must be recorded on inspection report.	c) - thickness at any point across the friction surface is less than the minimum indicated on the brake rotor, OEM or industry standard.
d) caliper.	d) - any part is binding, broken, missing, seized, mounted incorrectly, or not equivalent to OEM standard. - slide pin/slider or pad slider is binding, damaged, seized, mounted incorrectly, or not equivalent to OEM standard. - caliper movement within the anchor plate exceeds manufacturer specification, guide is welded or repaired in a way that does not meet OEM standard. - level 2 leak of brake fluid. - pad retainer is bent, damaged, insecure or missing. - boot or bellows is cracked or deteriorated, damaged, or missing.
e) anchor plate.	e) - loose or bolt is missing.

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
f) pad condition.	f) - broken, cracked, damaged, or abnormally worn. - friction material is contaminated by brake fluid, oil or grease (Also see section 9 for wheel seal leaks). - friction material loose on pad, pad is missing, or pad is installed incorrectly.
g) pad (friction material) thickness. Pad (friction material) thickness of both inboard and outboard pad must be measured and measurement of the thinnest pad must be recorded on the inspection report. *Note:* Pad (friction material) thickness can be determined by measuring the friction material itself or by measuring the combined thickness of the friction material and pad backing plate, then deducting the thickness of the backing plate. Record the thickness of the friction material only.	g) - pad (measured friction material) thickness is less than manufacturer specification, or industry standard, or if limit is not available: - worn to 1.60 mm (0.063 in.) or less at the thinnest point on bonded pads. - worn to 1.60 mm (0.063 in.) or less above the head of the rivets on riveted pads.
h) clearance between pads and rotor (caliper adjustment).	h) - does not meet manufacturer's specifications
	<u>Out of Service / Hazardous Condition</u> **i) - any part is binding, broken, missing, seized or mounted incorrectly.** **ii) - a rotor (disc) friction surface shows metal to metal contact with brake pad or severe rusting.** **iii) - a rotor (disc) has a crack that extends to the hub or through to the vented section.** **iv) - caliper movement within the anchor plate exceeds 3.2 mm (1/8 in).** **v) - any brake component is in a condition where an imminent failure appears likely.** **vi) - a brake is inoperative.** **vii) - brake pad friction material is worn to less than 0.8 mm (0.031 in.).** **viii) - friction material of the pad or friction surface of the rotor is contaminated by brake fluid, grease or oil.** **Note: Also see section 9 for wheel seal leaks.**

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
8. <u>Mechanical Parking Brakes</u>	
a) Operation. Refer to manufacturer service instructions for test procedure. When such instruction is not available, test as described below. With a manual transmission – Apply the parking brakes and place the transmission in the second or third lowest gear. Engage the clutch slowly without applying the throttle. Vehicle may rock and shake, but it should not roll, and engine may stall. With an automatic transmission **-** Apply the parking brake and place the transmission in forward gear. Raise engine speed to no more than 800 rpm. Vehicle may shift due to torqueing of the suspension, but it should not roll forward or backward. *Note:* Some vehicles with automatic transmissions use an interlock that prevents a vehicle from being placed into gear when the parking brake is applied. Inspect such a vehicle according to the test method provided by the manufacturer.	a) **-** parking brake does not hold as required.
b) indicator lamp.	b) - parking brake indicator lamp does not activate when control is placed in the applied position.
c) control.	c) binds, broken or missing. - inoperative or fails to lock.
d) cable and/or linkage.	d) - broken, frayed, improperly secured, missing, seized or equalizer is missing.
e) adjustment.	e) - any part of the system is improperly adjusted
f) friction material. *Note:* Rotors must be removed for inspection of internal park brake system components.	f) - thickness is less than specified by the OEM , or when not specified is less than 1.6 mm (0.063 in.) above shoe or rivet head.
	<u>Out of Service / Hazardous Condition</u> **i)- vehicle rolls forward or backward with little or no resistance when parking brake is applied**

Section 3 - HYDRAULIC BRAKE SYSTEM	
Item and Method of Inspection:	**Reject If:**
9. <u>Anti-Lock Brake System (ABS)</u> *Note:* Every vehicle equipped with ABS when it was manufactured must have the ABS in good working order.	
a) indicator lamp. Cycle the ignition off and on while monitoring the ABS indicator lamp.	a) - inoperative or missing. -fails to turn on during bulb-check cycle when ignition is turned on. -indicates the presence of an active malfunction by staying on after the bulb-check cycle. -any visual evidence that the system has been tampered with or defeated.
b) electronic control unit (ECU).	b) - insecure mounting, missing or connector corroded.
c) Wiring. Visually inspect accessible portions of the wiring. Inspect all repairs and damaged areas.	c) - insecure mounting, missing, or connector corroded, conductor is exposed due to damage, improper repair or other condition of wire. - connection or repair does not meet OEM standard.
d) ABS modulating valve.	d) - missing, insecure mounting to ECU, level 1 leak of brake fluid or abnormal corrosion.
e) wheel speed sensor.	e) - inoperative, insecure mounting, missing, connectors corroded.
Note: Different configurations of sensors and modulators are permitted by CMVSS. Confirm the OEM configuration of the ABS before rejecting a vehicle due to missing wheel speed sensors.	
	<u>Out of Service / Hazardous Condition</u> **i) - any malfunction of the ABS system that prevents normal brake operation.**

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
1. <u>Steering Wheel Test</u> Vehicles equipped with power steering, the engine must be running and the fluid level, belt tension and condition must be adequate before testing. Visually inspect: a) lash. With front wheels in a straight ahead position, turn steering wheel until turning motion can be observed at the front wheels. Reference a point on the rim of steering wheel and align with a stationary reference point, turn the steering wheel in the opposite direction until motion can be observed at front wheels. Measure distance between the two reference points.	a) - total movement is greater than OEM standard or if OEM standard is not available exceeds: • 50 mm (1.968 in.) for power steering gear box assembly. • 12 mm (0.472 in.) for power rack and pinion assembly. • 75mm (2.952 in.) for manual steering gear box assembly. - visual inspection reveals excessive wear and / or looseness in any ball stud, end assembly pivot point or mechanical linkage. **<u>Out of Service / Hazardous Condition</u>** **i) - steering lash or free-play is greater than the distance shown below:** **<u>MANUAL STEERING</u>** **<u>Wheel Diameter</u>** — **<u>Steering Lash</u>** **500 mm (19.7 in.) or less. — 85 mm (3.35 in.).** **Over 500 mm (19.7 in.). — 100 mm (3.94 in.).** **<u>POWER STEERING</u>** **<u>Wheel Diameter</u>** — **<u>Steering Lash</u>** **500 mm (19.7 in.) or less. — 75 mm (2.95 in.).** **Over 500 mm (19.7 in.). — 87 mm (3.43 in.).**

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
2. <u>Steering Travel</u> Turn steering wheel through a full right and left turn. If the vehicle has manual steering, raise the vehicle. Manually and visually inspect:	
a) steering wheel.	a) - broken, modified, damaged, loose on spline or diameter less than OEM design. - modified or changed to remove air bag as required by O.E.M. - less than 50 mm (2 in.) clearance between the steering wheel rim and cowl, instrument panel, windshield, or other surface.
b) operation.	b) - binds or jams during cycle. - number of turns from center to full left does not equal, plus or minus 1/2 turn, the number of turns from center to full right, or does not meet OEM standard.
c) clearance.	c) - clearance is less than 25 mm (1 in.) between tire and frame, fender or other parts.
d) steering stops.	d) - missing, not adjusted properly on applicable vehicles.
	<u>Out of Service / Hazardous Condition</u> **i) - steering stops missing.** **ii) - steering binds or jams during rotation.**
3. <u>Steering Linkage</u> With the engine off and the wheels on the ground rock the steering wheel left and then right and observe movement in steering components. If movement is observed, grasp the tie rod and attempt to move it in the direction of the ball stud. Visually inspect: **Under no circumstances shall a pry bar be used.**	
a) tie rod and drag link.	a) - cracked, broken, kinked, bent, welded, reinforced.
b) tie rod / drag link ends (ball and socket joints).	b) - worn so movement is evident, bent, field welded, injected, attaching nut loose, threads stripped or repaired in nut or on shank. - not an automotive type or does not meet OEM standard.
c) steering dampener	c) - inoperative or missing. - level 2 leak of dampener fluid.

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
d) pitman arm.	d) - loose, welded, injected, attaching nuts loose, threads stripped or repaired in nut or shank.
e) steering gear. (ie: box or rack and pinion unit).	e) - housing or bracket cracked, insecurely mounted, bolts loose or missing. - bellows (clamp and boot) split, torn or missing. - inner socket assembly worn beyond OEM standard.
f) mounting brackets.	f) - cracked, damaged, bolts or clamps missing or loose. - insulators missing or loose.
g) cotter pins.	g) – missing or of inferior substitute.
h) steering column.	h) - loose, mounted insecurely, mounting bolts missing or loose, tilt or adjustable column does not comply with OEM free play and mounting standards. - coupler to box misaligned or deteriorated, oil contaminated. - clamp, bolt, nut or locking roll pin is loose or missing.
i) idler arm.	i) - worn, loose or welded.
j) steering shaft universal joint.	j) - loose, welded, seized, binding
k) steering shaft yoke.	k) - loose, welded, clamping bolt loose, spline loose or stripped.
l) slip joint.	l) - rotational free play between splines exceeds 1 mm (0.039 in.). - horizontal play exceeds 6 mm (0.236 in.).
m) adjusting sleeve.	m) - loose, bent, welded, pinch bolt oriented in a position to contact other components and cause steering to bind or become jammed.

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - any steering component home built or repaired by welding.** **- nuts loose on tie rod ends, pitman arm, drag link, or steering idler arm.** **ii) - steering column** **- any bolts are loose or missing or any positioning parts allow movement from its normal position.** **- any universal joints are field welded.** **- steering wheel not secure.** **- adjuster sleeve loose.** **iii) - steering box or rack and pinion unit** **- any mounting bolts are loose or missing.** **- any frame or mounting bracket is loose or cracked.** **iv) - pitman arm** **- loose on steering gear output shaft spline or field welded.** **v) - ball and sockets** **- any linkage show looseness in alignment with the shank or neck of the ball in excess of 3 mm (0.118 in.) or adjusting sleeve loose.** **- any socket injected.**
4. Kingpin Play Raise vehicle to unload kingpins and with brakes applied to eliminate wheel bearing movement. With a dial indicator or a fixed device placed at the wheel, and using a bar for leverage, attempt to rock the wheel in and out. Visually inspect:	
a) horizontal movement. Observe movement at extreme top or bottom of tire.	a) - not within manufacturer's specification or if not given in excess of: - 5 mm (3/16 in.) for wheels 508 mm (20 in.) or more. - 3 mm (1/8 in.) for wheels less than 508 mm (20 in.).
b) vertical movement Place a bar under the tire and check for vertical movement between spindle support and axle.	b) - not within manufacturer's specifications or if not given in excess of 2.5 mm (0.098 in.).
c) condition.	c) - binding, seized, thrust bearing seized or binding.

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - binding or seized kingpin or thrust bearings.**
5. Power Steering System (Hydraulic and Electric) Manually and visually inspect:	
a) fluid reservoir.	a) - fluid level below manufacturer's specified level. - contamination present in oil (ie: metal, water). - insecure mounting. - cap is missing.
b) belts. Inspect drive belt according to Section 1. (Power Train, Item 5- Belt).	b) - missing, broken, frayed, cracks exceed O.E.M. standard, oil soaked. - deflection not within O.E.M. specifications.
c) hoses.	c) - cracked, worn by or is in contact with moving parts. - within 25 mm (1 in.) of exhaust system - level 2 fluid leak.
d) pump	d) - inoperable, loose, level 2 fluid leak.
e) cylinders (if equipped).	e) - inoperable, loose, level 2 fluid leak.
f) assist.	f) - does not operate as intended (i.e.: power-assist provided is noticeably reduced requiring more than normal steering effort to turn the wheels left or right).
g) steering gear box or rack and pinion unit. *Note:* Do not damage bellows to determine if there is an active leak.	g) - loose, level 2 fluid leak.
	Out of Service / Hazardous Condition **i) - no assist is evident.** **ii) - power steering fails to operate as intended.** **iii) - level 2 steering fluid leak.** **iv) - any component that indicates failure is imminent.**

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
6. <u>Ball Joints</u> Check ball joints as per original equipment manufacturer instructions. Check with a dial indicator horizontal and vertical movement as defined in the OEM service manual. Visually and manually inspect: a) condition.	a) - injected, wear exceeds manufacturer's specifications. - seals missing or cracked open. - improper or loose retainer. - wear indicators indicate worn beyond manufacturer specifications or are flush with cover surface.
b) ball joints with wear indicators Inspect with ball joints loaded.	b) - surface flush with or inside cover surface. - wear exceeds manufacturers specifications.
7. <u>Telescope/Tilt Steering</u> Mounting solid rather than repairing is permitted. Manually grasp steering column and attempt to move horizontally and vertically on mounts. Inspect: a) condition.	a) - does not comply with OEM standards for free play and security OR is in excess of 6 mm (0.236 in.).
	<u>Out of Service / Hazardous Condition</u> **i) - does not lock into position.**

Section 4 - STEERING	
Item and Method of Inspection:	**Reject If:**
8. <u>Wheel Alignment</u> Perform a 4-wheel alignment check using properly maintained and calibrated alignment equipment. The documented (printout) record of the alignment measurements must identify the Vehicle Identification Number (VIN), location, and date the alignment check was performed and shall be maintained in the inspection station file. Inspect:	
a) front wheel alignment:	a) - any of the geometric steering angles are not within manufacturer's specified range:
i) caster; camber; SAI; included angle; toe out on turns.	i) - not within manufacturer's specified range or exceeds 0.5° difference between left to right.
ii) toe; total toe; set back.	ii) - not within manufacturer's specified range
b) rear wheel alignment;	b) - any of the geometric angles are not within manufacturer's specified range.
i) camber	i) - not within manufacturer's specified range or exceeds 0.5° difference between left to right.
ii) toe; total toe.	ii) - not within manufacturer's specified range.
iii) set back; thrust angle	iii) - exceeds manufacturer's specification or 0.5°.
iv) caster (if equipped with rear steer axle)	iv) - vehicle is equipped with rear steer axle and caster exceeds manufacturer's specifications.

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
1. <u>Horn</u>	
Every vehicle must have at least one operating horn Operate the horn to inspect:	
a) activating device.	a) - not identified and readily accessible to driver. - does not function as intended. - not pressure type switch.
b) operation.	b) - not clearly audible, or does not function.
2. <u>Instruments and On-board Diagnostics</u>	
a) speedometer.	a) - does not function.
Accuracy is not checked at time of inspection, by operating vehicle, visually inspect operation:	- not clearly visible from the primary driving position.
Note: a GPS or similar device that uses satellite or RF signals to determine speed is not acceptable.	
b) brake warning indicator.	b) - does not function. -not clearly visible from the primary driving position
c) anti-lock Brake System (ABS) indicator.	c) - not illuminated in "test" position during cycle test. - remains illuminated with the parking brake released and the engine running.
d) Electronic Stability Control (if equipped)	d) - fails to function during OEM test cycle.
Check for indication of any fault or malfunction by cycling the ignition off and on while monitoring the indicator lamp:	- remains illuminated with the vehicle engine running in a forward gear and after the vehicle is moved over a distance of at least 10 meters.
Note: Every vehicle with a GVWR of 4536kg or less that is manufactured on or after September 1, 2011 must be equipped with ESC that complies with CMVSS 126.	
e) Tire Pressure Monitoring System (TPMS).	e) - see note
Note: This system is not required to function. Warning lamp may illuminate due to low tire pressure, system malfunction, after-market rims or tires of a different size than recommended by the manufacturer.	
f) high beam indicator.	f)- fails to illuminate when high beam selected.
g) turn signal/hazard indicators.	g) - fails to function, proper indicator does not illuminate for switch selection.

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
h) Supplementary Restraint System (SRS) Warning Lamp. *Note:* Check for the presence and function of airbags and seatbelt pre-tensioners.	h) - does not illuminate during the OEM test cycle. - remains illuminated with the engine running.
i) seat belt warning indicator. *Note:* A seatbelt warning system is required on every vehicle manufactured after January 1, 1976 equipped with OEM seat belts.	i) - visual and audible warning systems do not function as per OEM standard.
j) electric power steering indicator (If equipped).	j) - does not illuminate during the OEM test cycle. - remains illuminated or indicates fault with engine running.
	Out of Service / Hazardous Condition **i) - brake failure lamp remains illuminated after cycle.** **ii) - SRS warning lamp indicates system malfunction.**
3. Heater & Windshield Defroster	
a) operation.	a) - inoperative at any setting. - low air flow or fails to deliver heated air.
b) heater core	b) - level 2 leak of coolant.
4. Windshield Wipers and Washers Visually inspect:	
a) operation.	a) - fail to operate on all speeds, fail to park.
b) blades.	b) - torn, hardened or missing. - fail to wipe approximately 75% of windshield or swept area is less than OEM wiper blades. - fails to contact windshield properly.
c) arms.	c) - missing, broken, bent, distorted. - do not meet OEM standard.
d) washers.	d) – missing or inoperable. - fail to direct sufficient washer fluid at correct position on windshield.
	Out of Service / Hazardous Condition **i) - wiper inoperative, or missing, damaged parts that render it ineffective on driver's side.**

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
5. <u>Interior Sun Visor</u> Visually and manually inspect: a) location. b) attaching parts. c) adjustment. d) modified or non-OEM sun visor. *Note:* An interior sun visor is not required on a three-wheeled vehicle on which a sun visor was not installed by the original manufacturer.	a) - missing on drivers side. b) - missing, broken, bent or loose. c) - cannot be maintained in a set position. d) - does not meet the OEM standard.
6. <u>Auxiliary Controls and Devices</u> This includes equipment that is primarily inside a vehicle and includes controls for devices such as: PTO, wet lines, tarp systems, vehicle-mounted lifting and transporting devices, snow plow, dump box, front- mount hydraulic pump, roll-on roll-off, etc. a) condition. Check security of controls and devices visually, manually and using suitable tools as necessary. No functional test is to be conducted.	a) - device is in such an unsafe condition that could be a risk to the driver or a passenger. - device is insecure or loose, or in danger of shifting in a way that could impede normal operation of the vehicle. - level 2 leak of oil or other operating fluid.
	<u>Out of Service / Hazardous Condition</u> **i) - control or device is in such an unsafe condition that it is an imminent risk to the driver or a passenger.** **ii) - control or device is insecure or loose, or in imminent danger/risk of shifting in a way that impedes normal operation of the vehicle.**
7. <u>Auxiliary and Permanently Attached Equipment</u> a) Visually inspect auxiliary equipment such as axe, chains, tools, shovels, spare tire, etc. b) Visually inspect permanently attached equipment.	a) - not attached securely. b) - not attached securely.

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
8. <u>Accessibility Features and Equipment</u> Accessibility features are items that are provided on "accessible vehicles" specifically designed for entry, accommodation and exiting of persons with various physical conditions that may limit their mobility. Many of these features are designed to provide access to the vehicle by means of a mobility assistive device (such as a cane, walker, wheel chair or scooter). The items listed in this section apply only to those features on this type of accessible vehicle.	
a) door on entrance for person with mobility assistive device. Test the operation of all accessible doors. Check that the door is held in the open position by a detent or latch. Test the operation of a power door and check the closing safety feature.	a) - door fails to hold in open position. - power door fails to stop closing and/or reverse when stopped by an object.
b) entrance for person with mobility assistive device (with no ramp or lift).	b) - contrasting colour stripe on step or floor edge is worn off or not readily visible. - has no light above or beside each entrance door illuminating the steps and actuating automatically when the door opens.
c) entrance/exit handle and grab bar.	c) - has no grab bar or handle accessible from ground level at the side of each entrance that remains inside vehicle when the door is closed. - has no grab bar or handle at any seat intended for accessible passenger. - handle or grab bar, located away from seat or door, is smaller than 20 mm, or larger than 50 mm when unpadded, or larger than 75 mm when padded.
d) seat belt in location designated as an accessible seating position.	d) - any seat does not have a fully functioning Type 1 (lap) or Type 2 (3-point) seat belt.
e) occupant restraint for person in mobility assistive device.	e) - inoperative, missing or fails to operate in the manner intended by the manufacturer.
f) ramp condition.	f) - not fully covered in anti-skid material. - anti-skid material is not fully secured to ramp surface. - not fitted with a raised guard (edge) on each side in a contrasting colour, or colour is worn off.

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
g) mobility assistive device securement system.	g) - inoperative, missing or fails to operate in the manner intended by the manufacturer.
h) powered ramp or lift operation. Operate device into the fully deployed and stowed positions to confirm it operates as intended by the manufacturer.	h) - any moving part of the power mechanism is not protected by a guard. - inoperative or fails to operate in the manner intended by the manufacturer. - device fails to operate smoothly.
i) interlock and over-ride of power ramp or lift device. Operate device to confirm it operates as intended by the manufacturer. Attempt to operate the vehicle to confirm operation is prohibited as intended.	i) - inoperative, missing or fails to operate in the manner intended by the manufacturer.
	Out of Service / Hazardous Condition **i) - fails to fully retract or store as intended by the manufacturer.**
9. Vehicle Identification Visually inspect:	
a) Vehicle Identification Number (VIN). *Note:* The VIN may be located on door pillars or jambs, dash, firewall, radiator support, under the hood, trunk or glove box.	a) - missing, damaged, defaced, obscured or not legible. - unable to locate at least two (2) identical VIN numbers on the vehicle. - any one VIN is different on the vehicle. - mounting rivets are not original or appear to have been tampered with. - a vehicle manufactured or assembled after 1974 fails to have the public VIN located inside the operator's compartment adjacent to the left front roof pillar and readable from outside the vehicle.
b) Vehicle Compliance Label. *Note:* Compliance Labels include: Incomplete Vehicle, Intermediate, Final-Stage Manufacturer, and Vehicle Alterers Compliance Labels, issued in accordance with the Motor Vehicle Safety Act (Canada) and the regulations under that Act, which will include the registered companies National Safety Mark (NSM),as well as foreign manufacturer's labels that contain the Canadian Statement of Compliance (SOC).	b) - unable to locate label (note: usually found on the drivers door pillar). - any required compliance label is missing, defaced, or tampered with. - a vehicle manufactured or assembled in stages fails to have a Final-stage Manufacturers Compliance Label affixed that reflects the vehicle (i.e. body style, axle configuration, etc).
….continued	continues…

Section 5 - INSTRUMENTS & AUXILIARY EQUIPMENT	
Item and Method of Inspection:	**Reject If:**
Note: Information on SGI policies and procedures for vehicles failing inspection of vehicle identification may be referenced on the VS&I landing page, or by contacting VS&I. Some examples SGI has policies in place for are: • VIN assignment process. • Kit Cars. • Military Vehicles. Right Hand Drive Vehicle inspection information is included in appendix B of this manual.	- a vehicle imported outside the scope of Transport Canada's Registrar of Imported Vehicles (RIV) program not having a label affixed that includes the Canadian Statement of Compliance (SOC) or that SGI has not made policies and procedures for registration eligibility. - a vehicle has been altered in a way that effects any CMVSS regulated safety system other than by: • a manufacturer registered with Transport Canada having a valid National Safety Mark (NSM). • an approved method published by the OEM. • an eligible foreign manufacturer with a label affixed including the Canadian Statement of Compliance (SOC).
10. <u>Fuel-Burning Auxiliary Heater</u> Inspect the exhaust system and fuel system, according to the appropriate type of fuel used, as described in Section 1.	
a) condition.	a) - not attached securely.
11. <u>Auxiliary Drive Controls</u> Inspect according to manufacturer service and safety instructions. When such instruction is not available, inspect and test auxiliary drive control devices according to the relevant steering, brake and power train items, and the relevant additional items below.	
a) auxiliary steering station. *Note:* An auxiliary steering station normally uses a "tee type" gear box at the primary steering station and a "90-degree type" gear box at the secondary steering station(s).	a) - gear box is insecure or loose. - connecting shaft or u-joint is loose, or u-joint is out of phase. - lash (free play) is greater at the auxiliary station than at the main steering wheel.
b) auxiliary brake control.	b) - any service or parking brake control fails to operate as intended. - two-way check valve is leaking or inoperative.
c) auxiliary lamp control.	c) - any lamp control at the auxiliary control position.
d) auxiliary throttle control.	d) - throttle control fails to operate as intended. - fails to operate as intended, or interferes with any other normal lamp operation.

Section 6 - LAMPS	
Item and Method of Inspection:	**Reject If:**
1. <u>Lamps</u> **All lamps must comply with designated requirements.** All lamps mentioned except hazard lamps are to be inspected with headlamps and all other auxiliary lamps on and with brakes applied. Visually inspect:	**Any lamp** fails to illuminate; is missing; broken; cracked; insecurely mounted; has visible moisture in interior; lens/or reflective material has deteriorated; is a required lamp/lens or reflector fitted with a cover; does not meet CMVSS, DOT or SAE standards; is LED with 25% of diodes nonfunctional; is an LED headlamp with any diode nonfunctional; is an incandescent headlamp assembly fitted with an HID bulb; **or:**
a) headlamps.	a) - fails to have two or four, facing the front as far apart as practicable, clearly visible white in colour (correlated color temperature rating of 2854K-5000K). - not operated by headlamp control. - does not function on both high and low beam. - height is not between 559 - 1372 mm (22-54 in.) above road surface when measured at centre.
b) tail lamps.	b) - fails to have two, located at rear as far apart as practicable, red in colour and clearly visible. - not operated by headlamp control. - improper filament or circuit is energized. - height is not between 380 - 1830 mm (15-72 in.) above road surface when measured at centre.
c) stop lamps.	c) - fails to have two located facing rear as far apart as practicable, red and clearly visible. - not activated by brake application. - improper filament or circuit is energized.
d) centre high mount stop lamp. *Note:* Required on cars manufactured on or after January, 1987 Required on all vehicles with a GVWR of 4536 kg (10,000 lb) and less manufactured on or after January 1, 1997.	d) - not red in colour. - not located facing rear and clearly visible. - not activated by brake application.
e) turn signal lamps.	e) - fails to have four, located two facing front and two facing rear as far apart as practical, front amber, rear amber or red and clearly visible. - not operated by turn signal control. - improper filament or circuit is energized.

Section 6 - LAMPS	
Item and Method of Inspection:	**Reject If:**
f) hazard lamps. Original equipped vehicles only. *Note:* Turn signal lamps may serve as hazard lamps.	f) - fails to have four, located two facing front and two facing rear as far apart as practicable, front amber, rear amber or red and clearly visible. - fail to flash simultaneously, and be operated by a hazard warning control.
g) side marker lamps.	g) - fails to have four, located two at front (corner) and two at rear (corner), facing the side, front amber, rear red and clearly visible. - vehicle is over 9.1 m (30 ft.) in length and does not have intermediate amber lamp on each side not less than 380 mm (15 in.) above ground. - height is not between 380 - 1530 mm (15 - 60 in.) above the ground.
h) clearance lamps.	h) - vehicles 2032 mm (80 in.) and wider fail to have four, located at widest part of vehicle as far apart as practicable, two amber facing front, two red facing rear and clearly visible.
i) park lamps. vehicles not equipped with clearance lamps:	i) - fails to have four, located two amber or white on front and two red on rear, as far apart as practicable and clearly visible.
j) identification lamps.	j) - vehicles 2032 mm (80 in.) and wider fail to have three amber on front and three red on rear as high as practicable, centred and horizontally spaced between 150 mm (6 in.) and 300 mm (12 in.) apart and clearly visible.
k) back-up lamps. *Note:* Not required on vehicles manufactured before 1972	k) - fails to have one or two, located on rear of vehicle, white in colour, clearly visible - does not operate with ignition on and transmission in reverse
l) license plate lamp	l) - fails to have one or two, located on rear so as to emit light on license plate, white, clearly visible and operated by headlamp control.
m) daytime running lights	m) - fails to operate continually when engine operating and master lighting switch is not in the "ON" position on all vehicles manufactured on or after December 1, 1989. - fails to comply with the OEM standard. - not white or amber in colour and located on front of vehicle.

Section 6 - LAMPS	
Item and Method of Inspection:	**Reject If:**
n) fog lamps (if equipped). may operate on high or low beam. *Note:* Not required, but must comply with standard if equipped.	n) - not white or amber in colour on front of vehicle, mounted below the level of the headllamps and aimed lower and to the right of the low beam headlamps, or red if on the rear and facing to the rear. -fails to have lamp/lens designation "F".
o) high beam driving lamp (if equipped) *Note:* Not required, but must comply with standard if equipped.	o) - not white in colour located on front of vehicle below the level of the headllamps. - fails to have lamp/lens designation "Y". - operates on headlamp switch setting other than high beam..
p) low beam driving lamp (if equipped). *Note:* Not required, but must comply with standard if equipped.	p) - not white in colour located on front of vehicle below the level of the headllamps and aimed lower and to the right of the low beam headlamps. - fails to have lamp/lens designation "Z".
q) loading lamp. fixed lamp that emits a white light.	q) - other than a rear facing white light providing illumination behind the vehicle for the purpose of loading unloading cargo and coupling uncoupling a trailer.
r) stationary (off road) lamps. forward facing white lamps mounted above a standard headlamp system are restricted to emergency vehicle use only. *Note:* Stationary lamps are prohibited lamps if fitted to a vehicle that is not an emergency vehicle.	r) - stationary lamps that are prohibited have not been fitted with an opaque cover.
s) beacons and flashing lamps. *Note:* Amber beacons/flashing lamps may be fitted to a vehicle that is a service vehicle, pilot (escort) vehicle, or vehicle that creates a hazard on the highway. A combination of amber and blue beacons/flashing lamps may only be fitted to service vehicles, tow trucks, and snow removal equipment.	s) - fails to function, not visible from 360°. - emits a light other than amber rotating or flashing light on a pilot (escort) vehicle, or vehicle that creates a hazard on the highway. - emits a light other than amber or a combination of amber and blue on service vehicles, tow trucks, and snow removal equipment.. - fitted to a vehicle other than noted.
t) emergency lamps. *Note:* **Red** beacons/flashing lamps, and a combination of **red** beacons or flashing lamps used in any combination with blue, amber and white may only be fitted to a vehicle that is an emergency vehicle. A white strobe lamp may be fitted to a school bus.	t) - fails to function as intended. - fitted to a vehicle that is not designated as an emergency vehicle. - any colour other than red fitted to a volunteer firefighter or first responders vehicle and that is not fitted with an opaque cover.

Section 6 - LAMPS	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - not at least one headlamp operative on low beam.** **ii) - not at least one operative red tail lamp on the rear of the vehicle.** **iii) - not at least one operative stop lamp on rear of vehicle.** **iv) - signal lamps on each side front and rear are not operable.**
2. Reflex Reflectors A lamp or cover that emits a reflection may be considered a reflector. Visually inspect:	**Any reflector** is cracked, broken, missing, obscured, damaged, does not meet requirements of CMVSS, SAE **or:**
a) rear reflex reflectors.	a) - fails to have two, located facing rear as far apart as practicable, red and clearly visible.
b) side marker reflectors. One lens may serve as both side marker and clearance reflector provided it can be seen from both sides and rear.	b) - fails to have four, located two on each side as close to corners as practicable, front amber, rear red and clearly visible. - vehicle over 9.1 m (30.0 ft.) in length fail to have an intermediate amber reflector on each side.
3. Headlamp Aim Ensure that aiming device is calibrated according to manufacturer's instructions.	
a) aim.	a) - not within manufacturers specifications.
b) adjusters.	b) - missing, broken, inoperable or mounted insecurely.
4. Instrument Lamps Visually inspect:	
a) shift pattern - automatic transmission.	a) - fail to illuminate.
b) speedometer lamp.	b) - fail to illuminate.
c) instrument lamps or backlighting of any required instruments or gauges.	c) - fail to illuminate.

Section 7 - ELECTICAL SYSTEM	
Item and Method of Inspection:	**Reject If:**
1. <u>Wiring</u> Visually inspect:	
a) security.	a) - loose or improperly supported, and able to contact moving parts. - insecurely attached resulting in chafing. - not secured a minimum of every 1.8 m (6 ft.)
b) insulation.	b) - conductor exposed, other than at a proper connector.
c) condition.	c) - cut, shorted or deteriorated.
d) circuit loading. Circuit protection requirements are based on manufacturer design and specifications. Circuit testing is not required. Inspection is visual and based on knowledge of the normal design and specifications.	d) - circuit load protection is missing or bypassed. - circuit is overloaded beyond normal circuit capacity. - circuit protection device (fuse, circuit breaker or fusible link) exceeds circuit capacity. - circuit is improperly grounded.
	<u>Out of Service / Hazardous Condition</u> **i) - any electrical component or wiring shows signs of shorting, arcing, or a hot spot.**
2. <u>Battery</u> Visually inspect:	
a) posts.	a) - corrosion or deterioration is present that prevents proper electrical contact, loose or burnt.
b) mounts.	b) - missing, cracked, perforated or weakened due to corrosion.
c) cover or hold down.	c) - missing, insecure or of inferior substitute.
d) condition.	d) - level 2 leak of battery fluid.
	<u>Out of Service / Hazardous Condition</u> **i) - any electrical component or wiring shows signs of shorting, arcing, or a hot spot.**

Section 7 - ELECTICAL SYSTEM	
Item and Method of Inspection:	**Reject If:**
3. <u>Switches</u> All switches must operate as per OEM design. Visually and manually inspect:	
a) headlamp.	a) - missing, broken, inoperable, not OEM compatible.
b) dimmer.	b) - missing, inoperable, mounted in a position other than as OEM specified.
c) heater and defroster.	c) - does not operate on all speeds inoperable, broken or missing.
d) turn signal.	d) - missing, broken or inoperable. - does not hold selected position. - fails to cancel automatically when steering returns to centre (OEM equipped vehicles only).
e) hazard warning.	e) - missing, broken or inoperable.
f) windshields wiper and washer.	f) - does not operate on all speeds. - missing, broken or inoperable.
g) ignition/engine start.	g) - can be operated without key (key fob). - missing, broken, damaged or inoperable.
4. <u>Trailer Cord (output to towed vehicle)</u> Visually inspect:	
a) Insulation.	a) - cracked, cut, deteriorated or melted through to wire conductor.
b) Connectors. A trailer cord must be repaired only by using industry standard methods.	b) - cracked, ends split, improper repair or connection.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
The light vehicle inspection is inclusive of a visual inspection to identify deficiencies of structural body components. **Structural body component damage may arise from an unreported collision occurrence or may be the result of improper repair.** **A TLV (2-Stage) inspection, where a Body Integrity inspection is required, will entail a much more detailed inspection of the structure and structural components by an autobody journeyperson at a properly equipped facility and identification/ documentation of the pre-collision damage is recorded.**	
1. <u>Hood or Engine Enclosure</u> Test the operation of the hood or engine enclosure doors, attachment, latches and safety devices.:	
a) hood/engine cover.	a) - missing. - damaged, insecure or deteriorated in a manner that it is likely to become detached. - any repair or modifications by methods other than those approved by the OEM or industry standards. - any replacement part does not meet OEM or industry standards.
b) latches (primary or secondary).	b) - broken, missing, seized, insecurely mounted or inoperative. - Effectiveness is compromised due to deteriorated condition, (e.g.: rubber or similar type of latch) or of inferior substitute. - fails to open or close normally. - welded or repaired in a way that does not meet OEM standard.
c) Hinges.	c) - missing, broken, cracked, seized, welded, inoperable or parts missing. - insecure, abnormally worn, deteriorated due to corrosion.
d) support/assist springs dampeners, cables, pins.	d) - broken, insecurely attached, missing or of inferior substitute.
	<u>Out of Service / Hazardous Condition</u> **i) - both primary and secondary latch are inoperative.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
2. <u>Cab and Passenger-Vehicle Body</u> Visually inspect for:	
a) condition.	a) - any section is in a condition that could be hazardous to driver, passenger, pedestrian or cyclist due to being loose, protruding, torn or having an exposed sharp edge. - corroded, perforated, or torn in a manner that reduces structural integrity of a panel or floor, or allows exhaust gases to enter the occupant compartment. - modified in a manner that may reduce structural integrity (unless the condition or the repair is approved by the OEM, or an engineer). - body component integrity is reduced due to a loose body component, broken weld, missing fastener or failed adhesive. - body panel or floor is welded or repaired in a way that does not meet OEM or industry standards. - body panels separated, misaligned, structural shapes distorted or indications of metal heating.
Note: Misalignment of panels can be an indication of damage or improper repair.	
b) body mount/support.	b) - allows abnormal amount of movement. - broken, cracked, loose or missing parts. - improper mount used that does not meet OEM or industry standards. - support cracked, broken or bulging. - welded or repaired in a way that does not meet OEM or industry standards.
c) body moulding or trim.	c) - is in a condition that could be hazardous to driver, passenger, pedestrian, or cyclist due to being loose, protruding, torn or having an exposed sharp edge.
d) fender. (includes inner wheel panel).	d) - missing, not full width of tires, section torn away or corroded so that road spray is not controlled. - corroded or damaged in a manner that OEM installed lamps cannot be properly secured. - repaired in a way that does not meet OEM or industry standards. - fitted in a manner to cause interference with the steering mechanism or cause rubbing of tires when suspension bottomed and steering moved from stop to stop (includes rear wheels).

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - any component is so insecure or loose that it is an imminent hazard or it could become detached from vehicle.** **ii) - any section has exposed sharp edge, is torn or protrudes out in a manner that is hazardous to driver, passenger, pedestrian or cyclist.** **iii) -any body part or attachment is broken, cracked perforated, or sagging, in a manner that permits the body to contact any moving part.**
3. Cab and Passenger-Vehicle Doors This includes a trunk lid, rear hatch, and partition door between the occupant and cargo area. Test the operation of each: a) condition and operation. A vehicle equipped with removable doors must be inspected with all doors installed. *Note:* Door handle and opener operation applies to inner and outer handles and lock mechanisms. *Note:* Exterior door handles are not required if door can be opened using a remote device provided the device is fully functional at the time of inspection.	a) - door binds, fails to operate as intended. - door handle and opener fails to operate or latch on both primary and secondary latches, weakened by corrosion in catch or latch area. - hinge insecurely mounted, weakened by corrosion in hinge area, pins or bushings are cracked, missing, broken, loose or seized in a manner that door will not close, latch or seal properly. - door panel corroded through, separated, welded repaired or modified in a way that does not meet OEM or industry standards. - seals missing, out of position, deteriorated, a gap exists or any condition that would be ineffective in preventing exhaust gases entering the passenger compartment. **Out of Service / Hazardous Condition** **i) - door fails to latch on both primary and secondary latches.** **ii) - gap exists and exhaust gases are entering passenger compartment.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
4. <u>Cargo Body</u>	
a) sheet metal.	a) - any section has exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to driver, passenger, pedestrian or cyclist. - panel loose, insecure or corroded through.. - fasteners or rivets missing or loose - welded or repaired in a way that does not meet OEM or industry standards.
b) floor & deck.	b) - has any condition that would allow a person or cargo to fall through. - welded or repaired in a way that does not meet OEM or industry standards.
c) frame and sub-frame.	c) - bent, broken, cracked or insecure. - perforated or weakened by corrosion. - stress crack at side rail or rub-rail. - fastener or rivet is loose, missing or dimpled by corrosion. - welded, repaired or modified in a way that does not meet OEM or industry standards or that compromises structural integrity.
d) cross-member.	d) - loose, bent, broken, collapsed, cracked or missing. - perforated or weakened by corrosion.
e) inner or outer side rail and body-long sills.	e) - bulge caused by corrosion resulting in distortion of 10 mm (0.393 in.) or more (unless the condition or the repair is approved by the OEM, manufacturer or an engineer). - fastener or rivet is loose or missing. - bent, broken, cracked or insecure. - welded or repaired in a way that does not meet OEM or industry standards.
f) body rail and structural member.	f) - upper or lower cargo body rail is bent, buckled, cracked, weakened by corrosion or has a fastener loose or missing.. - floor cross member or roof support is bent, loose, sagging, cracked or weakened by corrosion.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
g) stake pocket/tie-down, cargo securing point or cargo securing device..	g) - broken, cracked or insecure - elongated or distorted. ** When a cargo securing point or device is in any of the conditions described above, record the condition on the inspection report, do not reject the vehicle for this condition alone.
h) tailgate, cargo door. *Note:* A tailgate is required at all times if it forms part of the vehicle body structure or is a direct access into a passenger compartment.	h) - broken, cracked or missing. - hinge is broken, cracked or missing. - insecure, or will not close and latch properly. - welded or repaired in a way that does not meet OEM or industry standards.
i) body to frame attachment. Includes body to frame attachment device such as U- bolt, pivot hinge, cheek plate mount, flex-mount hardware, body clamp and 'J-Bar'.	i) - bent, broken, cracked, loose or missing. - spring is broken. - spacer or insulator is abnormally worn, crushed, dislodged or missing.
j) body panel.	j) - any section has exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to driver, passenger, pedestrian or cyclist. - panel or panel fastener is insecure, loose, missing, perforated or weakened by corrosion. - repaired in a way that does not meet OEM or industry standards.
	<u>Out of Service / Hazardous Condition</u> **i) - any component is so insecure or loose that it is an imminent hazard or it could become detached from vehicle.** **ii) - any section has exposed sharp edge, is torn or protrudes out in a manner that is hazardous to driver, passenger, pedestrian or cyclist.** **iii) - any body part or attachment is broken, cracked, perforated, or sagging, in a manner that permits the body to contact any moving part, or imminent collapse appears likely.** **iv) - a condition exists that is allowing leakage, loss or spillage of cargo.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
5. <u>Frame, Rails & Mounts</u> Visually inspect:	
a) condition. *Note:* Some rust and corrosion on the outer surface of exposed metal parts is normal. When a high amount of rust or corrosion is present and visibly reduces the thickness of the material, structural deterioration is possible.	a) - welded, modified or repaired in a way that does not meet OEM or industry standards. - cracked, broken, bent or kinked. - perforated or separated due to corrosion between mount and frame member. - rusted or corroded to a depth sufficient to become weakened. - bulge caused by corrosion resulting in distortion of 10 mm (0.39 in.) or more (unless the condition or the repair is approved by the vehicle OEM, or an engineer). - any condition of the frame assembly allows a frame component, or a part of the body to contact a moving part, or power train to move out of its normal position, or effects the ability to maintain the wheel alignment within the manufacturers specified range.
b) frame fasteners.	b) - corroded so as to be ineffective. - missing, loose or of inferior substitute.
c) cross-members.	c) - missing, bent, loose, cracked, broken or missing. - cut, notched, rusted or corroded to a depth sufficient to cause weakness. - repaired using material or method, that does not meet OEM or industry standards. - any condition of a cross member allows a frame component, or a part of the body to contact a moving part, or power train to move out of its normal position, or effects the ability to maintain the wheel alignment within the manufacturers specified range.
d) sub-frame assembly.. *Note:* This only applies to a structural frame assembly that is not part of the main frame assembly, and carries a load or provides strength to the vehicle structure, i.e.: engine cradle, or suspension sub-frame.	d) - bent, broken, cracked, loose or missing. - cut, notched, rusted or corroded to a depth sufficient to cause weakness. - repaired using material or method that does not meet OEM or industry standards. - any condition of the sub-frame assembly allows a frame component or a part of the body to contact a moving part, or power train to move out of its normal position, or effects the ability to maintain the wheel alignment within the manufacturers specified range.

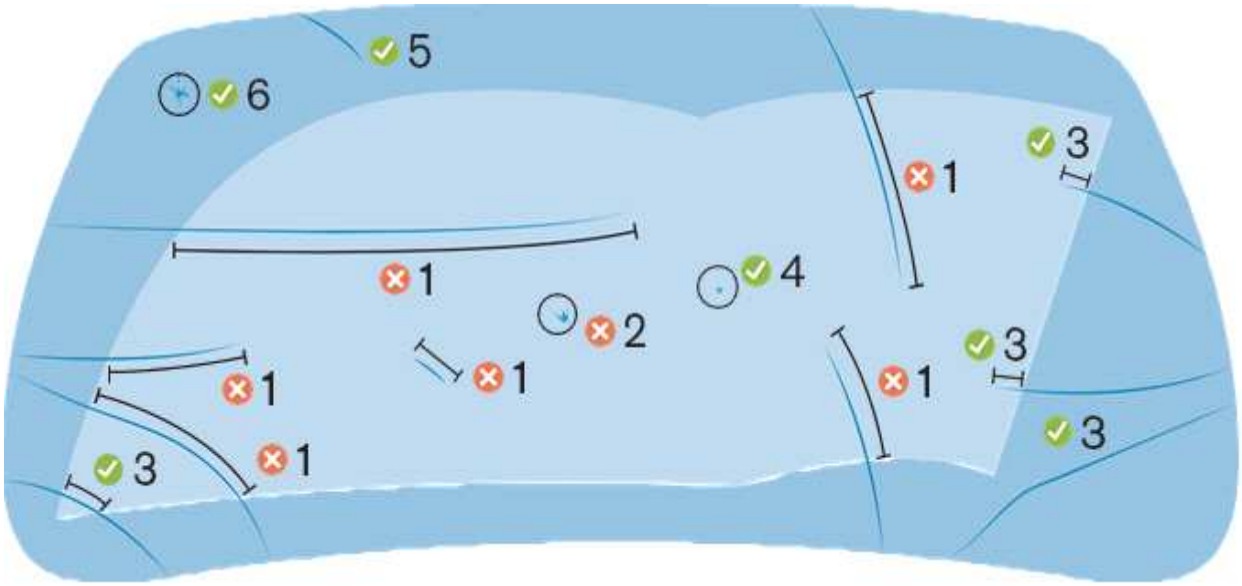
Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - any frame member is broken, sagged or cracked.** **ii) - any frame member or component fails to adequately support directional stability or support components.** **iii) - energy management structure compromised or rendered ineffective.** **iv) - imminent failure appears likely due to a frame member that is damaged or deteriorated, or has been repaired using material or method that does not meet OEM or industry standards.**
6. <u>Unitized Body Elements</u> a) load carrying panels, structural elements and mounts. *Note:* This also includes components such as strut towers and suspension mount support structure, radiator supports, A,B,C pillars, rocker panels, cab corners.	a) - mounts bent, broken, cracked, loose or missing. - panels damaged, modified, or corroded to an extent sufficient to cause structural weakness or energy management structures are compromised or rendered ineffective. - welded or repaired in a way that does not meet OEM or industry standards or completed repair is missing corrosion resistant coating. - any condition of the unitized body allows a part of the body to contact a moving part or power train to move out of its normal position, or effects the ability to maintain the wheel alignment within the manufacturers specified range.
	<u>Out of Service / Hazardous Condition</u> **i) - any component is so insecure or loose that it could become detached from the vehicle.** **ii) - any condition of a unitized body component allows a part of the body or power train to move or shift out of its normal position, or to contact a moving part.** **iii) - imminent failure appears likely due to a body component that is damaged or deteriorated, or has been repaired using material or method, that does not meet OEM or industry standards.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
7. <u>Body, Device or Equipment Attached or Mounted to the Vehicle</u> This section applies primarily to external devices or equipment attached to a vehicle. Examples include a crane, cargo lifting or dispensing equipment, cargo covering equipment, welder, generator, snow plow, slip tank, aerodynamic device, etc. The criteria in this section only apply to a mounted body, device or equipment to the extent that the condition could affect the safe operation of the vehicle on the highway. The functionality of the mounted equipment does not need to be tested or inspected.	
a) condition and security: Check security of attached body, device or equipment visually, manually and using suitable tools as necessary. No functional test is to be conducted.	a) - equipment or device is in such an unsafe condition that is a risk to other motorists, the driver, a passenger, pedestrian or cyclist. - equipment or device is insecure or loose, or in danger of shifting in a way that could impede normal operation of the vehicle. - any section has an exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to the driver, a passenger, pedestrian or cyclist. - level 3 leak of any oil, hydraulic fluid or liquid product.
	<u>Out of Service / Hazardous Condition</u> **i) - any article, component or device is so insecure or loose that it could become detached from the vehicle.** **ii) - equipment or device is in such an unsafe condition that it is a risk to other motorists, the driver, a passenger, pedestrian or cyclist.** **iii) - any section has an exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to the driver, a passenger, pedestrian or cyclist.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
8. <u>Bumper</u> Every passenger car requires both a front and rear bumper. Every truck, multipurpose passenger vehicle, van and bus with a GVWR of 4,500 kg or less only requires a front bumper. Visually inspect:	
a) condition.	a) - bumper or cover is broken, loose or missing, any section has exposed sharp edge, is torn or protrudes in a manner that could be hazardous to the driver, a passenger, pedestrian or cyclist. - bumper/reinforcement missing, loose, broken, cracked or perforated. - OEM shock absorbers/crush zones are collapsed, welded to rail, solid or not collapsible. - distance from ground to center of front and rear bumper reinforcement not between 380-560 mm (15-22 in.) on passenger cars. - distance from ground to lowest part of front bumper reinforcement higher than 750 mm (29.5 in.) on a truck, multipurpose passenger vehicle, van or bus with a GVWR of 4,500 kg or less.
Note: Bumper height to be measured with the vehicle unloaded, parked on a flat level surface and the tires inflated within the range specified by the manufacturer.	
b) design.	b) - a replacement part does not meet OEM or industry standards.
9. <u>Windshield</u> Visually inspect for:	
a) glazing type.	a) - other than laminated safety glass conforming to ANSI Z26.1, type AS-1 or AS-10 and so marked. - missing, installation other than OEM approved method (ie: installation with adhesive sealant other than automotive urethane where required).
b) tinting.	b) - any after-market tint film is applied other than within the area at the top of the windshield and extending down to a maximum of 75mm (2.95 in.) from the top of the windshield.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
c) cracks: Refer to following page for illustration.	c) - any crack through one layer that extends more than 50 mm (2 in.) into the area swept by wipers. - any crack extends through both layers of glass.
d) chips Refer to following page for illustration.	d) - chips are larger than 13mm (1/2 inch) in diameter and in an area swept by OEM windshield wipers. - any chip through both layers of laminated glass.
e) condition.	e) - greater than 10% of total glass area is discoloured due to age or other deterioration. - drivers normal vision is impaired, obscured or limited due to surface condition.
f) obstructions.	f) - decals or device in area swept by OEM wipers.
	<u>Out of Service / Hazardous Condition</u> **i) - windshield missing.** **ii) - windshield damaged or deteriorated in a way that materially impairs drivers normal vision through in the area swept by the OEM wipers.**

Windshield Damage Defined

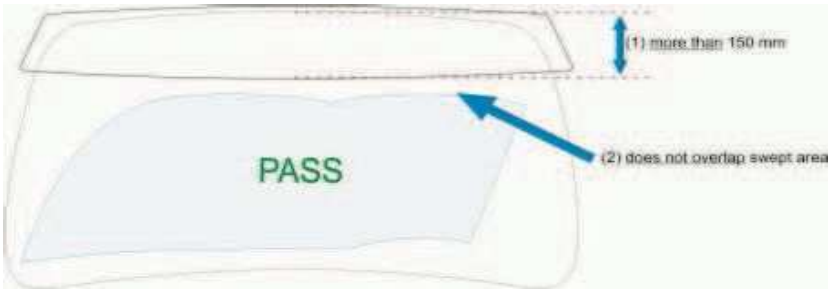


Examples of Windshield Damage Pass and Fail Conditions	
Fail	Pass
1. Crack through one layer that extends more than 50 mm (2") into the area swept by wipers.	3. Crack extends less than 50 mm (2") into the area swept by wipers.
2. Star chip larger than 13 mm (½") in diameter in area swept by wipers.	4. Star chip smaller than 13 mm (½) in diameter in area swept by wipers.
Note: Any crack or chip through both layers of laminated glass anywhere on the windshield fails.	5. Crack through one layer that is more than 50 mm (2") long, but outside the area swept by wipers.
	6. Star chip larger than 13 mm (½") in diameter, but outside the area swept by wipers.

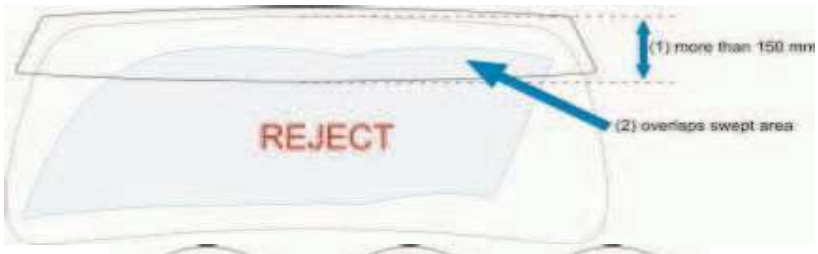
Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
10. Side Windows Visually and manually inspect:	
a) operation: Test the operation of each opening side window.	a) - fails to open, close or latch as intended.
b) material type.	b) - any window forward of the driver's seat back, and windows requisite for driving visibility is other than ANSI safety glass AS-1, AS-2, AS-10 or AS-11 and so marked. - any window rearward of the drivers seat back that is not requisite for driving visibility is other than identified above or ANSI safety glass AS-3 AS-4, AS-5 and so marked.
c) condition.	c) - clouded, damaged or deteriorated in such a way that normal driver vision is materially impaired. - window has an exposed sharp edge, is broken or part of window is missing. - window originally fitted with metal banding has any damaged or missing banding.
d) tint: Applies to any window forward of the driver's seat back, and windows requisite for driving visibility.	d) - aftermarket tint film or sunscreen has been applied other than that allowed by ANSI/SAE Z26.1.
11. Rear Window Includes windows in roof openings, visually inspect:	
a) condition.	a) - broken or exposed sharp edges.
b) material type.	b) - not marked as ANSI safety type AS-1, AS-2, AS-3, AS-10 or AS-11, or rigid plastic AS-4 or AS-5.
c) tint.	c) - rear window has tint film or sunscreen unless vehicle is equipped with right and left outside mirrors that provide a clear view to the rear.

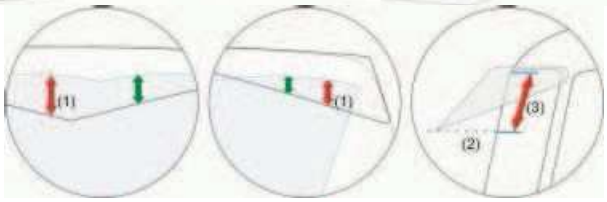
Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
12. <u>Rear View Mirror</u> Every vehicle requires an external rear-view mirror on the left side. When a vehicle does not have an interior rear-view mirror that provides an unobstructed view through a rear window, an external mirror is also required on the right side. Visually inspect:	
a) location.	a) - required rear view mirror is missing.
b) view.	b) - view to the rear is obstructed on a required mirror.
c) mount.	c) - broken, insecure or loose. - fails to hold mirror in correct position.
d) glass condition.	d) - cracked. - vision is obscured due to condition of glass or reflective surface, over 5% of total surface area of mirror.
e) surface area of external mirror. OEM mirrors are required to meet these same area requirements as per CMVSS 111. When a convex mirror is installed onto a rearview mirror, its area is included.	e) - when non-OEM mirror is used, surface area of mirror is less than 125 cm^2 (19.5 in^2) for a vehicle with GVWR of 4536 kg (10,000 lb) or less.
	<u>Out of Service / Hazardous Condition</u> **i) - an external rear view mirror is missing, obscured, insecure or adjustment is seized.**

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
13. <u>Exterior Windshield Sun Visor</u> Inspect: a) obscured view.	a) - any part of an exterior visor, at any point: 1) extends more than 150 mm (6 in.) below the upper edge of the windshield; and, 2) overlaps the portion of the windshield swept by the OEM wiper arm and wiper blade.









Sun Visor Measurement Location and Method:

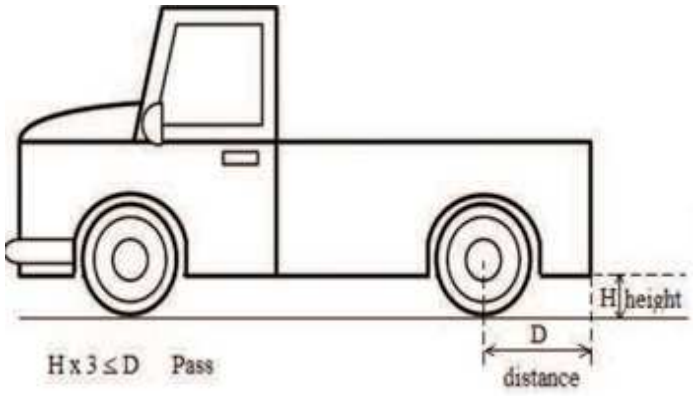
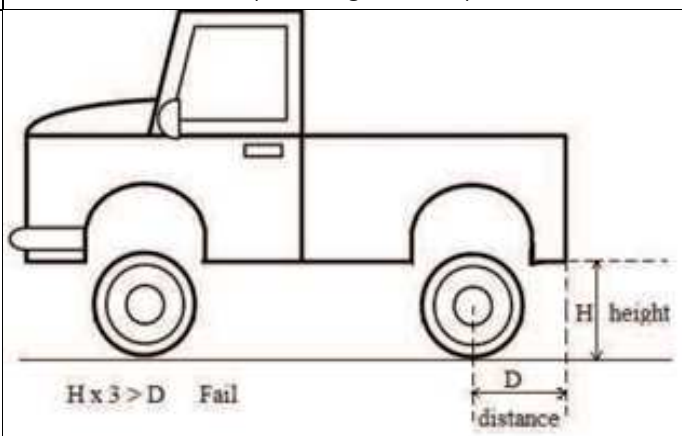
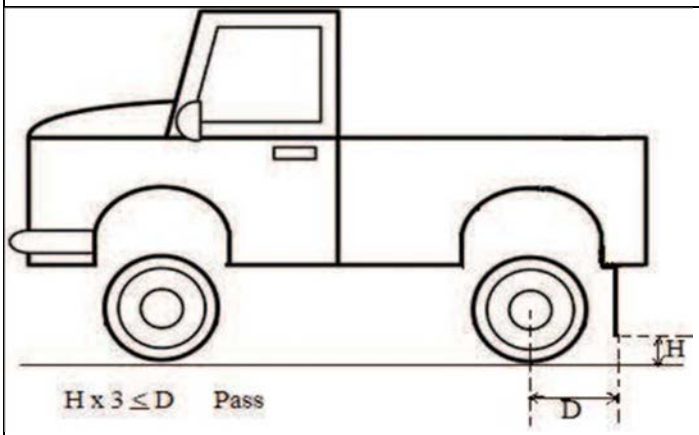
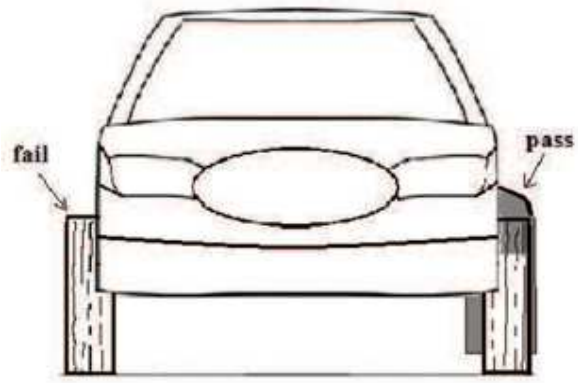
1. Identify the location where the sun visor vertically overlaps furthest over the swept area of the wiper.
2. Extend a level line to the surface of the windshield from the location identified in step (1).
3. Measure upwards along the surface of the windshield. Reject if measurement is greater than 150 mm (6 in.).

Note:

"Swept area" means the portion of the windshield swept by an OEM wiper blade attached to an OEM wiper arm.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - any part of an exterior visor, at any point:** **• extends more than 150 mm (6 in.) below the upper edge of the windshield; and,** **• overlaps the portion of the windshield swept by the OEM wiper arm and wiper blade**
14. Seats Visually and manually inspect: a) condition: Test operation of the seat position adjusting and locking controls.	a) - mounted insecurely, loose, frame broken. - seat covering or energy absorbing material in a condition that exposes or allows contact with a metal component or spring. - seat assembly not OEM standard. - driver seat cannot be adjusted forward or backward, or will not lock securely in position. - seat back locks missing, loose, broken, inoperable, do not hold seat back in locked position or inertia lock system inoperable. - seats that adjust passenger positioning fail to lock into position.
b) head restraint (head rest).	b) - missing, damaged, does not function as OEM or industry standards.
	Out of Service / Hazardous Condition **i) - driver's seat loose, insecure or fails to lock into position.**
15. Seat Belts/Occupant Restraints Confirm the operation of each seat belt latch and retractor at driver O.E.M. and CMVSS required seat positions. Inspect: a) condition. *Note:* All seatbelt assemblies originally supplied by the manufacturer must be maintained. It is illegal to remove or disable an OEM seatbelt assembly.	a) - missing, not equipped at each seating position as originally required to meet applicable CMVSS. - webbing cut, frayed, torn or stretched. - lap belt is not attached to the seat and not equipped with a secondary belt from the seat to the floor if equipped with an air ride or hydraulic seat.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
b) anchors.	b) - missing, broken or insecurely mounted.
c) retractors: Buckle each seatbelt assembly and extend the belt to test the belt retractor.	c) – inoperable or damaged. - will not retract to allow proper adjustment or do not release properly. - fail to allow belt to extend to its maximum length.
d) belt release and buckle.	d) - missing, broken or insecure mounting. - any part is not properly attached to the belt material. - latch fails to lock in position or fails to release easily when belt is under tension.
e) supplemental restraint system (SRS). Cycle the ignition off and on and check the status of the SRS indicator lamps.	e) - an airbag is disconnected, inoperative, missing or not re-installed to OEM service instructions. - the airbag indicator (SRS) lamp indicates a malfunction or fails to operate according to OEM service instructions. - airbag has been deactivated permanently without a provision to turn off and on by a key lock, or does not have an illuminated message to indicate when the airbag has been switched off.
f) pre-tensioner and load limiter.	f) - pre-tensioner has been activated and system not repaired or replaced to meet OEM or industry standards. - load limiter has been activated and system not repaired or replaced to meet OEM or industry standards.
	Out of Service / Hazardous Condition **i) - a required seat belt is inoperative or missing.**
16. Fenders/Mud-Flaps All vehicles must be equipped with mud-flaps, a body overhang or splash control device that extends across the full width of the tire and is located so that any lower point along the rear body overhang, fender, mudguard or mud-flap that cover the tires width is above the ground a distance that is not greater than 10 inches (254mm) or one-third of the horizontal distance from that point to the centre of the wheel. Inspect the body overhang or existing mud-flap/splash control device for the following:	
a) Condition.	a) - insecure, loose, or missing where required.

Section 8 - BODY	
Item and Method of Inspection:	**Reject If:**
	- has section torn or worn away so road spray is not controlled. - fitted so that it could cause interference with steering mechanism or cause rubbing of tires when suspension bottomed and steering is moved stop to stop (includes rear wheels).
b) width.	b) - not full width of tires (tread face).
c) height.	c) - height from a level ground surface to the bottom of mud-flap or body overhang exceeds: • 10 inches (254mm), or; • 1/3 the distance from the mud-flap or body overhang to the center of the wheel (see images below).
	
	

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
1. <u>Tread Depth</u> With use of a tire tread depth gauge measure the tread depth throughout a continuous circumferential band on the tread of all major grooves of the tread width. Do not measure on wear bar. Inspect: a) front and rear tires.	a) - less than 1.6 mm (0.063 in.) of tread in any one spot, or has wear bars exposed.
	<u>Out of Service / Hazardous Condition</u> **i) - less than 1.6 mm (0.063 in.) of tread in any spot on front tires.**
2. <u>Tread Condition</u> Visually inspect: a) tread condition.	a) - crack or cut, that is greater than 25 mm (1 in.) in length that extends deeper than a major tread groove. - crack or cut, extends into body cord, or any body cord is exposed. - any flat spots evident across tread face. - tread is less than 1.6 mm (0.063 in.) in cupped area or cupped to wear bars. - any piece of original tire tread is missing and the longest dimension across the missing section is greater than 25 mm (1 in.).
b) retread (re-cap, remould or rebuilt tire) An active steering axle is one that is directly controlled by the steering wheel. A passive steering axle responds to lateral force to turn wheels.	b) - retreaded tire is installed on an active steering axle. - retread material is loose, missing, or separated at the interface where the retread is bonded to the tire casing.
c) regrooving.	c) - regrooving has been performed on a tire not marked "Regroovable".
	<u>Out of Service / Hazardous Condition</u> **i) - any part of belt, breaker strip or casing ply is visible in the tread area.** **ii) - visible bump or bulge in the tread area indicating separation.** **iii) - regrooved, recapped, or retreaded tire on front steering axle.** **iv) - retread material is loose, missing, or separated.**

Continues…

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
	…continued **v) - any piece of tire tread is missing and the longest dimension across the missing section is greater than 50 mm (2 in.).** **vi) - tire contacts any part of the vehicle.**
3. <u>Tire Sidewalls</u> Visually inspect: a) condition. *Note:* A bulge of up to 9 mm in height, due to a sidewall repair, is acceptable. This bulge may sometimes be identified by a blue triangular label in the immediate vicinity. *Note:* Tire manufacturers' stipulate eligible rim sizes for each size tire. b) manufacturer markings and matching of tires *Note:* Light Vehicle Safety Inspection Methods and Standards Tire "type" is determined by the service intent indicated, by symbols or lettering, on the sidewall (P, LT, W, M&S, all season); construction materials and design such as section width; aspect ratio; tread pattern; ply rating; temperature (resistance) grades; load range; speed rating, etc. These differences affect rolling resistance and handling characteristics.	a) - ply separation is evident or body cords are exposed. - tire has a bump or bulge caused by tread or sidewall separation. - casing is broken or distorted. - distortion caused by incorrect rim width. - presence of plug-type repair, or rubber coated or cured rubber plug is used in the sidewall. - UV degradation damage more than 3 mm (1/8 in.) deep. b) - wheel/rim size does not match tire size. - required tire is missing. - mismatching of tire type. - a directional tire is incorrectly located. - any tire is labelled "Not for Highway Use" or in any way that indicates the tire is not intended for on-road use. - not labeled indicating DOT or CMVTSS compliant.
	<u>Out of Service / Hazardous Condition</u> **i) - sidewall is cut or damaged exposing the cord.** **ii) - visible bump or bulge in the sidewall area greater than 9 mm (3/8 in.) in height.** **iii) - rubber coated or cured rubber plugs are used in the sidewall.** **iv) - bias and radial tires on the same axle.** **v) - any tire labeled "NOT FOR HIGHWAY USE" or in any way that indicates the tire is not intended for on-road use.**

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
4. <u>Tire Inflation</u> With use of a gauge, check:	
a) pressure. *Note:* If a tire fails inspection due to over/under inflation condition, it is acceptable to remove/add air prior to completing the inspection.	a) - more than 10% above or below range as marked on sidewall. - leaking or inflation cannot be maintained within recommended range.
b) valve stems.	b) - cracked, damaged or leaking. - inaccessible preventing gauging of pressure or re- inflation. - valve stem cap is damaged or missing.
c) tire inflation system.	c) - is in a condition that any part of it could be hazardous to a person, or is in danger of falling off. - leaking air.
	<u>Out of Service / Hazardous Condition</u> **i) - any tire is inflated to 50% or less of the maximum inflation pressure marked on the sidewall.** **ii) - tire is leaking.** **iii) - tire inflation system is in a condition that any part of it is hazardous to a person, or is in danger of falling off.**
5. <u>Wheel/Rim (applies to all wheel types)</u> Inspect:	
a) condition.	a) - wheel/rim is bent, broken, cracked, damaged or distorted. - wheel/rim has been welded or repaired in a way that does not meet OEM standard. - wheel/rim is damaged or discoloured as a result of heating. - any wheel spacer is installed between wheel and wheel mounting surface that does not meet OEM standard.
b) matching.	b) - wheel/rim size does not match tire size. - vehicle has mismatched rims on same axle.
	<u>Out of Service / Hazardous Condition</u> **i) - wheel/rim, or any weld, is broken or cracked** **ii) - any welded repair on an aluminum wheel.** **iii) - wheel/rim has been welded or repaired in a way that does not meet OEM standard.**

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
6. <u>Disc Wheel System</u> Inspect: a) installation.	a) - incompatible wheel or component is used on a wheel system or wheel is incorrectly installed.
b) condition.	b) - there is evidence of a loose or ineffective fastener. - there is evidence of damage or deterioration, foreign material, excessive or uncured paint on a hub, drum or wheel mounting face. - bolt/stud hole is elongated.
	<u>Out of Service / Hazardous Condition</u> **i) - bolt/stud hole is elongated.** **ii) - wheel/rim, or any weld, is broken or cracked.** **iii) - any welded repair on an aluminum wheel.** **iv) - wheel/rim has been welded or repaired in a way that does not meet OEM standard.**
7. <u>Wheel Fasteners (Nuts, Bolts and Studs)</u> a) installation Using a torque wrench set to the torque value specified by OEM or industry standard, torque each wheel in accordance with OEM torque sequence. *Note:* Notify customer of re-torque requirement.	a) - incorrect fastener type, thread direction or style is installed. - any nut is not fully engaged with the stud or bolt.
b) condition.	b) - any fastener is bent, broken, damaged or missing.
	<u>Out of Service / Hazardous Condition</u> **i) - wheel is loose.** **ii) - any wheel nut or stud is broken, cracked, loose, missing or threads are stripped.**
8. <u>Wheel Hub</u> a) Condition. *Note:* Bearing fit in the hub is checked only when disassembled.	a) - repaired by welding. - bent, broken, cracked, damaged or distorted. - bearing cup is loose in hub bore.
b) bolt/stud hole.	b) - any bolt/stud hole is enlarged or damaged in a way that prevents proper fitting and retention of studs.
c) wheel seal.	c) - level 2 leak of bearing lubricant from oil lubricated hub. - seal is allowing grease to be lost from hub - seal is out of position

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
d) lubricant (oil lubricated) *Note:* Some hub/wheel-end assemblies use pre-set, unitized or extended service bearings, with sealed hubs. When contaminated lubricant is suspected, refer to the service literature provided by the manufacturer. Confirm that a proper diagnosis is carried out before rejecting the vehicle, opening or disassembling this type of hub/wheel-end assembly.	d) - lubricant level is below indicated minimum lubricant is contaminated with moisture or metal fragments - level 2 leak of bearing lubricant from hub or hub cap.
e) lubricant (grease lubricated).	e) - grease is leaking from hub. - hub cap is cracked, loose or missing.
	<u>Out of Service / Hazardous Condition</u> **i) - any condition that exposes the internal components.** **ii) - any evidence of overheating of the hub or lubricant, or lack of lubricant.** **iii) - wheel seal is leaking and contaminating the tire or the brake friction material or surface.**
9. <u>Wheel Bearings</u> Check wheel bearing with axle raised sufficiently to rotate the wheel and hub assembly. Rotate the wheel by hand through several full revolutions to check for bearing roughness or binding. Check wheel bearing end-play/adjustment by pushing wheel assembly or hub inward and outward parallel to axle centreline. *Note:* Checking in this manner may reveal movement in the hub and bearing that is additional to the bearing axial end play, e.g. a radial play between the *bearings* and spindle components may also be felt. Confirm bearing axial end-play/adjustment on a non-sealed type hub with dial gauge if necessary. For pre-set, unitized or extended service bearings see additional note. Continues...	

Section 9 - TIRES AND WHEELS	
Item and Method of Inspection:	**Reject If:**
…continued *Note*: Some hub/wheel-end assemblies use pre-set, unitized or extended service bearings, with sealed hubs. When there is evidence of bearing damage, excessive wear, or excessive bearing end play, refer to the service literature provided by the *manufacturer*. Confirm that a proper diagnosis is carried out before rejecting the vehicle, opening or disassembling this type of hub/wheel-end assembly. Inspect:	
a) axial end play/adjustment.	a) - does not meet OEM standard or industry standard, or when specification is not provided, is less than 0.02 mm (0.001 in.), or more than 0.13 mm (0.005 in.).
b) condition.	b) - binding or roughness is detected while rotating the bearing.
c) locking device.	c) - bearing adjustment locking device is missing, not engaged or non-functional.
d) damage.	d) - race or roller is damaged or shows evidence of overheating.
e) spindle or axle stub.	e) - bearing fit onto spindle or axle stub does not meet OEM or industry standard. - spindle or axle stub is cracked, or damaged in a way that does not meet OEM or industry standard. - bearing condition or fit of the bearing onto the spindle prevents proper end play or adjustment from being maintained.
	<u>Out of Service / Hazardous Condition</u> **i) - axial end play is so excessive that imminent failure seems likely.** **ii) - any evidence of overheating of bearings, hub or lubricant, or lack of lubricant.** **iii) - binding or roughness is detected while rotating the bearing.**

Section 10 - COUPLERS AND HITCHES	
Item and Method of Inspection:	**Reject If:**
1. <u>Hitch Assembly, Structure and Attaching Components</u> This applies to all types of hitching systems and coupling devices. Inspect hitch assembly, receiver, drawbar or draw beam, slider, supporting structure and attachment to vehicle chassis using suitable tools: a) condition. *Note:* Some rust and corrosion on the outer surface of exposed metal parts is normal. When an excessive amount of rust or corrosion is present and has visibly reduced the thickness of the material, structural deterioration is possible.	a) - part is bent, broken or cracked. - weld is broken or cracked. - welded or repaired in a way that does not meet OEM standard. - fastener is ineffective, loose or missing. - any part of hitch assembly is worn beyond manufacturer specifications, abnormally worn, deteriorated or perforated by corrosion. - hinged drawbar bushing is worn beyond manufacturer specifications. - air leak, or level 2 oil leak from hydraulic components on any slider system. - any slider system has a missing or ineffective stop. - sliding drawbar pins missing or worn greater than 3.2 mm (1/8 in.). - hitch assembly not rated or of an approved design. **<u>Out of Service / Hazardous Condition</u>** **i) - any crack, break or damage in the stress or loading area of the coupling device or structure.** **ii) - any component is damaged or worn to the degree that it is no longer effective.** **iii) - welded or repaired in a way that does not meet OEM standard and an imminent failure appears likely.** **iv) - air leak, or level 2 oil leak from hydraulic components on any slider system.** **v) - any slider system has a missing or ineffective stop.**

Section 10 - COUPLERS AND HITCHES	
Item and Method of Inspection:	**Reject If:**
2. <u>Secondary Attachments</u> This applies to all types of hitching systems and coupling devices. Visually inspect secondary latch, locking device, safety chain or cable: a) condition. *Note:* The secondary coupling device must have a breaking strength of not less than the GVW of all towed vehicles and any load carried on those vehicles.	a) - bent, broken, cracked, missing, abnormally worn, or worn beyond manufacturer specifications. - any part is ineffective, insecure, loose, or missing improper length. - cable clamps, missing loose insufficient quantity installed incorrectly. - hooks and safety catches, missing, broken, sprung, ineffective. **<u>Out of Service / Hazardous Condition</u>** **i) - any component is broken, cracked, or missing.** **ii) - bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **iii) - improper type or inadequate capacity.**
3. <u>Pintle Hitch Coupler</u> Test the operation of the pintle hook and latch: a) condition and operation. b) mounting. c) cast or forged part.	a) - cracked, or fails to close or latch normally. b) - fastener or any structural part is cracked, ineffective, loose or missing. - a fastener is less than SAE grade 8 or ISO class 10.9. c) - cracked, or has been repaired by welding material is worn more than 5 mm (0.197 in.) from original dimension. **<u>Out of Service / Hazardous Condition</u>** **i) - wear on hitch or lunette (eye) exceeds 10 mm (0.393 in.).** **ii) - any component is broken, cracked, or missing.** **iii) - bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **continues…..**

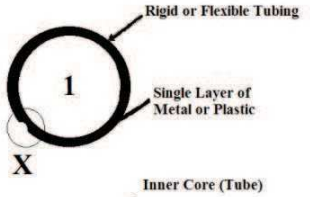
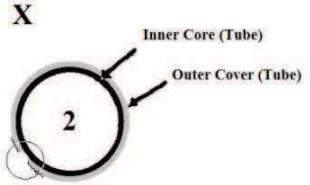
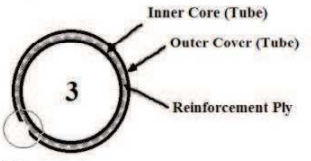
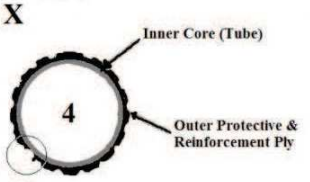
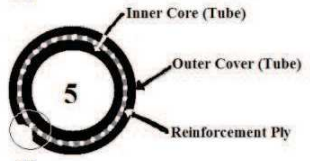
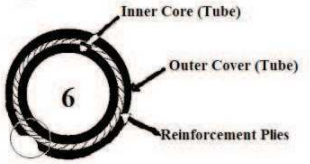
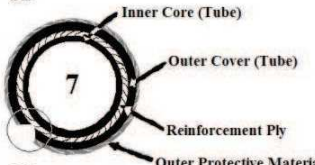
Section 10 - COUPLERS AND HITCHES	
Item and Method of Inspection:	**Reject If:**
	…continued **iv) - improper type or inadequate capacity.** **v) - missing or ineffective fastener.** **vi) - insecure latch.**
4. <u>Ball Type Hitch</u> Test the operation of the coupling and controls according to the manufacturer service instructions:	
a) ball, neck and stem.	a) - bent, cracked or loose, mounting hole elongated, threads stripped on nut or shank. - ball is worn more than 3.0 mm (0.120 in.) from original dimension. - welded, or repaired in a way that does not meet OEM standard.
b) ball deck area.	b) - part is bent, broken or cracked. - weld is broken or cracked. - welded or repaired in a way that does not meet OEM standard.
c) ball coupler.	c) - bent, cracked or loose. - abnormally deteriorated or perforated by corrosion.
d) latch.	d) - bent, broken or cracked. - inoperative or fails to adjust properly. - weld is broken or cracked.
	<u>Out of Service / Hazardous Condition</u> **i) - fails to operate in the intended manner.** **ii) - any component is broken, cracked, or missing.** **iii) - bent, damaged, improperly repaired, loose, or worn to the degree that it is no longer effective.** **iv) - improper type or inadequate capacity.** **v) - missing or ineffective fastener.**

Section 10 - COUPLERS AND HITCHES	
Item and Method of Inspection:	**Reject If:**
5. <u>Fifth Wheel Coupler</u> Inspect:	
a) lower coupler (fifth wheel top plate).	a) - any part is broken, cracked, damaged, distorted, missing or welded, or repaired in a way that does not meet OEM standard. - surface is abnormally worn. - not properly lubricated (unless equipped with manufacturer supplied no-lube top plate coupling surface). - lubricant contaminated (i.e. sand, gravel)
b) latching mechanism: Test the operation of the latch, and visually inspect wear in the fifth wheel assembly:	b) - broken, cracked or inoperative. - stiffness or seizing of the latch mechanism is felt. - abnormally worn. - modified or repaired in a way that does not meet OEM or industry standards. - pivot pin is abnormally worn. - release handle is bent, modified or has anything attached to it.
c) lower coupler pivot (fifth wheel saddle): Check for wear in the fifth wheel pivot area according to manufacturer service instructions.	c) - cracked, broken or of inferior substitute. - repaired by welding other than authorized by the manufacturer. - abnormally worn.
d) slider assembly and locking mechanism.	d) - any part is bent, broken, cracked, damaged or inoperative. - fore/aft movement of fifth wheel in slider exceeds OEM specification. - fails to lock securely. - slider stop is missing, or insecure.
e) upper and lower coupler attachment to frame. *Note:* Attachment of a coupler through a truck box with bedliner or any compressible material is not an acceptable method.	e) - any part is broken, cracked, damaged, distorted, missing, welded or repaired in a way that does not meet OEM standard. - rusted or corroded so that structural integrity is substantially reduced. - sub-frame welded to vehicle frame. - any fastener is cracked, ineffective, loose or missing. - method used to attach coupler assembly to frame does not meet the OEM standard.

Section 10 - COUPLERS AND HITCHES	
Item and Method of Inspection:	**Reject If:**
	Out of Service / Hazardous Condition **i) - any adjustable fifth wheel locking mechanism does not remain in locked position.** **ii) - any observable movement between the fifth wheel, or upper coupler, mounting components and/or the frame.** **iii) - any crack, break or damage in the stress or loading area of the coupling device.** **iv) - slider stop is insecure or missing.** **v) - pivot bracket pin missing or not secured.** **vi) - any parent metal cracked.**

APPENDIX A - DEFECT CONDITION OF HOSE, TUBING AND LINES

Identification of Defective Conditions of the Types of Hose, Tubing and Lines used on Vehicles

	Characteristics	Defective Condition
 X	Type 1 – Copper, Steel or plastic tubing used for liquid or vapour. Made of a single layer of material.	Damage is visible on the outside that is reducing the wall thickness.
 X	Type 2 – Plastic (usually Nylon) tubing commonly used in air brake systems. No reinforcement ply. Inner core and outer cover are usually different color.	Inner core becomes visible from the outside, as shown by color change.
 X	Type 3 – Plastic (usually Nylon) tubing commonly used in air brake systems. With reinforcement ply. Inner and outer core are different color. (*Note:* Type 2 and 3 may appear identical externally.)	Reinforcement ply or inner core is visible from the outside, as shown by color change.
 X	Type 4 – Stainless steel outer cover with inner layer of tubing.	Damage through the outer cover.
 X	Type 5 – Synthetic rubber hose with inner reinforcement ply.	Wear or damage exposing the reinforcement ply.
 X	Type 6 – Synthetic rubber hose with multiple reinforcement plies.	Wear or damage exposing the outer reinforcement ply.
 X	Type 7 – Flexible hose with one or more reinforcement plies that may be fabric or steel, and an outer protective layer.	Wear or damage through the outer protective layer and outer cover, exposing a reinforcement ply.

APPENDIX B RIGHT HAND DRIVE VEHICLES

Appendix B - RIGHT HAND DRIVE VEHICLES	
Item and Method of Inspection	**Reject If**
Canadian jurisdictions have experienced a significant increase in the number of foreign manufactured Right Hand Drive (RHD) on road vehicles being imported into Canada. Many of these vehicles are being imported from Japan where it is cost prohibitive to maintain the vehicle after it is 10 years old. Transport Canada only excludes vehicles that are 15 years and older from complying with the CMVSS for the purpose of importation, however the Provinces and Territories have the authority to establish their respective registration requirements for these vehicles, consistent with the level of risk they may pose to the public. **Appendix B** applies to vehicles that qualify for importation into Canada under Transport Canada 15-year exemption rule as identified above and includes items and methods of inspection that require **extra attention or** are in addition to all items and methods outlined in the Light Vehicle Inspection Manual. All RHD vehicles will fail section 5 item 9 **Vehicle Identification** until all other criteria of the manual and appendix B have been met. Once the Inspection Technician confirms the vehicle meets these requirements he will note this in the remarks section of the inspection form and reference the locations of the foreign manufacturers Label of Compliance and Vehicle Identification Number. At that point, the inspection certificate may be completed (pass) and be validated with and inspection decal. **During the inspection of a right hand drive vehicle the inspection technician must give extra attention to the following identified concerns:**	
1. **Neutral safety** Right hand drive vehicles may have been manufactured and imported that were not equipped with neutral and clutch safety switches. All vehicles manufactured on or after November 25, 1970, equipped with an automatic transmission are required by *CMVSS* 102 (2) to be equipped with a neutral safety switch. All vehicles manufactured on or after June 18, 2003 with a GVWR at or below 4,536 kg are required by *CMVSS* 102 (7) to be equipped with a clutch safety switch. In addition to the inspection criteria set out in section 1 item 10 extra attention must be given as you inspect:	
a) operation.	a) - fails to be equipped to function as required.
2. **Emission Control Systems and Devices** Right hand drive vehicles may have been manufactured and imported without meeting emission standards that would be similar to Canadian or U.S. manufactured vehicles and will not be equipped with either a National Emissions Mark (Canada) or U.S. Emissions Control Information Label Inspect using the same methods and standards outlined in section 1 item 4 to identify deficiencies and make a note but currently will not fail for emission system deficiency alone:	
a) condition. *Note:* Do not fail for emission system deficiency alone but should be noted when identified	a) - any part is in a condition where it appears likely to become detached, or imminent failure appears likely.
b) exhaust system: *Note:* Exhaust systems of RHD vehicles must be inspected the same as a CMVSS compliant vehicle.	b) - fails to meet the requirements as prescribed in section 1 item 3 of the manual.
3. **Wheel Alignment**	

Appendix B - RIGHT HAND DRIVE VEHICLES	
Item and Method of Inspection	**Reject If**
Right Hand drive vehicles operated on the right hand side of the road are going to naturally pull to the shoulder where a left-hand drive vehicle is set to pull to the left or crown to compensate for the crown in the road. Wheel alignment on right hand drive vehicles that are originally designed or adjusted for road crown to the right of the driver and must be geometrically corrected for operation on roads with crown to the left of the driver. Perform a 4-wheel alignment check of a right hand drive vehicle using manufacturers specifications from North American compliant similar make/model vehicle, inspect:	
a) 4-wheel alignment check: *Note:* If any geometric steering angles are non-adjustable then replacement of components such as control arms may be required.	a) - any condition exists as outlined in section 4 that is not within the manufacturers specified range for similar make/model North American spec vehicle any geometric steering angle cannot be corrected by adjustment or replacement of components.
4. **Lighting** Many right hand drive vehicles either are not originally equipped with all the lighting requirements of CMVSS 108 or the lamps and lenses that are equipped by the OEM do not meet SAE or DOT standards as per CMVSS. In addition to the inspection criteria set out in section 6 extra attention must be given as you inspect:	
a) headlamp. All passenger cars and light trucks must have lamp assemblies that comply with CMVSS. Headlamps must have, embossed into the lens, the markings "DOT" or UNECE (E-Code) compliance marking.	a) - fails to comply with the standards or inspection criteria set out in section 6.
b) headlamp aiming. Headlamps of RHD vehicles are not aimed or designed for driving on right side of a roadway. This could blind oncoming drivers and must be corrected in order to pass inspection. *Note:* Headlamp assemblies may have to be replaced with assemblies where internal prisms direct the light to the right in order to correct alignment issues.	b) - fails to be aimed to accommodate operation on the right hand side of the road.
c) daytime running lamp. *Note:* All passenger cars and light trucks manufactured after December 1989 including right hand drive vehicles must have two white or amber Daytime Running Lamps (DRL's). The DRL's must stay on with the head lamp switch in the off-position, the emergency brake completely disengaged and the vehicle put into a forward gear (with the service brake applied). The DRL's must turn off when the head lamp switch is in the "ON" position.	c) - fails to be equipped and operate as required.

Appendix B - RIGHT HAND DRIVE VEHICLES	
Item and Method of Inspection	**Reject If**
d) brake lamps. *Note:* All passenger cars manufactured after 1986 and light trucks manufactured after 1996 including right hand drive vehicles, must have a Centre High Mounted Stop Lamp.	d) - fails to be equipped as required.
e) side marker lamps *Note:* All passenger cars and light trucks manufactured after January 1971 require side marker lamps (amber at front side and red at rear side).	e) - fails to be equipped as required..
f) Reflectors *Note:* All passenger cars and light trucks manufactured after January 1971 require side marker reflectors (amber at front side and red at rear side).	f) - fails to be equipped as required
5. **<u>Occupant restraint systems</u>** Right hand drive vehicles may have been manufactured and imported that do not comply with the same standards for occupant restraint systems that are required for CMVSS compliant vehicles. All factory installed seating positions in vehicles manufactured after 1970 must be equipped with either lap or lap-shoulder seatbelt. All passenger cars and light trucks manufactured after 1973 must have lap-shoulder belts at the front drivers and outboard passenger seats and vehicles manufactured after 1992 must have lap-shoulder seatbelts at both the front and rear outboard seating positions. This also applies to right hand drive vehicles. In addition to the inspection criteria set out in section 8 extra attention must be given as you inspect:	
a) lap and shoulder seat belts	a) - not equipped as required by CMVSS and described above.
b) condition.	b) - fail to comply with the criteria set out in section 8 item 15 of the manual.

Appendix B - RIGHT HAND DRIVE VEHICLES	
Item and Method of Inspection	**Reject If**
6. **Glazing material** Right hand drive vehicles may have been manufactured and imported that do not comply with the same standards for glazing material that is required for CMVSS compliant vehicles. All windshields and other window glass must meet the North American standards and must have permanently and indelible ANSI markings. All windshields must have the marking "AS1". Front side windows must have the markings "**AS1**" or **"AS2**". Rear side windows and rear window must have the markings "**AS1**", "**AS2**" or "**AS3**". *Note:* The letters "**AS**" may be replaced with the words **"American National Standard**". The markings listed above are the most common auto glass compliance markings, for more see section 8 of the manual. Visually inspect as prescribed in section 8 of the manual:	
a) windshield.	a) - fails to comply with the criteria set out in section 8 item 9 of the manual.
b) side and rear window glazing.	b) - fail to comply with the criteria set out in section 8 items 10 & 11 of the manual.
7. **Mirrors** Right Hand drive vehicles are typically equipped with mirrors on the right hand side of the vehicle that are unit magnification (flat) glass, and equipped with mirrors on the left hand side of the vehicle that are convex. All passenger cars and light trucks must be equipped with a unit magnification (flat) left exterior mirror and either a right exterior mirror or an interior mirror. Only the right exterior mirror may be convex. This must be corrected in order to pass inspection. In addition to the inspection criteria set out in section 8 extra attention must be given as you inspect:	
a) location. *Note:* The right hand side exterior mirror may remain as a non-convex mirror.	a) - required rear view mirror as described above is missing. - left hand exterior side mirror is convex.
b) condition.	b) - fails to comply with the criteria set out in section 8 of the manual - fail to provide a clear view to the rear
8. **Tires** Right hand drive vehicles would have been imported with tires that do not meet DOT or CMVTSS standards. Visually inspect:	
a) compliance marking on tire sidewall: *Note:* Tires must have the letters "DOT" and/or a "Maple Leaf" National Safety Mark embossed on the sidewall indicating that they meet CMVTSS.	a) - no indication that tires are either DOT or CMVTSS compliant. - fail to comply with the criteria set out in section 9 of the manual.

APPENDIX C VINTAGE VEHICLES

Appendix C – VINTAGE VEHICLES	
Item and Method of	**Reject If**
Appendix C applies to vehicles that qualify as "vintage vehicle" meaning a motor vehicle that has a GVWR of 4,536 kg or less, that was designed for the transportation of goods or people on highways, whose model year is 1987 or older that, to the extent practicable, has been restored or maintained to the original manufacturer's specifications; or has been approved by the administrator as a vintage vehicle, and includes a modified vintage vehicle that resembles a vehicle with a model year of 1970 (includes 1970 ½) or older that has been modified or reconstructed for the purposes of either maintaining or enhancing the safety of the vehicle; and does not compromise the safety of the passengers and other road users. **The criteria set forth in this appendix are the minimum safety/equipment standards considered applicable to a Vintage Vehicle or Modified Vintage Vehicle both at time of an SGI certified inspection and at roadside when inspected by Law Enforcement or representative from SGI.**	
1. Throttle return Inspect: a) operation *Note:* Applies only where a throttle return device is fitted on the vehicle by the manufacturer, and does not prevent the installation or use of a cruise control or hand throttle control for controlling throttle position.	a) - fails to return to the idle position on release of the driver control. - in the case of a vehicle manufactured after January 1, 1974, fails to return to the idle position on separation or disconnection of any part of the throttle control linkage.
2. Fuel system Visually Inspect: a) fuel lines b) fuel filler pipe c) fuel tank	a) - insecure , leaking, not constructed of steel tubing or other material suitable for fuel transfer. b) - insecure, leaking, fuel cap missing - fail to have the entrance to the fuel filler pipe outside the passenger compartment or cargo area that is not sealed from the passenger compartment. c) - insecure, leaking, not manufactured or designed for the purpose of fuel storage. - not vented outside the passenger compartment and compartments containing a source of ignition.

Appendix C – VINTAGE VEHICLES	
Item and Method of	**Reject If**
3. Exhaust system Visulally Inspect: a) tail pipe b) exhaust routing c) condition d) clearance and shields e) manifold and muffler *Note:* Inspect manifold and muffler following criteria set out in section 1 Power Train (3)(a&b).	a) - fails to discharges exhaust away from the passenger compartment b) - passes through any part of the passenger compartment c) - leaking exhaust d) - any area where fuel, electrical or brake lines or any combustible material are exposed to excessive heat e) - fails to meet the criteria set out in section 1 Power Train (3)(a&b).
4. Suspension system Inspect: a) condition b) suspension travel	a) - wheels contact vehicle chassis b) - fails to permit vertical movement of the chassis in relation to the wheel assembly
5. Brake system Inspect: a) vehicles equipped with hydraulic brakes following methods of inspection set out in section 3 Hydraulic Brake System *Informational Note:* Although not included as a method of inspection the minimum performance requirement of a brake system of a vintage vehicle requires that the vehicle shall come to a stop on a dry, smooth and level paved road within a distance of 16 metres from a speed of 30 kilometres per hour.	a) - hydraulic braking system fails to comply with the method of inspection and reject criteria set out in section 3 Hydraulic Brake System

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Item and Method of	**Reject If**
6. Steering system Components used in the steering system shall be of a type specifically designed for automotive street use. Inspect: a) steering box assembly of a vintage vehicle (includes rack and pinion steering gear, steering column components, and mounting) b) steering travel tire/wheel clearance c) alignment *Note:* Complete 4-wheel alignment check as per section 4 Steering (8).	a) - loose components, loose or missing fasteners b) - wheels contact any non-rotating component when turned from extreme left to extreme right c) - modified vintage vehicle steering systems not maintained within the geometry of the manufacturer of the steering assembly, or where no specification is provided by the manufacturer, following industry best practice for steering geometry requisite for steering stability. - vehicles other than a modified vintage vehicle not within the specifications approved by the vehicle manufacturer.
7. Horn Inspect: a) location b) function	a) - fails to be equipped with a horn or other device that is within easy reach of the operator b) - fails to emit a sound, audible under normal conditions from a distance of at least 40 metres.
8. Heater & Windshield Defroster Inspect following methods of inspection set out in section 5 Instruments and Auxiliary Equipment (3) and 7 Electrical System (3): a) condition and function *Note:* Defroster or frost shields are not required on a modified vintage vehicle when it is being operated at any temperature above 0° Celius or where not OEM equipped. In these cases, this item **should be noted on the inspection certificate** and inspection should be passed.	a) - a vehicle other than a modified vintage vehicle as noted, fails to comply as per section 5 Instruments and Auxiliary Equipment (3) and 7 Electrical System (3)

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Item and Method of	**Reject If**
9. Windshield wiper Inspect: a) 1970 and older vehicles *Note:* Does not apply to windshield wipers that were not installed by the original equipment manufacturer when the vehicle is not operated in the rain. In these cases, this item **should be noted on the inspection certificate** and inspection should be passed.	a) - not equipped with one functional windshield wiper that would clear the drivers side of the windshield.
b) 1971 and newer vehicles	b) - fails to have two windshield wipers that comply with the standards or inspection criteria set out in section 5 Instruments and Auxiliary Equipment (4).
10. Interior Sun Visor Inspect as per section 5 Instruments and Auxiliary Equipment (5): a) condition *Note:* An interior sun visor is not required on a vintage vehicle or modified vintage vehicle on which a sun visor was not installed by the original manufacturer. In these cases, this item **should be noted on the inspection certificate** and inspection should be passed.	a) - a vehicle originally equipped with an interior sun visor fails to comply with inspection criteria set out in section section 5 Instruments and Auxiliary Equipment (5)
11. Vehicle Identification Number Inspect: a) location b) composition	a) - fails to have a VIN sunk into, or embossed on a part of the vehicle that is not designed to be removed. b) - fails to have a 17 digit VIN, or VIN approved by the Administrator (i.e. Sask Assigned VIN), on vehicles manufactured 1981 and newer.

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12. Headlamps Does not apply to vintage vehicles or modified vintage vehicles that were not equipped with headlamps by the manufacturer when the vehicle is not operated on a highway between one-half hour before sunset and one-half hour after sunrise. Inspect: a) compliance *Note:* All passenger cars and light trucks 1971 and newer must have lamp assemblies that comply with CMVSS. *Informational Note:* For luminicity, 1970 or older vehicle headlamps must illuminate a1000 millimetres by 300 millimetres gray object from a distance of 20 metres.	a) - 1970 or older light vehicle is not equipped with at least 2 headlamps, that emit a white light. - 1971 and newer light vehicles fail to comply with the standards or inspection criteria set out in lighting section 6 of the main inspection criteria.
13. Tail lamps Does not apply to vintage vehicles or modified vintage vehicles that were not equipped with tail lamps by the manufacturer when the vehicle is not operated on a highway between one-half hour before sunset and one-half hour after sunrise. Inspect: a) Location *Note:* A vehicle equipped with a blue dot in the center of the lens of the tail-lamp assembly where the vehicle is 1970 or older and the blue dot measures no more than 625 square millimetres is acceptable. *Informational Note:* A 1970 or older vehicle tail lamp must emit a red light that would be visible from a distance of 150 metres on a clear night.	a) - a 1970 or older vehicle fails to have at least one tail lamp that: • is located at the rear; • is not between 380mm and 2110mm above the road surface; and • are not positioned as far apart as practicable if there are two tail lamps. - 1971 and newer light vehicles fail to comply with the standards or inspection criteria set out in lighting section 6 of the main inspection criteria.

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Item and Method of	**Reject If**
14. <u>Brake lamps</u> Does not apply to <u>vintage vehicles or modified vintage vehicles</u> that were not equipped with brake lamps by the manufacturer when the vehicle is not operated on a highway between one-half hour before sunset and one-half hour after sunrise. Inspect: a) location *Informational Note:* A 1970 or older vehicle must emit a red light visible from a distance of **60 metres** on a clear night. b) activation *Informational Note:* Centre High Mounted Stop Lamp only became a requirement on passenger cars manufactured on or after January, 1987 and light trucks manufactured on or after January 1, 1997.	a) - a1970 or older vehicle originally equipped with two brake lamps fails to have two brake lamps. Where not originally equipped with two brake lamps, fails to have at least one brake lamp. - a 1970 or older vehicle must have brake lamp(s) that located at the rear of the vehicle between 380 millimetres and 2110 millimetres from the road surface. - a 1971 and newer light vehicle fail to comply with the standards or inspection criteria set out in lighting section 6 Lamps. b) - fails to be activated by the application of the brakes.
15. <u>Side Marker lamps</u> Inspect: a) side marker lamps *Note:* All passenger cars and light trucks manufactured after January 1971 require side marker lamps (amber at front side and red at rear side).	a) - 1971 and newer light vehicles fails to be permently equipped as required

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16. <u>Signal Lamps</u> Inspect as per section 6(1)(e): a) condition and function *Note:* A 1970 and older vehicle, where originally equipped by the manufacturer, may be fitted with white or amber forward facing signal lamps. In these cases, this item **should be noted on the inspection certificate** and inspection should be passed.	a) - fails to comply inspection criteria set out in section 6 (1)(e)
17. <u>Reflectors</u> Inspect: a) location b) condition *Note:* All passenger cars and light trucks manufactured after January 1971 require side marker reflectors (amber at front side and red at rear side).	a) - fails to have at least two red reflectors or reflective tapes located at the rear b) - would not be visible from a distance of 60 metres when illuminated by another vehicles headlamps on a clear night

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18. Frame Inspect frame and vehicle structure as per section 8: a) condition *Note:* A modified vintage vehicle may have a frame that has been modified or specially fabricated when necessary to maintain or enhance the safety and handling characteristics of the vehicle to better support the vehicle load and torque developed by the power source, under all operating conditions.	a) - a vehicle fails as per section 8 other than the frame of a modified vintage vehicle, - a modified vintage vehicle having a modified or specially fabricated frame, is damaged, distorted or shows evidence that it is unable to support the vehicle, it's load and the torque from the power source, under all operating conditions, or the modification has not enhanced the safety of the vehicle, or has compromised the safety of the passengers and other road users. - a modified vintage vehicle with modifiications to the frame where chassis fasteners fail to incorporate self-locking nuts, lock washers, cotter pins or safety wires. - modifications have been made to modified vintage vehicles crush zone.
19. Windshield Inspect: a) type *Note:* ANSI Z26.1 (automotive glass manufacturing standard) was created in July 15 1966. Vehicles may or may not be ANSI certified prior to 1966. This was not a mandatory requirement until 1971 (CMVSS). b) condition Refer to damage illustration in section 8 (9). *Note:* CMVSS requires a minimum 70% light transmittency on windshield glass. Anything below that (darker than that) would be considered a fail.	a) - if not equipped with a windshield as originally designed by the manufacturer or, - is not automotive safety glass or other material approved by the administrator - any after-market tint film is applied other than within the area at the top of the windshield and extending down to a maximum of 75mm (2.95 in.) from the top of the windshield b) - damaged or fails to provide the driver with a clear view of the road.

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20. <u>Passenger compartment side windows</u> Inspect: a) type *Note:* ANSI Z26.1 (automotive glass manufacturing standard) was created in July 15 1966. Vehicles may or may not be ANSI certified prior to 1966. This was not a mandatory requirement until 1971 (CMVSS). b) condition *Note:* CMVSS requires a minimum 70% light transmittency on front side passenger automotive glass. Anything below that (darker than that) would be considered a fail.	a) - not safety glass or other shatter-resistant material, if the passenger compartment of the vehicle is equipped with side windows b) - vehicle shall have windows or openings on each side that provide the driver with a clear view to the sides - passenger front side windows are not automotive safety glass or other material approved by the administrator - clouded, damaged, glazed/tinted or deteriorated in such a way that normal driver vision is materially impaired.
21. <u>Rearview mirror</u> Inspect: a) condition	a) - 1970 and older vehicle fails to have at least one mirror that provides the driver with a clear view to the rear. - 1971 and newer vehicle fails to be equipped with two mirrors that comply with CMVSS 111, 111A
22. <u>Seats</u> Inspect: a) drivers seat b) passenger seat *Note:* a) All passenger cars manufactured after January 1971 require seat anchorages to comply with CMVSS 207	a) - driver's seat is not securely anchored (i.e. missing or loose anchor bolts/nuts, etc) and affords the seated operator a clear view of the road and access to all driving controls. b) - passengers seat not securely anchored (i.e. missing or loose anchor bolts/nuts, etc) unless otherwise installed by the original manufacturer

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23. <u>Seat Belt</u> Inspect: a) condition *Note:* All vehicles manufactured on or after January 1st, 1971 must have seat-belt anchorage assemblies that meet the specifications of CMVSS 207, 208 or 209 for seating positions assigned by the manufacturer as a normal seating position. If rotating seat or seat with substantial free movement, belt may be anchored to the seat.	a) - the belt and/or buckle is not accessible to the occupant and is not maintained in operable condition. - belt webbing is substantially frayed, split, torn, broken or has missing stitching. - is not securely anchored to a re-enforced point on the structure of the vehicle. - vehicles with model year 1976 and newer fails to be equipped with a warning system to audibly and visibly warn the driver to use the seat-belt assembly.
b) vehicles other than convertible, light truck or vehicles built on a truck chassis with: - model year 1971 to 1973 - model year 1974 to 1992	b) - seat belt assemblies; - at each front outboard seat: o does not have a lap seat-belt plus shoulder belt or a lap-shoulder seat-belt - at all other seats: o does not have a lap seat-belt, lap seat-belt plus shoulder-belt or lap-shoulder seat-belt - at each front outboard seat: o does not have a lap-shoulder seat-belt - at all other seats: o does not have a lap seat-belt or lap-shoulder seat belt
c) light truck, or vehicles built on a truck chassis with: - model year 1972 to 1975 *Note:* May apply to some 1976 vehicles if manufactured prior to April of that year. - model year 1976 to 1992 *Note:* If manufacture year prior to April 1976, may fall under previous category.	c) - seat belt assemblies; - at each seat: o does not have a lap seat-belt assembly - at each front outboard seat: o does not have a lap-shoulder seat-belt assembly. - at all other seats: o does not have a lap seat-belt assembly.
d) convertible with:	d) - seat belt assemblies;

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Item and Method of	**Reject If**
- model year between 1971 to 1992 *Note:* Model years 1993 and newer require a lap-shoulder seat-belt assembly at each front and rear outboard seat, and lap seat-belt assembly at every other position designed by the vehicle manufacturer as a normal seating position.	- at each seat: ○ does not have a lap seat-belt assembly.
24. <u>Fenders and Mud Flaps</u> Inspect as per section 8 Body (16): a) condition *Note:* A vehicle with a manufactured model year of 1957 or older does not need to meet the requirements of this section if operated on a dry, paved surface. In these cases, this item **should be noted on the inspection certificate** and inspection should be passed.	a) - a vehicle with a manufactured model year of 1958 or newer fails to comply as per section 8 (16).
25. <u>Tires</u> Inspect: a) tread b) sidewall *Note:* Although there is no requirement for tires to be marked, they must comply with DOT and/or CMVTSS for on road use. **When in question, it must be noted on the inspection certificate** that evidence was provided prior to passing the inspection.	a) - cords exposed - less than 1.6 mm (0.063 in.) of tread in any one spot, or has wear bars exposed b) - damaged cords - ply separation is evident or body cords are exposed - tire has a bump or bulge caused by tread or sidewall separation - casing is broken or distorted - distortion caused by incorrect rim width - presence of plug-type repair, or rubber coated or cured rubber plug is used in the sidewall UV degradation damage more than 3 mm (1/8 in.) deep

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Item and Method of	**Reject If**
26. <u>Wheels</u> Inspect: *c)* condition	a) - cracked, bent or field welded - loose or missing wheel studs or nut stud holes are elongated