Regulations and other acts

Gouvernement du Québec

O.C. 1483-98, 27 November 1998

Highway Safety Code
(R.S.Q., c. C-24.2)

Safety standards for road vehicles

Regulation respecting safety standards for road vehicles

WHEREAS under paragraphs 1, 6 to 8, 11, 14, 24, 25, 28 to 32, 32.1 to 32.8, 37 to 40, 42 and 49 of section 621 amended by section 144 of Chapter 40 of the Statutes of 1998 and section 631 of the Highway Safety Code (R.S.Q., c. C-24.2), the Government may make regulations on the matters mentioned therein;

WHEREAS under sections 10 and 11 of the Regulations Act (R.S.Q., c. R-18.1), a draft of the Regulation respecting safety standards for road vehicles was published in Part 2 of the *Gazette officielle du Québec* of 17 June 1998 with a notice that it could be submitted to the Government to be made upon the expiry of 45 days following that publication;

WHEREAS it is expedient to make the Regulation with amendments;

IT IS ORDERED, therefore, upon the recommendation of the Minister of Transport:

THAT the Regulation respecting safety standards for road vehicles, attached to this Order in Council, be made.

MICHEL NOËL DE TILLY,
Clerk of the Conseil exécutif

Regulation respecting safety standards for road vehicles

Highway Safety Code
(R.S.Q., c. C-24.2, s. 621, pars. 1, 6 to 8, 11, 14, 24, 25, 28 to 32, 32.1 to 32.8, 37 to 40, 42 and 49 and s. 631; 1998, c. 40)

CHAPTER I
GENERAL

1. Unless otherwise indicated, every reference made in this Regulation shall be read taking into account any amendments that may be made to the text of the legislative or regulatory provisions referred to.

2. For the purposes of this Regulation,

"carrier" means a carrier within the meaning of section 519.2 of the Highway Safety Code (R.S.Q., c. C-24.2) (*transporteur*);

"farm trailer" means a road vehicle owned by a farmer, equipped with a drawbar to which a towing coupling device is attached that may be hitched to the coupling device of the towing vehicle with a tow pin and used for the transportation of farm products or materials or matters required in their production (*remorque de ferme*);

"fire department road vehicle" means an emergency vehicle belonging to a fire department (*véhicule routier de service d'incendie*);

"gross vehicle weight rating" or "GVWR" means the value determined by the manufacturer as the weight of a single loaded road vehicle (*poids nominal brut du véhicule*);

"heavy emergency vehicle" means an emergency vehicle, excluding a fire department road vehicle, whose net mass is more than 3 000 kg and whose gross vehicle weight rating is 7 258 kg or more (*véhicule d'urgence lourd*);

"heavy vehicle" means a motorized road vehicle whose net mass is more than 3 000 kg and whose gross vehicle weight rating is 7 258 kg or more, excluding a motor home (*véhicule lourd*);

"light emergency vehicle" means an emergency vehicle, excluding a fire department road vehicle, whose net mass does not exceed 3 000 kg (*véhicule d'urgence léger*);

"light vehicle" means a motorized road vehicle whose net mass does not exceed 3 000 kg (*véhicule léger*);

"manufacturer" means a manufacturer of road vehicles, unless otherwise indicated (*fabricant*);

"medium-weight emergency vehicle" means an emergency vehicle, excluding a fire department road vehicle, whose net mass is more than 3 000 kg and whose gross vehicle weight rating is less than 7 258 kg (*véhicule d'urgence de poids moyen*);

"medium-weight vehicle" means a motorized road vehicle whose net mass is more than 3 000 kg and whose gross vehicle weight rating is less than 7 258 kg (*véhicule de poids moyen*);

"motor home" means a motor vehicle permanently converted into a dwelling (*habitation motorisée*);

"school bus" means a bus or minibus used to carry schoolchildren (*autobus affecté au transport d'écoliers*);

"trailer" means a trailer or semi-trailer whose net mass exceeds 3 000 kg, except a camping trailer, a construction trailer and a farm trailer (*remorque*);

"vehicle engaged in the transportation of schoolchildren" means a road vehicle other than a bus engaged in the transportation of schoolchildren that may be used on occasion or full time to carry schoolchildren, and that is operated by a school board or by a private educational institution, or under the terms of a contract with a school board exercising authority in connection with the transportation of schoolchildren pursuant to sections 291 to 299 of the Education Act (R.S.Q., c. I-13.1) or under sections 195 and 431 to 431.8 of the Education Act for Cree, Inuit and Naskapi Native Persons (R.S.Q., c. I-14), or with a private educational institution authorized to organize the transportation of students under section 62 of the Act respecting private education (R.S.Q., c. E-9.1) (*véhicule affecté au transport d'écoliers*).

3. In addition to the road vehicles listed in section 521 of the Highway Safety Code, the following road vehicles are subject to mechanical inspection:

(1) vehicles engaged in the transportation of schoolchildren;

(2) where the owner wishes to obtain registration to travel on public roads:

(a) disused vehicles;

(b) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations, except those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société de l'assurance automobile du Québec under section 543.2 of the Code;

(c) vehicles registered as off-road vehicles under the Regulation respecting road vehicle registration, made by Order in Council 1420-91 dated 16 October 1991;

(d) second-hand vehicles from outside Québec;

(3) tow trucks whose net mass is 3 000 kg or less.

CHAPTER II
MECHANICAL INSPECTION

DIVISION I
GENERAL

4. The make, model and year model of the road vehicle, as well as its identification number and, where applicable, the number of its licence plate, shall match the information contained in the registration certificate.

5. Every piece of equipment or item referred to in this Chapter shall be adequate, that is, appropriate to its function and constantly kept in good working order. Air bags may be deactivated.

DIVISION II
FREQUENCY AND PROCEDURES OF MECHANICAL INSPECTION

6. The following road vehicles shall undergo mechanical inspection annually:

(1) motorcycles used for driving instruction by a driving school;

(2) emergency vehicles;

(3) vehicles subject to mechanical inspection under paragraph 5 of section 521 of the Code; and

(4) tow trucks.

7. The following road vehicles shall undergo mechanical inspection semi-annually:

(1) vehicles used for driving instruction by a driving school, excluding motorcycles; and

(2) taxis, buses and minibuses, vehicles engaged in the transportation of schoolchildren, buses and minibuses.

8. A certificate of mechanical inspection shall contain at least the following information:

(1) the certificate number;

(2) the make, model, year and type of road vehicle;

(3) the number of the licence plate and the vehicle identification number;

(4) the names and addresses of the vehicle's driver and owner, and the owner's identification number;

(5) the name and number of the mechanical inspection controller, of the highway controller or of the mechanic who carried out the mechanical inspection, the mandatary's number, where applicable, the address or place where the inspection was carried out and its date;

(6) the result of the mechanical inspection and the signature of the person who carried it out;

(7) the nature of the defects and their classification as minor or major defects;

(8) a notice to the owner where the vehicle has minor or major defects; and

(9) an attestation that the vehicle complies with the Code following inspection of documents and vehicle equipment.

9. Where the certificate of mechanical inspection indicates that a road vehicle complies with the Code, the inspection sticker affixed to the vehicle in accordance with section 529 of the Code shall contain at least the following information:

(1) the number of the sticker; and

(2) the beginning and end of the period of validity in terms of month and year, where applicable.

10. An inspection sticker is valid for the term fixed for the mechanical inspection of the vehicle in accordance with sections 6 and 7.

DIVISION III
SAFETY AND MECHANICAL INSPECTION STANDARDS

§1. General

11. This Division applies to road vehicles subject to mechanical inspection, except mopeds and motorcycles.

12. To be authorized to travel on public roads, the following road vehicles shall undergo mechanical inspection and shall bear an inspection sticker in accordance with the provisions of the Code and those of this Regulation:

(1) vehicles to which alterations described in section 214 of the Highway Safety Code have been made, vehicles made by hand and those assembled by a recycler;

(2) rebuilt damaged vehicles referred to in Title IX.I;

(3) disused vehicles;

(4) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations, except those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code;

(5) vehicles registered as off-road vehicles under the Regulation respecting road vehicle registration, excluding those not designed to travel on public roads; and

(6) second-hand vehicles from outside Québec, where the owner applies for their registration to travel on public roads.

13. The technical appraisal of damaged and rebuilt vehicles shall be carried out before their mechanical inspection and use.

14. The mechanical inspection of special mobile equipment shall be carried out according to the manufacturer's standards.

§2. Lighting devices and warning lights

15. All the headlights, lights and reflectors required by the Code shall be present, comply with the manufacturer's standards and be securely mounted in the locations designed for that purpose. All the headlights, lights and indicator lamps on an electric circuit shall light up with the intensity intended by the manufacturer when the switch of the electric circuit is turned on.

16. The operation of one circuit shall not interfere with the operation of any other circuit.

17. No electric cable, plug, adapter or plug socket shall be broken, abraded, cracked, corroded or worn to the extent that it affects the good working order of the component connected to it. Each item shall be securely attached to its anchorage. Furthermore, ungrounded electrical cables shall be covered with a protective and insulating sheath.

18. The reflectors or lens shall be properly installed in the locations designed for that purpose and none shall be missing, broken, so cracked as to let water in, discoloured, painted over or of the wrong colour.

19. The daytime running lights provided by the manufacturer shall be present and adequate.

20. The headlights shall be aligned according to the manufacturer's standards.

21. Retracting headlight bases and headlight shutters shall, when in the open position, move completely aside to expose the headlights and shall be secured in the fully open position when the headlights are on.

22. It must be possible to turn on all the lights in the dashboard at all times.

23. There shall be lighting available at all times for the center aisle, the entrance and exit steps and the boarding space of any bus or mini-bus.

24. No device or material mounted or affixed to a road vehicle, a headlight, a light or a lens shall hide or dim the light.

25. The semi-trailers in a type B double train measuring more than 23 m in length without exceeding 25 m and belonging to classes A.90 to A.95 under the Vehicle Load and Size Limits Regulation made by Order in Council 1299-91 dated 18 September 1991 shall have retroreflective strips in accordance with the Motor Vehicle Safety Act (Statutes of Canada, 1993, c. 16). Notwithstanding the foregoing, the strips are not required at the rear of the first semi-trailer.

§3. Braking and parking systems

26. The service braking system provided by the manufacturer on the steer axle shall be present and adequate.

27. Every tractor truck manufactured after 7 May 1993 shall be equipped with service brakes on the steering axle.

28. When the external components of a service brake are inspected, the internal components shall also be inspected by removing the wheel and the brake drum, where applicable, where a malfunction probably due to the internal components is found.

29. The following elements of a brake system shall be inspected: the service brakes, parking and emergency brakes, their electric, pneumatic, hydraulic or vacuum system components and the brake actuation circuits.

More particularly, the good working order of the reservoirs, cylinders, taps, fittings, clamps, fasteners, air filter and rigid or flexible lines shall be checked.

30. The elements of the service brake system shall comply with the following standards:

(1) all the parts of each brake shall be adequate, securely mounted and none shall be missing or seized-up or show signs of wear adversely affecting their effectiveness;

(2) all the parts other than those referred to in paragraph 1 shall be adequate, securely mounted and none shall be missing or seized-up or show signs of wear adversely affecting their effectiveness;

(3) with or without brake application, there shall be no brake fluid leak, and no vacuum leak with the vacuum boost fully charged;

(4) the rigid or flexible lines and the fittings shall be adequate and shall not be crushed, crimped, abraded or so cracked that the reinforcement cord is exposed, shall not be excessively worn or corroded, bulged, broken or welded and the fittings shall be tight enough to prevent the lines from vibrating or chafing against adjacent parts;

(5) the master cylinder shall be securely mounted, show no signs of internal or external leaks and be fitted with a cover; furthermore, the brake fluid level shall not be below the level specified by the manufacturer or, where no level is specified, it shall not be lower than 10 mm below the edge of the filler opening;

(6) the filter of the air compressor or of the vacuum system shall be not so clogged that performance of the brake system is reduced;

(7) the brake pedal shall be non-slip, securely attached to its rotating axle, properly aligned and it shall operate without excessive friction;

(8) the original antilock system of a road vehicle shall be present and adequate and the warning light shall turn off within the time specified by the manufacturer;

(9) the external components of the parking brake shall neither be worn out in a way that impedes its good working order, nor be missing, misaligned, seized, broken or cracked;

(10) the control device of an electric brake system shall make it possible to brake the towed road vehicle, the cables and electric connections shall neither be worn in a way that hampers the good working order of the brakes or could cause a short-circuit, nor be missing, short-circuited, broken, frayed or cracked and they shall be securely attached to the appropriate fasteners or connection; furthermore, the electric brake circuit shall be independent of any other circuit and shall not be grounded on the hitch;

(11) the air compressor of a fully pneumatic system or of an air-boosted hydraulic system or the vacuum pump shall be securely attached and, if it is belt-driven, the belt shall be free of cuts and kept at the tension determined by the manufacturer;

(12) any manometer indicating air pressure or vacuum in a road vehicle shall be adequate;

(13) the air reservoir of a completely pneumatic system or of an air-boosted hydraulic system shall be adequate, securely mounted and shall be free of cracks, excessive corrosion or welds other than those made by the manufacturer.

31. The internal components of the service brakes shall comply with the following standards when the wheel, drum brake or dust shield is removed or when inspected through the inspection holes:

(1) no mechanical component of the service, parking or emergency brake shall be missing, so worn as to affect the good working order or out of order, misaligned, not securely attached, broken, cracked, seized up, slack, weakened, out of shape, disconnected or damaged;

(2) bonded brake linings shall be at least 1.6 mm thick, riveted pads at least 4.8 mm on the steering axle and 8 mm on the other axles or 1 mm above the rivets, bolted linings at least 8 mm thick or 1 mm above the fittings, parking brake linings at least 1.6 mm if they are distinct from the service brake linings; those measurements shall be taken at the thinnest point excluding the bevelled part;

(3) the linings shall not be unbound from their support, broken, contaminated by oil or grease, cracked more deeply than half the remaining thickness or worn in an extremely uneven way; furthermore, the linings shall be securely attached to the support and no bolt or rivet shall be missing or loose;

(4) the brake linings shall be adjusted according to the manufacturer's standards, or so that the clearance between the linings and the drum, where applicable, be as reduced as possible without causing friction when the brakes are not applied;

(5) the wear indicator shall not be in contact with the drum or disc;

(6) the pistons of a hydraulic brake shall move when a light pressure is applied on the brake pedal and there shall be no fluid leaks around them, nor in the lines and fittings;

(7) only superficial cracks caused by heat may be present and reach the outer edge of the friction surface of the drum or disc; there shall be no crack on the other parts of the drum or disc;

(8) the inside diameter of a brake drum shall at no point be greater than the dimension stamped by the manufacturer or, where no dimension is stamped, 1.5 mm more than the original diameter in the case of a passenger vehicle, 2.3 mm more than an original diameter of 366 mm or less, 3 mm more than an original diameter if it is greater than 356 mm;

(9) a brake drum shall not show overheating signs on the friction surface, nor have a groove whose depth increases the inside diameter in excess of the maximum value specified in paragraph 8 or a friction surface that is uneven or is out-of-round in excess of 0.25 mm in the case of a drum whose diameter is 280 mm or less or 0.63 mm if the diameter is greater;

(10) a brake disc shall not be thinner than the stamped dimension or the dimension specified by the manufacturer and shall not have a groove whose depth reduces the thickness below the minimum value authorized, nor have a lateral deviation greater than 0.13 mm in the case of a disc whose diameter is 380 mm or less or more than 0.25 mm if the diameter is greater;

(11) the calliper shall not be seized, cracked, broken, not securely or properly installed or leak; and

(12) the electro-magnets of electric brakes shall be present, adequate and securely fixed.

32. Where a dynamic test is performed to check the effectiveness of the service brake, the test shall take place on a surface with a good asphalt or concrete coating that is dry, clean, not oily or greasy and with the tires inflated at the pressure determined by the manufacturer. If the test is performed by using the deceleration method or by measuring the breaking distance, the road vehicle shall be driven unloaded at 30 km/h and shall be capable of braking so as to reach maximum deceleration without locking the wheels. When braking, the vehicle in the centre of a lane 3.7 m in width shall not pull to the left or right so much that the lane limits are crossed; the test shall be performed without turning the steering wheel to correct the vehicle's trajectory.

The result of the deceleration method shall be an average deceleration of at least 6 m/s^2 for a vehicle whose net mass is 3 000 kg or less; as for the braking distance method, the measured distance shall not exceed 5.8 m for a vehicle whose net mass is 3 000 kg or less.

Where the brake is released, each wheel shall turn freely and no element of the brake system shall be damaged.

33. Inspection of the service brake by means of a dynamometer shall show no defect in the brake system and the difference between the readings on the wheels of a single axle shall be lower than 20 % from the highest reading.

The total of the braking forces of all the wheels shall be greater than 60 % of the net mass of a road vehicle whose net mass is 3 000 kg or less and 50 % of the net mass of a vehicle whose net mass is more than 3 000 kg.

Where the brake is released, each wheel shall turn freely and no element of the brake system shall be damaged.

34. Where a force is applied to the pedal of the service brake, a rotation resistance shall be detected on each wheel.

35. Where a service brake is hydraulically activated, the warning light shall come on only where the ignition key is in the "on" position while the engine is not running or in the "start" position while the parking brake is released, if both brakes are interconnected.

Where a force of approximately 550 Newton is applied on the pedal brake for a minute while the engine is running, the pedal shall not drop, the warning light shall not come on and pedal travel shall not exceed 65 % of the possible total travel. However, if the road vehicle has hydraulically assisted brakes, the force applied on the pedal for the test shall not exceed 265 Newton approximately.

36. Where a road vehicle is equipped with hydraulic, pneumatic or vacuum-boosted hydraulic service brakes, or with a hydraulic boost system aided by an electrically driven hydraulic pump, it must be possible to evacuate the power reserve by depressing the pedal several times with the engine off. After that, the pedal shall drop slightly under the foot with a moderate pressure (about 90 Newton) while starting the engine and, in the case of a hydraulic boost system, the electric motor shall start when the ignition key is in the "on" position while the engine off.

37. A vacuum boost system shall have enough power in reserve for three assisted service brake applications while the engine is off. If the system has a warning light or buzzer, it shall operate where the vacuum is less than 2 kPa.

In the absence of a manometer, the vacuum shall be sufficient for an assisted braking when the warning devices comes on.

A vacuum pump shall be capable of providing and maintaining a minimum vacuum of 4.5 kPa.

38. Where a vehicle is equipped with full pneumatic service brakes, the brake system shall comply with the following standards:

(1) the compressor shall be capable of raising the air pressure in the system from 350 to 620 kPa in less than 3 minutes where the engine runs at no more than 1 200 revolutions per minute;

(2) the pressure regulator shall start the compressor before the air pressure in the system reaches 550 kPa and shall stop it where the air pressure is between 805 and 945 kPa;

(3) the low pressure warning light or buzzer shall activate where the air pressure in the system is less than 380 kPa;

(4) the compressed air reserve shall be sufficient to permit one full service brake application without lowering the reservoir pressure by more than 130 kPa where the air system is fully charged and the motor has just been stopped; however, where the test is performed on a combination of road vehicles, the pressure may not be lowered by more than 20 %;

(5) the drain tap and the non-return valve of each air reservoir shall be present and adequate;

(6) the fast exhaust valves and the relay valves shall be securely fixed and let the air out quickly through the holes provided by the manufacturer;

(7) for a tractor truck, the protection valve of the tractor truck and the air supply valve of the semi-trailer shall operate so as to avoid a complete air loss in the system of the tractor truck should the air hoses between the tractor truck and the trailer or semi-trailer break or disconnect; in such a case, the valves shall preserve a minimum air pressure of 420 kPa in the system of the tractor truck;

(8) the brake cylinders, the brake chambers or the slack adjusters installed on a single axle shall be of the same type and size, be securely fixed and none of their components or related parts shall be so corroded that their resistance is reduced, or so worn that the good working order is affected so worn, nor shall they be missing, damaged, cracked, broken or of a capacity or quality below that prescribed by the manufacturer;

(9) the stroke of the actuating rod of the brake chamber shall not exceed the maximum adjustment specified by the manufacturer where the air pressure in the chamber is kept at about 620 kPa and the variation in the travel of the actuating rods on a single axle shall not exceed 6.4 mm;

(10) for a single-unit vehicle, the air pressure shall not lower by more than 20 kPa within one minute where the service brake is fully applied while the air pressure is at the maximum, the engine is off and the parking brake is released;

(11) for a combination of road vehicles, when the air pressure is at the maximum, the engine is off and the parking brake is released, the air pressure shall not decrease by more than 28 kPa within one minute for a tractor truck coupled to a trailer or semi-trailer and more than 35 kPa for a tractor truck coupled to two semi-trailers or to one semi-trailer and a trailer with the service brake fully applied;

(12) the radial stroke between the camshaft and its pads shall not exceed 2.1 mm, the position of the roll centre on the cam shall not be more than 120 degrees from the lowest part of the cam where the brake linings touch the drum.

39. The parking and emergency brakes and the locking service brake of a road vehicle shall comply with the following standards:

(1) the mechanism for the application of the parking brake shall be applied and released several times to make sure that the cables and linkages work freely; furthermore, the warning light shall come on when the brake is applied and turn off when released;

(2) the parking, emergency or service brakes shall prevent the vehicle from moving when fully applied on a flat surface, with the gearshift lever placed in the "drive" position in the case of an automatic transmission or, in the case of a manual transmission, in the highest gear that will allow a normal forward start, while the driver smoothly attempts to move the vehicle forward; furthermore, the wheels shall be completely free to turn where the brake is released;

(3) for a trailer or a dolly equipped with full pneumatic brakes, the brakes shall be fully effective where the pressure in the supply circuit is reduced to zero and the brakes shall release completely where normal pressure returns in the circuit; and

(4) the service brake shall be equipped with an adequate pressure accumulator, low pressure warning buzzer and pressure cutter in good working order.

40. A semi-trailer measuring more than 15.5 m in length but no more than 16.2 m shall be equipped with self-adjusting brake levers operating on each wheel.

§4. Body

41. All the fixed components of the body, accessories and auxiliary equipment provided by the manufacturer shall be present, adequate and securely mounted.

42. No part of the road vehicle shall have potentially hazardous sharp edges or protrusions.

43. The bumpers and their supports provided by the manufacturer shall be present and of the same size and material as those intended by the manufacturer.

44. A semi-trailer longer than 15.5 m without exceeding 16.2 m, as well as the last semi-trailer, manufactured after 16 June 1997, in a type B double train measuring more than 23 m in length without exceeding 25 m, shall have bumpers that are

(1) composed of a rigid beam installed horizontally and securely mounted to the trailer so as to prevent road vehicles from slipping under the trailer;

(2) extend no more than 0.1 m inside each side of the trailer;

(3) located no more than 0.3 m from the rear of the trailer and as close as possible to the rear; and

(4) located no more than 0.56 m above the ground.

Notwithstanding the foregoing, a bumper is not compulsory if the distance between the tires on the rear axle and the rear end of the semi-trailer is less than 0.3 m, or if the height of the bottom of the structure at the rear of the semi-trailer is less than 0.56 above the ground.

45. The doors of the passenger compartment or any other door providing access to the exterior of the road vehicle shall be securely mounted, engage or be kept closed by an air device when they are closed and shall open easily from the inside and the outside where a mechanism exists for that purpose; furthermore, no hinge shall be missing, cracked, broken or seized.

46. The door providing access to a loading space or to an auxiliary compartment shall be adequate, securely mounted to the road vehicle and fitted with a device preventing it from opening while the vehicle is in motion and from closing when it must remain open, if such a mechanism is fitted.

47. The luggage rack shall be securely mounted and none of its parts shall be missing, broken or damaged.

48. The locking and hold-down device of the hood and the safety hook shall be adequate and securely mounted. The hinges shall be securely mounted on the vehicle and the hood and they shall not be broken or cracked.

49. The locking and hold-down device of a tilt cab shall be adequate and no component shall be missing, poorly operating, broken or cracked.

50. The seats or bench seats shall be adequate, securely fixed and, when they are adjustable, they shall be movable and lock in the chosen position. The cushions and the backrests shall be securely fixed and the headrests, if included in the original equipment, shall be present and adequate.

51. The floor of the passenger compartment shall not be cracked, warped or perforated and there shall be no opening whereby exhaust fumes could enter the compartment or constitute a hazard for passengers.

Furthermore, the floor and the sides of the loading space shall prevent the load from falling out.

52. Every bus or mini-bus shall comply with the following standards:

(1) the warning light or buzzer of a door shall be adequate; and

(2) no flexible seal installed on the edge of doors by the manufacturer shall be missing, torn or loose.

53. Every bus or mini-bus equipped with an exit door fitted with an automatic opening mechanism controlled by the driver shall comply with the following standards:

(1) an automatic door-opening system actuated by a pressure-sensitive hinged gate, door step, door edge or a presence detection system shall be adequate;

(2) if that system is in the "closed" position, the exit door shall remain close if someone tries to open it with a moderate push and, in such a case, the warning light or buzzer shall turn on;

(3) if the system is in the "open" position, the brake and accelerator interlock mechanisms shall automatically lock the rear brakes and, simultaneously, prevent the accelerator from raising the engine speed above idle until the door control is moved to the "closed" position and the door has closed; and

(4) when the exit door is fitted with sensitive edges and the door is not fully closed, manual pressure on each of the edges shall cause the door to reopen, cause the brake and accelerator interlock systems to engage and set off the warning light or buzzer until the door control is moved to the "closed" position and the door has closed.

54. Every bus or minibus, excluding those used as police wagons, shall comply with the following standards:

(1) the passageway to the emergency exits shall be free of any encumbrance and, in the case of a vehicle equipped with wheelchair locking devices, allow wheelchairs to move about;

(2) the emergency window shall be securely mounted on its hinges;

(3) the emergency window exit release shall allow the window to be easily opened and closed from inside and, if so designed, from the outside, and the warning light or buzzer shall be adequate;

(4) the hatch of the roof emergency exit shall open outwards easily and adequately; and

(5) the signs provided by the manufacturer with respect to emergency exits shall be present and legible.

55. Every bus or mini-bus transporting handicapped persons shall comply with the following standards:

(1) the wheelchair locking device shall be adequate, not be damaged and be securely fixed to the vehicle;

(2) the platform lift shall be securely fixed to the vehicle, react adequately to the commands of the control mechanism and operate without jerking; and

(3) the access ramp shall be adequate and securely fixed to the vehicle.

56. Every bus or mini-bus shall comply with the following standards:

(1) the floor and stepwell covering shall not be so cracked, loose or worn as to constitute a tripping hazard;

(2) stanchions, horizontal bars, grab handles and guard panels shall be securely mounted on their anchorages;

(3) the passenger compartment shall be free of any protrusion that could injure a passenger.

(4) the shock-absorbing material provided by the manufacturer on stanchions, horizontal bars, guard panels or on the benches shall be present and adequate.

57. The pneumatic suspension of a truck cab shall not leak or cause a longitudinal or crosswise slope of the cab. The shock absorbers intended by the manufacturer shall be present, adequate, securely mounted and not leak in a way that hamper the performance of the suspension.

§5. Windows

58. The windows of a road vehicle shall be made of safety glass complying with the standards prescribed in the Motor Vehicle Safety Regulations (C.R.C., 1978, vol. XI, c. 1038). Furthermore, a window shall not have sharp edges, be missing or incorrectly fixed or installed.

59. The windshield shall not be tarnished, cloudy, broken in a way that reduce the driver's vision of the road or road signs. Furthermore, no object or sticker that could reduce visibility shall be hung or affixed to the windshield.

60. The windshield shall not have cracks or missing flakes more than 12 mm in diameter that meet on the area covered by the wipers, excluding the area under the inside mirror and a strip of 75 mm in the upper and lower parts of the windshield.

61. If the windshield has lost transparency, the loss shall not exceed 10 % of the total surface and it shall not be in the area covered by the wipers.

62. The side windows on each side of the driver's compartment and, in the case of a bus engaged in the transportation of schoolchildren, those immediately behind the driver's compartment, as well as the rear window, shall be present, not be tarnished, fogged, crazed or cracked.

63. No mirror-like material shall be affixed to or sprayed on any window of a road vehicle.

64. No material which darkens glass shall be affixed or sprayed on the windshield and on the side windows on each side of the driver's compartment. However, a strip no more than 15 cm in width may be affixed to the upper part of the windshield.

65. The side window on the left side of the driver's compartment shall be easily opened to allow the driver to signal his manoeuvres with his arm.

§6. Rearview mirrors

66. The rearview mirror shall be adequate, securely fixed, show no sharp edge and not be broken, cracked or tarnished. Furthermore, the silvering shall not be unbound except on the periphery of the reflecting surface without exceeding 10 % of the total surface; however, for a school bus or minibus, the silvering shall not be unbound in any way.

67. The rearview mirror shall be adjustable horizontally and vertically and remain steady where positioned.

§7. Accessories

68. The sun visor on the driver's side shall be present, adequate and remain steady where positioned.

69. The horn shall be adequate and securely mounted. Its control shall be easy to reach, identifiable and securely fixed.

70. The wipers and the windshield washer shall be adequate. None of their components shall be missing, used, maladjusted or worn in a way that renders them ineffective. The wiper blades shall make even contact with the windshield and sweep the area specified by the manufacturer at a frequency of at least 20 strokes per minute at low speed and 45 strokes per minute at top speed. The difference between both speeds shall be at least 15 strokes per minute.

71. The heating and defrosting system shall comply with the following standards:

(1) the radiator and the blower and vents designed to heat the passenger compartment and defrost the windows shall be adequate;

(2) enough air shall be blown onto the windshield where intended by the manufacturer and onto the side windows if the vehicle has vents for that purpose; an auxiliary fan may be used; and

(3) if part of the heating liquid piping is visible from inside, it shall not be cut, cracked, worn or leak.

72. For a road vehicle originally equipped with a neutral safety starting switch linked to the clutch pedal or the transmission lever, the latter shall be present and allow the engine to start only with the transmission lever in "P" (park) or "N" (neutral) in the case of an automatic transmission or, in the case of a manual transmission, with the clutch pedal depressed to the floor.

73. The speedometer and odometer shall provide accurate readings with a margin of error of less than 10 %.

74. For a school bus or minibus, the following dial or warning lights, if part of the original equipment, shall be adequate:

(1) the temperature indicator;

(2) the engine oil pressure gauge;

(3) the voltmeter;

(4) the fuel gauge; and

(5) the vacuum or air pressure gauge of the brake system.

75. The stop arm or stop sign of a school bus or minibus shall extend and retract when activated and remain in the desired position. The flashing lights of such a sign shall work properly.

76. Where a school bus is equipped in front with a safety device that may be activated by the driver to keep schoolchildren at a distance from the road vehicle, the crossing control arm shall

(1) be designed in such a manner that a force of 50 newtons applied to its centre is sufficient to push or pull the arm;

(2) be fully extended and at right angles to the bus within no less than 2 seconds and no more than 4 seconds after being activated; and

(3) not have any pointed or sharp edges.

77. The battery shall be securely mounted and the terminals shall not be excessively covered with corrosion deposits that could prevent it from working properly. The original cover of the battery shall be adequate and securely fixed.

78. Where a first-aid kit is required by law, it shall be complete, securely fixed and accessible.

79. Where a chemical extinguisher is required by law, it shall be adequate, securely fixed and accessible.

80. The seat belt and its anchorages shall not be damaged and they shall be securely mounted. The buckle, the retractor and the locking mechanism shall be present and adequate.

Every original air bag in a road vehicle shall be present or replaced if need be.

§8. Fuel system

81. The tank, its brackets and fasteners, the fittings, clamps, flexible and rigid lines and the containers of the fuel supply system of a road vehicle shall comply with the following standards:

(1) no leakage shall be present at any point along the fuel delivery system;

(2) the tank shall not leak, be cracked or unsecurely mounted;

(3) the tank supports, retaining straps and any other fasteners shall be present, without cracks or breaks and securely mounted;

(4) the rigid or flexible lines and their fittings shall be adequate and they shall not be cut, crushed, crimped, so cracked that the cord is exposed, corroded or excessively worn, the fasteners shall be adequate, at the designed locations and tight enough to prevent the lines from vibrating or rubbing against adjacent parts;

(5) a gas or diesel tank shall be fitted with a cap that can prevent a spill; and

(6) the supply system shall be equipped with a fuel gauge that the driver may see.

82. The design, installation, replacement, removal and testing of the compressed natural gas supply system of a road vehicle, and the use of compressed natural gas as the fuel of such vehicle shall be done in compliance with the Code d'installation au gaz naturel pour véhicules (CAN/CGA-B149.4-M91) and with the Natural Gas for Vehicles Installation Code (CAN/CGA-B149.4-M91) published by the Canadian Gas Association.

The repair, maintenance and inspection of the compressed natural gas supply system shall be done in compliance with the Code d'installation du gaz naturel (CANCGA-B149.1) and with the Natural Gas Code (CANCGA-B149.1) published by the Canadian Gas Association, in force when the system is installed, if done before the coming into force of this Regulation and, if installed after such coming into force, in accordance with the Natural Gas for Vehicles Installation Code in force when the system is installed.

83. The design, installation, replacement, removal and testing of the propane gas supply system of a road vehicle, the use of propane gas as the fuel of such vehicle and the parking of a vehicle that can run on propane gas shall be done in compliance with the Code d'installation des réservoirs et des systèmes d'alimentation au propane sur les véhicules routiers

(CAN/CGA-B149.5-M95) and with the Installation Code for Propane Fuel Systems and Tanks on Highway Vehicles (CAN/CGA-B149.5-M95) published by the Canadian Gas Association.

The repair, maintenance and inspection of the propane gas supply system shall be done in accordance with the Code d'installation du propane (CAN/CGA-B149.2) and with the Propane Installation Code (CAN/CGA-B149.2) published by the Canadian Gas Association, in force when the system is installed, if done before the coming into force of this Regulation and, if installed after such coming into force, in accordance with the Installation Code for Propane Fuel Systems and Tanks on Highway Vehicles in force when the system is installed.

84. Sections 82 and 83 do not apply to road vehicles running on compressed natural gas or propane gas since their manufacture and bearing the national safety mark within the meaning of the Motor Vehicle Safety Act or the compliance label provided for in that Act.

85. Where the fuel supply system of a road vehicle registered in Québec is modified to run on compressed natural gas or where a vehicle registered in Québec and running on compressed natural gas since it was manufactured bears the national safety mark within the meaning of the Motor Vehicle Safety Act or the compliance label provided for in that Act, the vehicle shall bear the sticker referred to in Schedule I inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The sticker shall be affixed by a mechanic holding the appropriate certificate of competency issued by the Minister of Employment and Solidarity.

Where the modification or manufacture of a vehicle referred to in the first paragraph takes place before the coming into force of this Regulation, the sticker referred to in Schedule I shall be affixed to the vehicle in accordance with the first paragraph, not later than the 180th day following the coming into force of this Regulation.

86. The compressed natural gas supply system of a road vehicle registered in Québec and running on such fuel shall be inspected at either of the following intervals, whichever comes first, by a mechanic holding an appropriate certificate of competency with respect to compressed natural gas issued by the Minister of Employment and Solidarity:

(1) every 5 years; or

(2) at the time determined under section 30 of the Regulation respecting pressure vessels, made by Order in Council 2519-82 dated 3 November 1982, for the requalification of the pressurized tank.

Where the supply system complies with the standards in force at the time of its modification to use compressed natural gas or with the standards in force at the time of manufacture of a vehicle running on compressed natural gas, the vehicle shall have the sticker referred to in Schedule I inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The sticker shall be affixed by a mechanic, and it is valid until the supply system is due to be inspected in accordance with the first paragraph.

87. Where the fuel supply system of a road vehicle registered in Québec is modified to run on propane gas or where a vehicle registered in Québec and running on compressed natural gas since its manufacture bears the national safety mark within the meaning of the Motor Vehicle Safety Act or the compliance sticker provided for in t hat Act, the vehicle shall bear the sticker referred to in Schedule C to the Installation Code for Propane Fuel Systems and Tanks on Highway Vehicles inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The sticker shall be affixed by a mechanic holding the appropriate certificate of competency issued by the Minister of Employment and Solidarity.

Where the modification or manufacture of a vehicle referred to in the first paragraph takes place before the coming into force of this Regulation, the sticker referred to in Schedule C to the Installation Code for Propane Fuel Systems and Tanks on Highway Vehicles shall be affixed to the vehicle not later than the 180th day following the coming into force of this Regulation.

88. The propane gas supply system of a road vehicle registered in Québec and running on such fuel shall be inspected at either of the following intervals, whichever comes first, by a mechanic holding an appropriate certificate of competency with respect to propane gas issued by the Minister of Employment and Solidarity:

(1) every 5 years; or

(2) at the time determined under section 30 of the Regulation respecting pressure vessels, made by Order in Council 2519-82 dated 3 November 1982 for the requalification of the pressurized tank.

Where the supply system complies with the standards in force at the time of its modification to use propane gas or with the standards in force at the time of manufacture

of a vehicle running on propane gas, the vehicle shall have the sticker referred to in Schedule C to the Installation Code for Propane Fuel Systems and Tanks on Highway Vehicles inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The sticker shall be affixed by a mechanic, and it is valid until the supply system is due to be inspected in accordance with the first paragraph.

89. Excluding the manufacturer, the installer of a compressed natural gas or propane gas supply system of a road vehicle shall inform the Société of the new type of fuel to be used by the vehicle.

90. Any reference in Code CAN/CGA-B149.4-M91 and Code CAN/CGA-B149.5-M95 to Code B51 of the CSA is a reference to Code B51-M1997 of the CSA entitled "Code des chaudières, appareils et tuyauteries sous pression" and to Code B-51-M1997 of the CSA entitled "Boiler, Pressure Vessel, and Pressure Piping Code".

§9. Exhaust system

91. The exhaust system shall include the following components: manifolds, pipes, muffler, brackets and fasteners.

Those components shall be securely mounted to their anchorages and no leakage of exhaust gases shall be detected through joints, cracks or holes other than those originally provided by the manufacturer of the exhaust system to evacuate condensation.

Any repair on any of the components shall be such as to preserve the original characteristics.

92. No component of the exhaust system shall run closer than 50 mm from another element, such as a part made of combustible materials, an electric wire, a fuel or brake line or fuel tank, that is not protected by an appropriate heat shield. In the case of pressurized fuel lines, of the GNC and GPL types, that minimum distance shall be 150 mm.

Furthermore, no flammable material shall leak on a component of the exhaust system.

93. Where a component of the exhaust system is located near a passenger compartment door, it shall be covered with a guard if persons using the door risk being burned.

94. No component of the exhaust system shall be replaced, modified or removed so as to cause the system to be noisier than the one originally installed by the manufacturer on the road vehicle.

95. No component of the exhaust system shall cross the passenger compartment. The outlet of the exhaust pipe shall not be located under the space occupied by the passengers and luggage. The outlet shall be located behind any openable side window and it shall not extend more than 15 cm horizontally from the road vehicle.

§10. Engine controls

96. The engine controls shall comply with the following standards when the vehicle is stationary, with the engine running and the transmission in the neutral position:

(1) no component shall be missing, worn, inadequate, seized, unsecurely mounted, damaged or maladjusted in a way that prevents the engine from accelerating, stopping or idling when the accelerator is released; and

(2) if the mechanism for controlling the engine works with air, there shall be no leak in the system.

97. The clutch control mechanism between the engine and the transmission shall comply with the following standards:

(1) the clutch pedal shall be of a non-slip type;

(2) no component intended by the manufacturer shall be missing or worn in a way that prevents it from working properly;

(3) it shall prevent any gear slip when the pedal is completely released; and

(4) it shall be able to interrupt the transmission of engine torque to the gearbox shaft.

§11. Chassis frame, underbody and coupling devices

98. All the chassis frame members, or the structural members in the case of a monocoque body, shall be present, securely mounted and assembled in accordance with the manufacturer's standards and shall not be cracked, broken, bent or perforated by rust or have any loose or missing connecting fasteners or bolts

No repair or modification to those components shall weaken the structure of the road vehicle.

99. The parts of the frame used to fix the body, the load, the load space, the coupling device, the steering, the suspension, the engine, the gearbox and the differen-

tial shall not be missing, out of order, unsecurely mounted, damaged, cracked, broken or bent.

100. The universal joints of the driving shaft shall not be loose, unsecurely mounted and, if part of the original equipment, the shaft guard shall be present and securely mounted.

In the case of a two-piece drive shaft, it shall not be warped or bent and the centre bearing, its support and the slip joint shall be adequate.

101. Every semi-trailer, dolly or road vehicle equipped with a cargo body, a platform, a dump body or equipment and every truck or combination of road vehicles shall comply with the following standards:

(1) the structural members of the chassis frame and the elements delimiting the load space, such as panels, side rails and platforms, shall be securely mounted and strong enough to support the maximum loads determined by the Vehicle Load and Size Limits Regulation, made by Order in Council 1299-91 dated 18 September 1991;

(2) when the platform, cargo body, dump body or equipment is not an integral part of the chassis frame, all fasteners, such as brackets, clamps, bolts and stoppers, shall be securely mounted and none shall be missing, worn or corroded to the point that its capacity is reduced, cracked, broken or loose;

(3) any lifting or support device of the semi-trailer shall be adequate and shall show no evidence of excessive wear; furthermore, all mechanisms and positioning components shall allow for adequate seating of parts;

(4) no part, clamp or safety device that secures a sliding bogie under a semi-trailer shall be missing, out of order, improperly mounted, damaged, cracked, broken, seized or blocked;

(5) the plate and the kingpin of a fifth wheel shall be at a right angle respectively in all directions, be securely mounted together and to the chassis frame and shall not be cracked; furthermore, the coupling plate shall not be curved downwards more than 6.4 mm or more than 1.6 mm upwards within a radius of 483 mm measured from the kingpin; if they are fixed to a rotating platform, it shall be securely mounted to the chassis frame, turn freely without seizure on its bearings and shall not show a play of more than 6.4 mm vertically; furthermore, the kingpin shall not show indication of repair by welding or have a diameter reduced by more than 3.2 mm compared to the original diameter where measured on all the circumferences of the kingpin and the coupling plate shall not be so corroded as to weaken its resistance or the solidity of its mounting to the vehicle;

(6) the fifth wheel shall be securely mounted to the vehicle in accordance with the manufacturer's standards and no coupling or mounting part shall be missing, cracked, broken, bent, not securely fixed or out of order; any part of the mechanism for tightening, locking or unlocking the jaws shall be adequate and no part shall be worn or maladjusted in a way that adversely affects the good working order, missing, seized, cracked, broken, not securely mounted or show signs of repair by welding;

(7) the horizontal play between the jaws and the kingpin shall not exceed 6.4 mm and the coupling plate shall not be cracked, broken, bent or show signs of repair by welding;

(8) the support of the coupling plate shall not be cracked, broken, unsecurely fixed, have welded repairs not intended by the manufacturer; the horizontal play between the pin and the steel ring shall not exceed 9.5 mm and the vertical play between the pin and the flexible ring shall not exceed 12.8 mm; and

(9) if the fifth wheel is mounted on a sliding support, the latter shall be equipped with securely mounted front and rear stoppers and the mechanism for locking the seat tracks shall be adequate without allowing a side, vertical or lengthwise movement of more than 6.4 mm in locked position.

102. Every coupling device other than those provided for in section 100 shall comply with the following standards:

(1) the coupling device shall be securely mounted to the structure of the towing vehicle and of the towed vehicle in accordance with the manufacturer's standards and, if bolts are used to mount it, they shall be at least Class 8 in accordance with Standard SAE J429 August 1993 published by the Society of Automotive Engineers or the equivalent to tow trailers of a net mass greater than 3 000 kg;

(2) no component shall be so worn that it hampers the smooth operation, or be cracked, broken, bent, missing or seized;

(3) the locking system shall be adequate and be specifically designed to link the coupling devices of the towing and towed vehicles; in the case of a hook-and-ring system, the locking system shall be equipped with a double lock;

(4) any assembly or repair work made on a coupling device shall ensure the same conditions of safety as those intended by the manufacturer of the device and no welded repairs shall have been made on cast or forged parts by means of welding;

(5) the wear on a hook and coupling ring at their point of contact shall not exceed 4.8 mm each;

(6) if the tow hook or ring has an air play compensating device, there shall be no air leak in the system;

(7) the rigid or telescoping drawbar, articulated or not, installed on a towed vehicle or a converter dolly shall not be bent, broken or cracked and no part shall be missing, unsecurely mounted or so worn that it no longer has the required mechanical resistance; and

(8) the safety fasteners and their coupling components, such as steel cables, chains, links, hooks, coupling sleeves, shackles, clips, rings, thimbles and clamps, shall be adequate, securely fastened to their anchorages and none shall be missing, abraded, cracked, broken, loose, corroded or worn.

§12. Steering system

103. Every steering component shall be adequate and securely mounted. No component shall be cracked, broken, unsecurely mounted, displaced, bent, missing, modified or welded, except welds done by the manufacturer. Furthermore, no component shall be worn, damaged or used in a way that hampers the handling of the road vehicle.

104. Any repair to the steering shall ensure the same conditions of safety as those intended by the manufacturer. It is prohibited to inject a product intended to reduce the play in the ball joints.

105. The steering column, shaft and box and the auxiliary cylinder of a power boosted steering shall comply with the following standards:

(1) they shall be securely fixed to the road vehicle;

(2) no bolt shall be missing or loose;

(3) the steering shaft couplings shall not have any play, be damaged or show signs of repair by welding;

(4) the steering shaft spines or the groove of the steering shaft shall not have rotation play greater than 1.2 mm between the grooves or vertical play of more than 6.4 mm; and

(5) the energy-absorbing system of the steering column shall not have been damaged or modified.

106. The play in the steering wheel, couplings and connections shall be inspected while the wheels are on the ground and in the straight ahead position and, in the case of power boosted steering, while the engine is running.

There shall be no play in the direction of the movement or of the force applied on the couplings or connections when the steering wheel is turned alternatively from side to side to move the wheels.

107. When the steering wheel is turned from side to side until the wheels move, the play in the steering wheel shall not be greater than the value determined by the manufacturer or, if such data is not available,

(1) for a vehicle whose net mass is 3 000 kg or less:

(a) 51 mm for power boosted steering;

(b) 75 mm for standard steering;

(c) 10 mm for a rack-and-pinion steering, power boosted or not;

(2) for a vehicle whose net mass is greater than 3 000 kg, 90 mm where the diameter of the steering wheel is 500 mm or less and 100 mm where the diameter exceeds 500 mm.

108. For power boosted steering, the belt of the pump shall be present, free of cuts, be at the tension determined by the manufacturer and the fluid in the reservoir shall be at the level recommended by the manufacturer.

Furthermore, the pump, lines, fittings and auxiliary cylinder shall be securely fixed and not leak, except for a slight sweating.

109. No blockage or interference shall be felt when the wheels are turned from full left to full right and back again while on the ground and with the engine running, in the case of power boosted steering and, where applicable, when the truck is unloaded.

The number of turns required to bring the steering wheel from the centre to each stop shall not differ by more than one half-turn and there shall be a clearance of at least 25 mm between the tire and the chassis or body in every position. Furthermore, the steering wheel shall not be modified, warped or unsecurely mounted. If the steering wheel has been replaced, it shall have the same characteristics as the original steering wheel of the motor vehicle.

110. Where the front wheels are on the ground and in the straight ahead position, they shall not be visibly out of alignment.

111. The wheel bearings shall be inspected so that the play measured at the outer circumference of the tire does not exceed the standard of the manufacturer or, in the absence of a standard, no discernible play shall be accepted. The bearing shall be properly greased and show no leakage or wear signs.

112. The load-carrying or non-load carrying ball joints related to suspension components shall be inspected by lifting the front of the road vehicle so as to unlock the joints to be checked. The joints shall have no play beside the play determined by the manufacturer.

In the case of joints with a wear indicator, the inspection shall be carried out with the wheels on the ground and the position of the indicators shall be within the limits determined by the manufacturer.

113. The horizontal play in the steering knuckles shall be inspected by lifting the axle, by moving the top and bottom of the wheel inside and outside and by measuring its displacement at the outer circumference of the tire. The play shall not exceed the manufacturer's standards or, in their absence, the following standards:

(1) 3.2 mm for rims whose diameter is less than 510 mm; or

(2) 4.8 mm for rims whose diameter is 510 mm or more.

The vertical play measured between the spindle support and the axle shall not exceed the manufacturer's standards or, in their absence, 2.5 mm.

114. For a road vehicle equipped with a self-steering axle, the steering components such as the joints, pneumatic or mechanical stabilizers, cables, turntables and pivots shall not be missing, damaged, worn or maladjusted and they shall comply with the standards provided for in this Subdivision.

§13. *Suspension*

115. The suspension components shall comply with the following standards:

(1) every component shall be adequate, securely fixed and none shall be missing;

(2) no component for mounting or positioning the axle or wheel to the road vehicle or supporting it shall be cracked, broken, not securely mounted, out of place, warped, missing or welded, excluding the welds done by the manufacturer;

(3) all the suspension parts shall be present and adequate and none shall show signs of wear, damage or use in a way that adversely affects its good working order;

(4) any repair shall provide the same safety level as the level that existed when the vehicle was manufactured;

(5) the axles shall not be cracked, warped or have welded repairs; they shall be securely mounted, properly aligned and be perpendicular to the lengthwise axis of the vehicle; and

(6) the suspension shall not allow a tire to touch the body or frame under normal conditions of use.

116. A leaf spring, coil spring or torsion bar suspension shall not be cracked, broken or so subsided that one side of the road vehicle is more than 5 cm lower than the other side or allow contact with a rubber bumper. The use of spacers between the spirals of a coil spring is prohibited.

In the case of a leaf spring suspension, the play between the bushing and the axis shall not exceed the manufacturer's standards or, in their absence, 2 mm for an axis whose diameter is 24 mm or less and 3.2 mm for an axis with greater diameter.

117. In the case of a pneumatic suspension, air shall be supplied to the system only where the air pressure in the braking circuit reaches 450 KPa. No air leak shall be observed in the lines and the system components. The ball shall be securely mounted on the structure and shall not be so cracked that the cord is exposed.

118. The shock absorbers and brackets forming part of the original equipment of a road vehicle shall be adequate, securely mounted, not be cracked or broken and none shall be missing. Furthermore, the shock absorbers shall not leak in a way that hampers their performance.

119. Where a suspension bushing is made of flexible material, the material shall be adequate and free of cuts that could hamper performance.

§14. *Tires and wheels*

120. Tires shall comply with the following standards:

(1) no tire shall be so worn that a wear indicator touches the road or that the depth of the tread measured in a main groove or tread design, elsewhere than at the wear indicator, is less than 3.2 mm on a front tire of a vehicle whose net mass exceeds 3 000 kg and 1.6 mm in all other cases;

(2) at no point shall a tire be worn, cracked, cut or snagged deep enough to expose the cord or steel belt;

(3) no tire shall be abnormally bulged or out of shape and no foreign material that could cause a puncture shall be stuck in the tread or in the sidewall;

(4) a tire shall not have been recut deeper than the original grooves, unless the model was specially designed for such recutting and that feature is indicated on the sidewall;

(5) no tire whose tread has been recapped shall be mounted on the front axle of an emergency vehicle, a minibus or a vehicle whose net mass exceeds 3 000 kg, unless the vehicle is equipped with 2 front steering axles;

(6) at no point shall the tread or rubber compound of the sidewall be separated from the carcass of the tire, unless the tire was recapped and the separation does not exceed 6 mm in width;

(7) tires differing in size, type, construction or series shall not be installed on a same axle or a combination of axles, unless they are recognized by the manufacturer as equivalent;

(8) it is prohibited to mount radial tires on the front and bias-ply tires on the rear, unless the vehicle has dual rear wheels;

(9) the front wheels of a passenger vehicle shall not be of a smaller series or have a tread wider than the rear tires;

(10) tires in a dual tire set shall not be in contact with one another or differ from each other in diameter by more than 13 mm;

(11) a tire shall not be of a size smaller than the minimum dimension indicated by the vehicle manufacturer, unless it is recognized as equivalent by the tire manufacturer; it may however be of a size greater than that indicated by the vehicle manufacturer provided that the tire does not touch the body or another component of the vehicle in every position of the suspension or steering;

(12) a tire shall have been repaired in accordance with the tire manufacturer's standards;

(13) the air pressure in the tires of a same axle shall not differ by more than 10 % and the pressure shall not exceed the pressure printed on the sidewall or be lower than the value determined by the manufacturer of the vehicle or of the tire;

(14) no tire valve shall be worn down, damaged, scraped or gashed and the exposed portion of each valve shall be of sufficient length to allow for the easy inflation of the tire and pressure reading;

(15) no tire shall bear marks or wording to indicate that it is for restricted use and unsuited for use on public roads, unless it is mounted on a truck specially adapted for farming purposes; and

(16) unidirectional tires shall be mounted according to the tire manufacturer's standards.

121. The wheels and their fasteners shall be adequate and comply with the following standards:

(1) no wheel stud, nut, bolt, or other fastener shall be missing, cracked, broken, damaged or repaired by welds and each part shall be securely fastened and comply with the dimension and type determined by the wheel manufacturer;

(2) bolts shall extend at least one and a half thread groove beyond fastener nuts, unless otherwise indicated by the vehicle manufacturer;

(3) the wheel shall not be so bent, broken, misaligned, warped, damaged or corroded that its capacity is reduced; it shall not have any crack, elongated bolt hole, signs of repair or welds other than force bands for a spoked wheel and the manufacturer's original welds;

(4) where the wheel is composed of 2 or 3 parts, it shall not be damaged and the lock ring shall not be bent, unsecurely mounted, cracked, warped, broken, welded, have less than 3 mm clearance at their ends and shall correspond to the rim on which it is mounted;

(5) no cast wheel shall show evidence of wear in the clamp area;

(6) no spoked wheel shall have any missing, broken, bent or slack spokes;

(7) the spacer between dual wheels shall not be damaged, missing, warped, cracked or broken; and

(8) a wheel shall be of the dimension and capacity determined by the wheel manufacturer for the tire mounted on it.

122. The parts of a tire support or mounting holding the spare wheel shall be securely fixed so that the wheel is held firmly in position. Furthermore, the spare wheel and tire shall be ready for mounting.

§15. Safety device for children under 5 years of age

123. Every safety device for children under 5 years of age shall comply with the standards prescribed by the Motor Vehicle Restraint Systems and Booster Cushions Safety Regulations, (1998) 132. *Can. Gaz.* II, 982 or in sections 213.4 of Schedule IV of the Motor Vehicle Safety Regulations, in the case of integrated child restraint systems and booster cushions forming part of the road vehicle, and be installed according to the manufacturer's standards.

§16. Flares, reflectors and slow-moving vehicle warning signs

124. For the purposes of this Subdivision,

"flares" means a tube containing a flammable mixture that burns with a red light and that must have a friction ignition device, burn for at least 15 minutes and include instructions, the name of the manufacturer and the date of manufacture;

"reflector" means a triangle device complying with Standard SAE J 774 December 89 published by the Society of Automotive Engineers.

125. If a vehicle whose width exceeds 2 metres must come to a stop on the road or shoulder of a public road, the driver shall signal its presence with the hazard lights. The driver shall also place flares or reflectors as follows:

(1) a warning device shall be placed on the roadway, about 3 metres from the rear of the vehicle, in the extension of the left side of the vehicle;

(2) a second warning device shall be placed on the roadway, about 30 metres from the rear of the vehicle, in line with the first device;

(3) a third warning device shall be placed on the roadway, about 30 metres from the front of the vehicle, in the extension of the left side of the vehicle.

On the roadway of a divided highway, a one-way road or other public roads where it is impossible for vehicles to meet, the driver shall place the flares or reflectors as follows:

(1) a warning device shall be placed on the roadway, about 3 metres from the rear of the vehicle, in the extension of the left side of the vehicle;

(2) a second warning device shall be placed on the raodway, about 30 metres from the rear of the vehicle, in line with the first device;

(3) a third warning device shall be placed on the raodway, about 60 metres from the rear of the vehicle, in line with the others.

The flares shall be replaced as required to provide constant warning.

Flares shall not be used as emergency warning signals on vehicles engaged in the transportation of flammable or explosive substances.

126. Any vehicle built to travel at a speed lower than 40 km/h and any animal-propelled vehicle shall be equipped with a triangle orange warning sign, with a dark red reflective edge, complying with Standard SAE J943 June 1988 published by the Society of Automotive Engineers.

The sign shall be fixed with an angle of the triangle upwards, vertically and perpendicular to the direction taken by the vehicle, as close as possible to the rear, at the centre of the vehicle or as close as possible from the left, at a height of 60 to 180 cm measured from the ground to the base of the sign.

In the case of a combination of vehicles, the sign may be installed on any vehicle, provided that it is entirely visible and perfectly identifiable as seen from behind.

The sign shall be adequate, securely fixed to the vehicle and free from any object or matter that could reduce its visibility up to a distance of 180 m.

DIVISION IV
MECHANICAL INSPECTION AND SAFETY STANDARDS FOR MOTORCYCLES AND MOPEDS

§1. Mudguards, footrests, windshield

127. The saddle, mudguards and chain guard shall be securely mounted and shall not be damaged.

128. The road vehicle shall have footrests for the driver and the passenger.

129. If the vehicle has a windshield, it shall be securely mounted and shall not be cracked, broken or show evidence of any defect which reduces visibility.

§2. Exhaust system

130. The exhaust system shall include all the components, in particular the manifolds, pipes, muffler, brackets and clamps. The components of the exhaust system shall be adequate, securely mounted to their anchorages and no leakage of exhaust gases shall be detected through joints or an external hole other than that of the outlet pipe and the drain hole originally provided by the muffler manufacturer for evacuating condensation.

No component of the system shall have been replaced, removed, added or modified in a way that makes the system noisier or more likely to cause burns compared to the system installed by the motorcycle manufacturer. The exhaust system shall not have an exhaust gas bypass system or adjustable baffles.

For the purposes of this Subdivision, "muffler" means a component that has the following characteristics:

(1) it is composed of an expansion chamber, a baffle or any other mechanical or acoustic device, or a combination thereof, that are permanently mounted and that are specifically designed by the manufacturer to reduce the noise caused by the exhaust gases;

(2) its exterior diameter is greater than the diameter of the manifold;

(3) it was designed by the manufacturer for the motorcycle on which it is mounted; and

(4) it shall not bear a mention or be identified by its manufacturer or the motorcycle manufacturer as intended for a special use or not designed for use on public roads.

§3. Engine controls

131. The components forming the engine controls shall be adequate.

132. The engine controls shall comply with the following standards when the road vehicle is stationary, the engine is running and the transmission is in the neutral position:

(1) no component intended by the manufacturer shall be missing, worn, inadequate, seized, unsecurely mounted, damaged or maladjusted in a way that prevents the engine from accelerating, stopping or idling when the throttle is released; and

(2) if the engine has an emergency cut-off device, the engine shall stop idling when the device is activated.

133. The clutch mechanism shall comply with the following standards:

(1) no component intended by the manufacturer shall be missing;

(2) no component shall be so worn as to hamper its good working order;

(3) the clutch shall prevent any gear slip when the lever is completely released; and

(4) the clutch shall interrupt the engine torque transmission to the gearbox shaft.

§4. Fuel supply system

134. The components of the fuel supply system, such as the tank, its supports and fasteners, fittings, collars, fasteners and flexible and rigid lines, shall comply with the following standards:

(1) no leakage shall be present at any point along the fuel supply system;

(2) the tank shall not leak, be cracked or unsecurely mounted;

(3) the tank fasteners and other fittings shall be present and securely fixed and not be cracked or broken;

(4) the rigid or flexible lines and fittings shall be adequate and shall not be cut, crushed, pinched, so cracked that the cord is exposed, corroded or excessively worn; furthermore, the fasteners shall be adequate, at the places intended by the manufacturer and tight enough to prevent the hoses from vibrating or chafing against adjacent parts; and

(5) the fuel tank shall be fitted with a hermetic filler cap to prevent any spill.

§5. Brake and parking system

135. The mechanical and hydraulic components of the brake system shall comply with the following standards:

(1) all the parts shall be adequate, securely mounted and none shall be missing, seized or so damaged or worn out as to hamper the good working order of the brake system;

(2) the rigid or flexible lines and the fittings shall be adequate and shall not be crushed, pinched, cut or so cracked that the cord is exposed, nor bulged, broken, weld, excessively worn or corroded; furthermore, the fasteners shall be adequate, at the intended places and tight enough to prevent the lines from vibrating or rubbing against adjacent parts;

(3) the hydraulic system shall show no visible evidence of leakage where the handbrake or pedal is fully depressed;

(4) the master cylinder shall be securely mounted, show no signs of internal or external leaks, be fitted with a fluid-tight cover and the brake fluid level shall not be below the level specified by the manufacturer;

(5) the brake lever and brake pedal shall be adjusted and located according to the manufacturer's standards;

(6) the warning light shall be adequate;

(7) the brake pedal shall be of a non-slip type, securely fixed to its rotation axis, correctly aligned and move without excessive friction;

(8) the anti-lock brake system shall be adequate and the warning light shall go off within the time specified by the manufacturer;

(9) the internal brake components shall comply with the following standards:

(a) the bonded brake linings shall be at least 1.6 mm thick, while riveted linings shall be at least 3.2 thick or 1 mm above the rivets, being measured at the thinnest point excluding the bevelled part;

(b) the linings shall not be unbound from their support, broken, contaminated by oil or grease, cracked more deeply than half the remaining thickness or worn in an extremely uneven way; furthermore, the linings shall be securely attached to the support and no rivet shall be missing or loose;

(c) the brake linings shall be adjusted according to the manufacturer's standards, or so that the clearance between the linings and the drum be as small as possible without causing friction when the brake is released;

(d) the wear indicator shall not be in contact with the drum or disc or exceed the manufacturer's standards;

(e) the pistons of a hydraulic brake shall move when the brake lever or pedal is lightly depressed; furthermore, there shall be no fluid leaks around them or along the lines and connections;

(f) only superficial cracks caused by heat may be present and reach the outer edge of the friction surface of the drum or disc; there shall be no other crack or leak on the other parts of the drum or disc;

(g) a brake disc shall not be thinner than the stamped dimension or the dimension specified by the manufacturer and shall not have a groove whose depth reduces the thickness below the prescribed thickness, or out of true by more than 0.13 mm;

(10) the caliper shall not be seized, cracked, broken, poorly installed or leak;

(11) there shall be rotation resistance on the wheel on which the brake is applied; where the brake is released, the wheel shall be totally free to turn and no part of the brake system shall be broken or be damaged consequently to such test; and

(12) the hydraulic brake control shall not depress completely where a moderate force is applied for a minute and the movement of the control shall not exceed 65 % of the total possible movement.

§6. *Lighting, warning signals and electrical system*

136. All the headlights, lights and reflectors required by the Code shall be present, comply with the manufacturer's standards and be securely mounted in the locations designed for that purpose. All the headlights, lights and indicator lamps on an electrical circuit shall light up with the intensity intended by the manufacturer when the switch of the electrical circuit is turned on.

137. The operation of one circuit shall not interfere with the operation of any other circuit.

138. No electric cable, plug, adapter or socket shall be broken, abraded, cracked, corroded or worn in a way that impede the good working order of the component linked to it.

Each component shall be securely mounted to its anchorage so as to avoid any contact with moving parts. Furthermore, electrical wires that are not grounded shall be covered with a protective and insulating sheating.

139. The reflectors or lenses shall be properly installed at the locations provided for in the Code and none shall be missing, broken, cracked as to let the water in, discoloured, painted over or of the wrong colour.

140. The headlight shall be aligned in accordance with the manufacturer's standards.

141. The battery shall be securely mounted and the terminals shall not be excessively covered with corrosion deposits so as to hamper its operation. Any cover originally equipping the battery shall be adequate and securely fixed. The drainage hose shall be connected and routed as specified by the manufacturer.

142. The horn shall be adequate and securely mounted. Its command shall be easy to reach, identifiable and securely fixed.

143. No device or material mounted in or affixed to the road vehicle, the headlight, a light or a lens shall hide or dim the light.

§7. Body, equipment and accessories

144. No part of the vehicle shall have sharp edges or protrusions that could constitute a hazard.

145. All the components of the body and all the accessories and auxiliary equipment shall be securely fixed.

146. The floor of the side car, where applicable, shall not be cracked, worked or perforated. Furthermore, the floor or body shall have no opening that could constitute a hazard.

147. The mirrors shall be securely fixed to the locations intended by the manufacturer, adjustable horizontally and vertically, remain in the desired position and show no sharp edges. The reflecting surface shall be at least 80 cm^2 for a flat mirror and 64.5 cm^2 for a convex mirror. They shall not be broken, cracked or tarnished. The silvering shall not be unbonded except on the edge of the reflecting surface without exceeding 10 % of the total surface.

148. The speedometer and the odometer shall be adequate and provide accurate readings with a margin of error of less than 10 %.

§8. Steering

149. All the components of the steering shall be adequate and securely fixed.

No component shall be cracked, broken, poorly mounted, out of place, out of shape, missing or have welds, excluding the manufacturer's welds. Furthermore, no component shall show evidence of deterioration, damage or wear that could impede its good working order.

Any repair shall ensure the same level of safety as that intended by the manufacturer.

150. The handlebars shall be securely mounted at the height prescribed by the manufacturer and shall not show any play, deterioration or repair by welding.

151. The axis of the fork shall be assembled properly on its bearings and where the fork is turned from left to right, the steering head bearings shall show no evidence of play, wear or deterioration and it shall not show blockage at any point.

§9. Suspension

152. All the components of the suspension shall be adequate and securely fixed.

No component for the mounting or positioning of the axle or wheel to the road vehicle or supporting it shall be cracked, broken, poorly mounted, out of place, out of shape, missing or welded, excluding the manufacturer's welds. Furthermore, no component shall show signs of deterioration, damage or wear that could impede its good working order.

Any repair shall ensure the same conditions of safety as those intended by the manufacturer.

153. The axles shall be securely mounted, free of cracks or repair by welding, properly aligned and be perpendicular to the lengthwise axis of the road vehicle.

154. The suspension shall not allow a tire to touch the body or frame under normal conditions of use.

155. The shock absorbers and their anchorages shall be present, adequate, securely mounted and shall not be cracked or broken. Furthermore, they shall not leak in a way that could hamper their performance.

156. The play between the various bushings and retaining pins shall comply with the manufacturer's standards. Furthermore, where a bushing is made of flexible material, the material shall be adequate and be free from cuts that could influence the performance.

§10. Frame

157. All the parts of the frame shall be present, securely fixed, assembled according to the manufacturer's standards and shall not be cracked, broken, bent, or have any missing or slack bolt or fastener.

Any repair shall provide the road vehicle with the same conditions of safety as those intended by the manufacturer and the structure of the vehicle shall in no case be weakened.

158. All the parts of the frame used to mount the body, loading space, steering, suspension, engine and gearbox shall not be missing, out of order, poorly mounted, damaged, cracked, broken or bent.

§11. Tires and wheels

159. Tires shall comply with the following standards:

(1) no tire shall be so worn that a wear indicator touches the roadway or that the depth of the tread measured in a main groove or tread design, elsewhere than at the wear indicator, is less than 1.6 mm;

(2) at no point, a tire shall be so worn, cracked, cut or torn as to expose the cord;

(3) no tire shall be abnormally bulged or out of shape and no foreign material that could cause a puncture shall be embedded in the tread or sidewall;

(4) a tire shall not have been re-cut deeper than the original grooves;

(5) at no point the tread or rubber compound of the sidewall shall be separated from the carcass of the tire;

(6) a tire shall not be a size smaller than the minimum size indicated by the vehicle manufacturer; it may however be of a size greater than that indicated by the vehicle manufacturer provided that the tire does not touch any component of the road vehicle in every movement of the suspension;

(7) a tire shall have been repaired in accordance with the standards of its manufacturer;

(8) the air pressure in a tire shall not exceed the pressure written on the sidewall or be less than the value determined by the manufacturer of the vehicle or tire;

(9) no tire valve shall be worn down, damaged, scraped or cut and the exposed portion of each valve shall be of sufficient length to allow for the easy inflation of the tire or taking of tire pressure;

(10) no tire shall bear marks or wording to indicate that it is for restricted use and unsuited for use on public roads; and

(11) unidirectional tires shall be installed according to the tire manufacturer's standards.

160. The rims shall not be buckled, cracked, bent or otherwise damaged.

161. The wheels shall not be cracked, have elongated bolt holes, be corroded to an extent that reduces their capacity, be bent, broken, misaligned, warped, damaged, show signs of repair or welds other than manufacturer's welds. Furthermore, the wheel fittings, such as studs, nuts and bolts, shall not be missing, slack, damaged or loose and a spoked wheel shall have all its spokes, which shall not be broken or slack.

DIVISION V
MINOR AND MAJOR DEFECTS

§1. Minor defects

162. Subject to sections 163 to 171, any departure from the standards provided for in Division III of this Chapter, except for sections 82, 83 and 89, constitutes a minor defect.

§2. Major defects:
Lighting, warning signals, body, windows, equipment, interior, accessories

163. The following are major defects:

(1) a road vehicle without at least one adequate low beam, taillight or brake light;

(2) a door or front hood that does not engage fully when closed;

(3) a safety system against the accidental opening of doors that is out of order, in the case of bus equipped with automatic doors;

(4) an emergency exit that is blocked or inadequate or whose warning light or buzzer is out of order;

(5) the floor of the passenger compartment that is so perforated that it constitutes a hazard for passengers by reason of a lack of solidity or the entry of the exhaust gases of a fuel engine;

(6) a part of the body, equipment or an accessory that is not securely fixed and that might fall off;

(7) a windshield so damaged that the driver's visibility of the road and road signs is considerably reduced; and

(8) a missing or inadequate wiper on the driver's side.

§3. Major defects:
Brake system and stopping

164. The following are major defects:

(1) no braking or an important reduction in the braking capacity on one wheel or a combination of wheels for a road vehicle with 2 axles or on 2 single wheels or 2 combinations of wheels for a vehicle with 3 axles or more, by reason of the absence or inadequate operation of a component of the braking system;

(2) no braking on a wheel of the single steering axle where the manufacturer equipped that axle with a braking system or where the road vehicle in question is a tractor truck manufactured after 7 May 1993;

(3) a crack that extends to the outer edge of the friction surface or on another part of a drum or disc;

(4) when the brakes are applied, a support or rivet of the brake lining that touches the friction surface of the drum or disc; and

(5) one of the components of the system that is unsecurely mounted, missing, crimped, damaged, deteriorated or worn in a way that considerably reduces the good working order of the brakes.

165. The following are major defects in a hydraulic braking system:

(1) a flexible line that bulges when under pressure;

(2) the level of the fluid in the master cylinder that is lower than one quarter of the normal level;

(3) the brake fluid leaks along the system, excluding oozing, when the service brake is applied;

(4) a pedal that has to be depressed several times to pressurize the circuit;

(5) a brake pedal that reaches the floor within less than 10 seconds when a force of about 550 Newton is applied;

(6) the travel of the brake pedal that exceeds 80 % of the total possible travel; and

(7) a power brake that does not work or that is of no help for the driver when he applies the brakes with the engine off.

166. The following are major defects in a pneumatic braking system:

(1) a flexible line that bulges when under pressure;

(2) an air line fitting that does not comply with the manufacturer's standards for its application;

(3) the driving belt of the air compressor that has a cut that will very likely lead to a breakdown;

(4) an air compressor that is not securely mounted or whose pulley is cracked or broken or a compressor that is unable to reach or to maintain a minimum pressure of 620 kPa while the engine is idling and the service brake is fully applied;

(5) an air pressure loss, after the service brake has been fully applied for a minute, that exceeds

(a) 40 kPa for a single-unit road vehicle;

(b) 48 kPa for 2 vehicles;

(c) 62 for 3 vehicles;

(6) the safety valve of the tractor truck that is inadequate;

(7) the angle between the centre of the roll and the lowest position of the cam that is greater than 120° degrees where the brake linings touch the drum;

(8) different types or sizes of brake chambers or play adjusters mounted on the steering axle; and

(9) the travel of the control rod of a brake chamber for a vehicle with 2 axles, or of 2 brake chambers for a vehicle with 3 axles or more, that exceeds by 6.5 mm or more the maximum setting value provided by the manufacturer.

§4. Major defects: steering

167. The following are major defects:

(1) a mounting component of the steering that is missing, cracked, broken or a misplacement of the steering column, of the steering box or steering wheel in relation to the normal position when there is a risk of separation;

(2) an articulation or a slip joint or cross and roller universal joint of the steering column that is very likely to let down shortly;

(3) a power steering system that is out of order;

(4) a line or belt that has a crack that could cause it to break off or an auxiliary cylinder or the pump that is poorly mounted while there is a risk of breaking off;

(5) a component of the steering linkage that is cracked, broken, not securely mounted, repaired with welds or so damaged as to affect the parallelism of the wheels;

(6) a ball joint of the steering linkage that has play exceeding 3.2 mm;

(7) play in the steering wheel in excess of

(a) in the case of a road vehicle of a net mass of 3 000 kg or less, 15 mm for a rack-and-pinion steering gear and, for the other types of steering: 60 mm for a power steering and 87 mm for mechanical steering;

(b) in the case of a vehicle of a net mass of more than 3 000 kg, for power steering, 180 mm for a steering wheel whose diameter is 500 mm or less and 200 mm if the diameter exceeds 500 mm, for mechanical steering, 133 mm for a steering wheel whose diameter is 500 mm or less and 200 mm if the diameter exceeds 500 mm; and

(8) play in a ball and socket joint linked to a suspension component that exceeds by 50 % the manufacturer's standard or a that could come out of its housing after a shock.

§5. *Major defects: suspension*

168. The following are major defects:

(1) a component to mount or position the axle or the wheel to the vehicle that is missing, unsecurely mounted, cracked, broken, damaged in a way that affects the parallelism of wheels or that lets the axle or wheel move out of its normal position;

(2) a main leaf, a rubber pad other than a rubber bumper or 25 % or more of the leaf springs of the assembly that are broken or missing;

(3) a leaf spring or a coil spring that is so out of place that it touches a rotating part;

(4) an axle or a torsion bar that is cracked or broken or a coil spring that is so cracked or broken that the vehicle is completely sagged; and

(5) an air leak in a pneumatic suspension that cannot be made up for by the compressor where the engine is idling.

§6. *Major defects:*
Frame, underbody and coupling device

169. The following are major defects:

(1) a component of the frame is broken, cracked or sags in a way that makes a mobile part and the body touch, or any other condition indicating that a side rail will very likely break down;

(2) a component of the frame that is so cracked or broken that it hampers the good working order or reduces the solidity of a steering, suspension, coupling, engine or transmission component;

(3) a crack of 37 mm or more in the vertical part of the side rail (web) or a crack of 25 mm or more in the horizontal lower part of the side rail (flange) or any crack beginning in the horizontal lower part of the side rail and extending into the vertical part;

(4) more than 25 % of the locking pins that are not engaged or present in the case of the sliding bogie of a semi-trailer;

(5) a plate or a kingpin that is cracked, not securely fixed or bent to an extent that it makes coupling difficult;

(6) while the tractor truck is coupled with a semi-trailer, horizontal play exceeding 12.8 m between the kingpin and the jaws, or a kingpin that is improperly engaged or movement between a fastener of the coupling device and the frame of the tractor truck or semi-trailer;

(7) 25 % or more of the locking pins that are missing or not working or lengthwise play that exceeds 9.5 mm in the locking mechanism of the slides, in the case of a sliding fifth wheel;

(8) a crack, a weld or a breach in the part of a component of the coupling device that bears a load or that is subjected to tension or sheer stress;

(9) play at the point of contact between the coupling hook and ring in excess of 9.5 mm for the hook or for the ring; and

(10) a component of the coupling device that is poorly mounted, cracked, broken, bent, missing, worn, so maladjusted that it might rupture, fall off or where more than 20 % of the fasteners are missing or ineffective.

§7. Major defects: tires and wheels

170. The following are major defects:

(1) a single tire or dual tires in the same wheel assembly that are so cut or worn that the cord or steel belt is exposed, a bulge due to a defect in the carcass or tires designed for off-road driving;

(2) a single tire or dual tires in the same wheel assembly having 2 adjacent grooves less than 0.8 mm in depth or 1.6 mm for a front tire of a vehicle whose net mass is more than 3 000 kg;

(3) a tire that is leaking air or a single tire on a motor vehicle that has foreign material embedded in the tread or sidewall that could cause a puncture;

(4) a tire touching a fixed part of the vehicle or the other tire in the case of dual tires;

(5) a fastening ring for a multipiece wheel that is warped, cracked, bent, broken, not securely mounted, welded or not fit for the rim on which it is mounted;

(6) a wheel fastener that is missing, cracked, broken or not securely mounted;

(7) a wheel that was repaired by welding or that has a crack, a breach or an elongated bolt hole.

§8. Major defects:
Fuel, engine control and exhaust systems

171. The following are major defects:

(1) an engine that does not return to idle when the accelerator is released;

(2) a fuel leak other than sweating along the fuel system;

(3) a tank that leaks, excluding oozing, so poorly fixed that it could break loose or that has no cap; and

(4) a leakage of exhaust gases from a gasoline or gaseous fuel engine under the passenger compartment where the floor is perforated or in the engine compartment.

DIVISION VI
MAJOR AND MINOR DEFECTS FOR MOTORCYCLES AND MOPEDS

§1. Minor defects

172. Subject to sections 173 to 178, any departure from the standards established in Division IV of this Chapter constitutes a minor defect.

§2. Major defects:
Fuel and engine control systems

173. The following are major defects:

(1) an engine not returning to idle when the throttle is released in every position of the handlebars;

(2) a fuel leak other than oozing along the fuel system;

(3) a tank that leaks, excluding oozing, that is so poorly mounted that it could break loose or not having a cap.

§3. Major defects: brake system

174. The following are major defects:

(1) no braking on a wheel because of the poor working order of a component of the mechanical or hydraulic brake system;

(2) a crack that extends to the outer edge of the friction surface or on another part of the drum or disc;

(3) when the brakes are applied, a support or rivet of the brake lining that touches the friction surface of the drum or disc;

(4) a flexible hose that bulges when under pressure;

(5) a fluid level in the master cylinder lower than one quarter of the normal level;

(6) a brake fluid leak along the system, other than oozing, where the brake is applied;

(7) a hydraulic brake control that has to be depressed several times in order to pressurize the circuit;

(8) a hydraulic brake control that reaches the end of its travel within 10 seconds where a moderate pressure is applied;

(9) the travel of the brake control exceeds 80 % of the total possible travel; and

(10) a component of the system that is poorly mounted, missing, crimped, damaged, deteriorated or worn out in a way that hampers the good operation of the brakes.

§4. Major defects:
Lighting, flashers and electrical system

175. The absence of at least one adequate low beam, taillight or brake light is a major defect on a motorcycle or moped.

§5. Major defects:
Body, equipment and accessories

176. The following are major defects:

(1) the floor of the side car is so perforated as to constitute a hazard due to a lack of solidity;

(2) a part of the body, a piece of equipment or an accessory that is unsecurely mounted and that could sever from the road vehicle.

§6. Major defects:
Steering, suspension and frame

177. The following are major defects:

(1) handlebars poorly mounted, cracked, twisted or bent;

(2) a component to mount or position the axle or wheel to the vehicle that is missing, not securely mounted, cracked, broken or that lets the axle or wheel move out of its normal position;

(3) an axle or coil spring that is cracked or broken; and

(4) a part of the frame that is broken, cracked or bent in a way that affects the vehicle's handling, the solidity of a component of the steering, suspension, engine, transmission or any other condition likely to cause an imminent break in the frame.

§7. Major defects: tires and wheels

178. The following are major defects:

(1) a tire that is so cut or worn that the cord shows or that has a bulge due to a fault in the carcass;

(2) a tire that has a tread less than 0.8 mm in depth measured in a main groove or sculpture, but not at the level of the wear indicator;

(3) a tire leaking air or that has foreign material deeply embedded in the tread or sidewall which could cause a puncture;

(4) a tire that touches or that could touch a fixed part of the vehicle;

(5) a part mounting the wheel to the axle that is missing, cracked, broken or insufficiently tight; and

(6) a wheel that has a crack, break or elongated bolt hole.

CHAPTER III
TECHNICAL APPRAISAL UNDER TITLE IX.1 OF THE CODE

DIVISION I
SCOPE

179. This Chapter applies to rebuilt damaged vehicles referred to in Title IX.1 of the Code.

The following road vehicles are exempt from Title IX.1 of the Code:

(1) special mobile equipment;

(2) a trailer whose net mass is less than 900 kg;

(3) a farm tractor;

(4) a snow blower.

DIVISION II
TERMS AND CONDITIONS APPLICABLE TO TECHNICAL APPRAISAL

180. A certificate of technical compliance shall contain at least the following particulars:

(1) the certificate number;

(2) the make, model, year and identification number of the road vehicle;

(3) the name and address of the vehicle owner and the identification number entered on the registration certificate of the vehicle;

(4) the name and address of the person who rebuilt the vehicle and the identification number entered on the registration certificate of the vehicle;

(5) the name and signature of the person who made the technical appraisal, the number assigned to that person by the Société, the mandatary's number, where applicable, the date of the appraisal and the place where it was made; and

(6) an attestation that the vehicle complies with the requirements of section 546.5 of the Code and sections 181 to 187 of this Regulation.

DIVISION III
STANDARDS OF TECHNICAL APPRAISAL

181. The technical appraisal provided for in section 546.5 of the Code shall be made according to the standards prescribed in this Division.

182. The alignment of the chassis or monocoque body shall comply with the manufacturer's standards relating to the safe operation of the vehicle, particularly with respect to the position of the suspension and steering components.

183. The wheels shall be aligned in accordance with the manufacturer's standards.

184. A vehicle shall be repaired in such a way as to provide occupant protection that is comparable to the protection existing when the vehicle was manufactured.

185. Unrepairable components of the structure shall be replaced, except for the bulkhead, which shall not be changed.

Repairable components of the body shall be repaired according to the methods and techniques that do not affect their original properties in accordance with the manufacturer's standards.

186. The assembly points of the body shall be in the places determined by the manufacturer.

Those assembly points shall be accessible when the technical appraisal is made. No waterproof, soundproof or rust protection compound shall have been applied to the underbody of the road vehicle.

187. The components of the chassis or monocoque body shall be repaired and assembled using methods that do not affect the mechanical and metallurgical properties of the constituting materials.

DIVISION IV
ROAD VEHICLE THAT MAY NOT BE REBUILT

188. For the purposes of Title IX.1 of the Code, a damaged road vehicle with a monocoque body may not be rebuilt where the compartment floor or front bulkhead cannot be repaired following a collision, a fire or an immersion. The same applies to a motorcycle or moped whose frame cannot be repaired as a result of a collision, fire or immersion.

DIVISION V
RECORD OF REBUILDING

189. The record of rebuilding shall contain, in addition to the prescriptions of section 546.4 of the Code, an attestation that the wheels are aligned in accordance with the manufacturer's standards.

CHAPTER IV
INSPECTION AND MAINTENANCE UNDER TITLE VIII.1 OF THE CODE

DIVISION I
EXEMPTIONS

190. The following road vehicles are exempt from Title VIII.1 of the Code:

(1) a straight truck with 2 or 3 axles used mainly to transport unprocessed farm, forest or fishing products on the condition that the carrier is also the producer;

(2) special mobile equipment.

DIVISION II
INSPECTION BY DRIVER

191. This Division does not apply to a road vehicle used in the event of a disaster within the meaning of paragraph d of section 1 of the Act respecting the protection of persons and property in the event of disaster (R.S.Q., c. P-38.1).

192. Inspection of the mechanical condition of a road vehicle under section 519.6 of the Code shall pertain to the following items, in accordance with the applicable safety standards below:

(1) the service brakes provided for in paragraph 5 of section 30 with respect to the level of brake fluid, section 35, paragraphs 2 to 4, 10 and 11 of section 38, paragraphs 2, 4, 5 and 7 of section 165, paragraph 4 with respect to the minimum pressure and paragraph 5 of section 166;

(2) the parking or emergency brake provided for in paragraphs 1 and 2 of section 39;

(3) the steering mechanism provided for in section 103 with respect to the steering wheel, paragraphs 1 and 2 of

section 105 with respect to the steering column, section 108 with respect to the belt and fluid level, paragraph 1 with respect to the steering wheel and column and paragraph 3 of section 167;

(4) the lighting and signals provided for in sections 15 and 75 and paragraph 1 of section 163 with respect to the turn signals, hazard lights, parking lights and low beams;

(5) the tires provided for in paragraph 1 with respect to the wear indicator, paragraphs 2, 3, 6 and 14 of section 120 and paragraphs 1, 3 and 4 of section 170;

(6) the warning buzzer provided for in section 69;

(7) the wipers and windshield washer provided for in section 70 and paragraph 8 of section 163;

(8) the rearview mirrors provided for in sections 66 and 67;

(9) the coupling device provided for in paragraphs 5 and 6 with respect to the engagement of the kingpin, 7 with respect to locking pins and paragraph 10 of section 169;

(10) the wheels provided for in section 122 with respect to the fixing and paragraphs 6 and 7 of section 170;

(11) the emergency equipment provided for in sections 78 and 79 of this Regulation and section 225 of the Code;

(12) the suspension provided for in section 117 with respect to air leaks and paragraphs 1 to 5 of section 168;

(13) the side rails and cross members of the chassis frame provided for in section 98 with respect to cracks and in paragraph 1 of section 169; and

(14) the securing devices provided for in sections 3 to 19 of the Regulation respecting standards for the securing of loads, made by Order in Council 284-86 dated 12 March 1986.

Such inspection shall be limited to a visual or audio check-up, as the case may be, of the accessible items.

193. Every driver of a motor vehicle shall inspect it immediately before his first departure of the day.

In the case of a bus, the inspection may be made in the 24 hours preceding the departure. Saturdays, Sundays and holidays shall not be included in the 24-hour period provided that the bus remains stationary on such days.

194. Every driver shall enter in the inspection register accompanying the motor vehicle he drives the following information:

(1) the date on which the inspection was made;

(2) the number of the registration plate of the motor vehicle or the unit number entered on the registration certificate;

(3) a list of the defects found during the inspection or during the trip or, if none, a mention to that effect; and

(4) the signature of the driver.

195. A driver is exempted from completing the inspection register and keeping it up-to-date if he travels within a radius of 160 km from his home terminal and if no defect is discovered during the inspection or trip.

"Home terminal" means

(1) the place or establishment where the driver usually shows up to work; or

(2) any other place where the driver shows up to work for a minimum period of 4 consecutive days.

196. The duly completed inspection register shall stand in place of the report referred to in section 519.7 of the Code. That register shall be kept for 6 months.

197. If the driver discovers a defect, he shall give without delay the inspection register of the vehicle to the carrier, who shall sign it.

DIVISION III
INSPECTION AND MAINTENANCE BY THE CARRIER

198. Maintenance shall comprise all the planned interventions intended to maintain the road vehicle in good working order. More particularly, it shall pertain to the items referred to in subdivisions 2 to 11 of Division III of Chapter II in order to ensure that the vehicle complies and remains in compliance with the provisions of that Division.

When servicing the vehicle, the mechanic shall follow predetermined steps, that is, inspections, adjustments or changes. Furthermore, where the mechanic observes an anomaly making him foresee the poor operation of a part of the road vehicle before the next service, he shall repair, change or adjust it immediately or plan to do it before that service.

199. The inspection of a motor vehicle shall be performed at least once every 6 months. The mechanical inspection provided for in sections 6 and 7 may not be considered as inspection under this Division.

200. For each road vehicle under his responsibility, the carrier shall keep a maintenance record containing the following information and documents:

(1) the identification number of the vehicle and the plate number, the make, year, owner's name and, where applicable, the name of the long-term lessor;

(2) the schedule of upcoming inspections according to the recall criterion used by the carrier and the purpose of each service;

(3) the sheet referred to in section 201 for each service performed;

(4) proof that the repairs have been made following the service;

(5) the dates on which the storage begins and ends, where applicable; and

(6) for heavy vehicles, a register of the brake lining or camshaft rotation measurements if the measurements are not indicated on maintenance sheets.

Each time the vehicle is serviced, the carrier shall have the sheet referred to in section 201 completed and signed by the person who serviced it.

201. The maintenance sheets shall contain the following spaces and information:

(1) a space to enter the identification number of the vehicle, the number of the licence plate or the unit number appearing on the registration certificate;

(2) a space for the number of kilometres indicated by the odometer;

(3) a space to enter the date of the service;

(4) a list of all the components to be checked at each service according to the road vehicle category in accordance with Division III of Chapter II and a space beside each item on the list to enter whether the component complies or not;

(5) a space to indicate the required repairs, if any; and

(6) for heavy vehicles, a space to indicate the brake lining or camshaft rotation measurements where it is impossible to measure the linings if the measurements are not provided on another document.

202. A carrier shall keep the maintenance record of every motor vehicle under his responsibility for the last 2 years of operation of the vehicle. He shall also keep that record for at least 6 months after the date of transfer of the vehicle.

CHAPTER V
MECHANICAL INSPECTIONS MADE OUTSIDE QUÉBEC

203. A mechanical inspection report and an inspection sticker issued for a road vehicle or a combination of road vehicles whose net mass is more than 3 000 kg and for a minibus or a bus other than a minibus and a bus used for personal purposes, are presumed to be valid within the meaning of the Code, where those vehicles are registered outside Québec and the mechanical inspection was carried out in accordance with a compulsory periodic mechanical inspection program provided for in any of the following regulations:

(1) Alberta: Bus Safety Regulation, AR 235/82; Commercial Vehicle Inspection Regulation, AR 414/91; Commercial Bus Inspection, Equipment and Safety Regulation AR 428/91;

(2) British Columbia: Inspection Standards (Safety and Repair) Regulation, B.C. Reg. 40/93;

(3) Prince Edward Island: Motor Vehicle Inspection Regulations, EC509/82;

(4) Manitoba: Periodic Mandatory Vehicle Inspection Regulation, Man. Reg. 76/94;

(5) New Brunswick: Motor Vehicle Inspection Regulation - Motor Vehicle Act, N.B. Reg. 83-185;

(6) Nova Scotia: Motor Vehicle Inspection Regulations, O.C. 80-925, N.S. Reg. 108/80;

(7) Ontario: Safety Inspections, R.R.O., 1990, Reg. 611;

(8) Saskatchewan: The Vehicle Inspection Regulations, Chapter V-2.1, Reg. 12 and the Vehicle Inspection Procedures Regulations, Chapter V-2.1, Reg. 13;

(9) Newfoundland: Official Inspection Station Regulation, Nfld. Reg. 1002/96;

(10) United States: Federal Motor Carrier Safety Regulations, Title 49, United States Code of Federal Regulations, sections 396.17 to 396.23.

204. A mechanical inspection report and an inspection sticker issued under a program referred to in section 203 are presumed to be valid, from the date they are issued, for 6 months in the case of a minibus or bus other than a minibus and a bus used for personal purposes, and 12 months for a road vehicle or a combination of road vehicles whose net mass is more than 3 000 kg.

205. A road vehicle referred to in section 203 and registered in Québec may undergo a mechanical inspection in accordance with any program provided for in that section where the vehicle is outside Québec.

The mechanical inspection report and inspection sticker are presumed to be valid within the meaning of the Code for the period provided for in section 204, provided that the owner or lessee of the road vehicle or the carrier referred to in Title VIII.1 of the Code who is responsible for it sends the Société a copy of the mechanical inspection report without delay and that the sticker is affixed to the vehicle.

CHAPTER VI
IDENTIFICATION OF CERTAIN ROAD VEHICLES

206. In order to be assigned an identification number, the road vehicle referred to in section 210.1 of the Code shall undergo a mechanical inspection and bear an inspection sticker.

207. The Société shall issue a new number if it is provided with proof that the plate bearing the identification number has been lost, destroyed or stolen.

CHAPTER VII
PREVENTIVE MAINTENANCE PROGRAM IN PLACE OF MECHANICAL INSPECTION UNDER CHAPTER I.1 OF TITLE IX OF THE CODE

DIVISION I
GENERAL

208. Every preventive maintenance program shall comprise the planned interventions intended to maintain a road vehicle subject to mechanical inspection under section 521 of the Code in good working order. More particularly, it shall pertain to the items provided for in subdivisions 2 to 14 of Division III or IV of Chapter II of this Regulation in order to ensure that the vehicle complies and remains in compliance with the provisions of either of those Divisions.

When servicing a vehicle, the mechanic shall follow predetermined steps, that is, inspections, adjustments or changes. Furthermore, where the mechanic observes an anomaly making him foresee the poor operation of a part of the road vehicle before the next service, he shall repair, change or adjust it immediately or plan to do it before that service.

DIVISION II
CERTIFICATION OF A PREVENTIVE MAINTENANCE PROGRAM

209. The Société shall, in accordance with section 543.4 of the Code, certify any preventive maintenance program in place of mandatory periodic mechanical inspection if it meets the following minimum standards:

(1) the road vehicles subject to the program must comply with the provisions of subdivisions 2 to 14 of Division III or IV of Chapter II of this Regulation;

(2) the owner who applies for the certification of his program shall have at his disposal a place sheltered from frost and bad weather ensuring access to the various parts of the road vehicle;

(3) the mechanics assigned to the preventive maintenance of road vehicles whose net mass is more than 3 000 kg and whose gross weight rating is at least 7 258 kg shall hold a certificate of competency issued by the Société under section 543.3.1 of the Code;

(4) the mechanics assigned to the preventive maintenance of light vehicles and medium-weight vehicles registered in the PMP shall

(a) hold a vocational study diploma recognized by the Ministère de l'Éducation in automobile mechanics and have 2 years of relevant experience in the repair of the mechanisms of road vehicles, particularly the suspension, steering and brake system;

(b) have 5 years of relevant experience in the repair of the mechanisms of road vehicles, particularly the suspension, steering and brake system; or

(c) hold the certificate of competency issued by the Société under section 543.3.1 of the Code;

(5) the records shall contain the following information and documents for each vehicle covered by the program:

(a) the identification number of the vehicle and the plate number, the make, year, owner's name and, where applicable, the name of the long-term lessor;

(b) the schedule of upcoming services according to the recall criterion used by the carrier and the purpose of each service;

(c) the maintenance sheet completed and signed as described in section 211 by the mechanic who serviced the vehicle for each service performed since the beginning of the program or for the 2 last years of operation, whichever is shortest;

(d) for a heavy vehicle, a register of the brake lining measurements if they are not provided on the maintenance sheets;

(e) proof that the repairs have been made following the service; and

(f) the dates on which the storage begins and ends, where applicable.

210. The information and documents that the owner must provide when applying for the certification of a preventive maintenance program are the following:

(1) the resolution or power of attorney authorizing the applicant's representative to sign the documents on his behalf;

(2) the record number appearing on the registration certificate of the road vehicle or the owner's Québec business number appearing in the register established under section 58 of the Act respecting the legal publicity of sole proprietorships, partnerships and legal persons (R.S.Q., c. P-45);

(3) where applicable, the number assigned to the owner by the Société as a person authorized to make the mechanical inspection of road vehicles on behalf of the Société;

(4) a blank copy of each of the maintenance sheets used under his program;

(5) a document specifying the maintenance intervals;

(6) for heavy vehicles, a copy of the brake measurement register if the measurements are not indicated on maintenance sheets;

(7) a description of the road vehicle fleet, including the vehicle categories, the number of vehicles per category, their gross vehicle weight rating and, where applicable, a list of the vehicles that the owner intends to exclude from the program;

(8) the address of the maintenance locations, the number of vehicles maintained at each location and a list of the mechanics referred to in paragraphs 3 and 4 of section 209 for each location and, if the owner has the preventive maintenance program carried out by a third person, the name and address of the latter;

(9) the certificate of competency described in paragraph 3 of section 209 for each mechanic referred to in that paragraph and, for each mechanic referred to in paragraph 4 of section 209: the certificate of competency described in paragraph 4 of section 209, or a statement on their previous work experience on the form provided by the Société, or that statement and the diploma described in paragraph 4 of section 109; and

(10) authorization in writing allowing the Société to consult any record or document that it has with respect to the vehicles subject to the preventive maintenance program and their use.

An application for certification shall be submitted on the form provided by the Société to that end.

211. The maintenance sheets provided for in subparagraph 4 of the first paragraph of section 210 shall contain the following spaces and information:

(1) a space to fill in the identification number of the road vehicle, the number of the licence plate or the unit number appearing on the registration certificate;

(2) a space for the number of kilometers indicated by the odometer;

(3) a space to fill in the date of the service;

(4) a list of all the components to be checked at each service according to the road vehicle category in accordance with subdivisions 2 to 14 of Division III or IV of Chapter II and a space beside each item on the list to enter whether the component complies or not;

(5) a space to indicate the required repairs, if any;

(6) a space for the mechanic's signature; and

(7) for heavy vehicles, a space to indicate the brake lining or camshaft rotation measurements where it is impossible to measure the linings if the measurements are not provided on another document.

212. A certificate evidencing certification shall indicate that the preventive maintenance program for the road vehicles listed in the Schedule to the certificate meets the standards established by the Code and the

regulations thereunder and that the owner is exempt from compulsory periodic mechanical inspection for the vehicles mentioned in that Schedule.

213. The sticker of the preventive maintenance program shall contain the mentions "Société de l'assurance automobile du Québec" and "vignette d'entretien préventif". Furthermore, it shall contain a sequential number determined by the Société, preceded by the letter "P", the Société's logo and the effective and expiry dates.

214. The sticker of the preventive maintenance program shall be valid for one year from the date on which it is affixed to a vehicle covered by the recognized preventive maintenance program.

DIVISION III
OBLIGATIONS OF OWNERS SUBJECT TO RECOGNIZED PROGRAMS

215. The owner of the road vehicles covered by a certified preventive maintenance program shall

(1) maintain the vehicles or have them maintained so that they comply with the provisions of subdivisions 2 to 14 of Division III or IV of Chapter II;

(2) perform or have performed the preventive maintenance of the vehicles at the minimum intervals determined in Schedule II; however, if a vehicle is stored when servicing is due, it shall be carried out in the month preceding the obtention of the right to put the vehicle back into operation;

(3) fill in or have filled in the spaces provided for that purpose on the maintenance sheets in accordance with section 211 and, if the sheets do not indicate the brake lining measurements or the camshaft rotation measurements, on the brake measurement system;

(4) maintain the vehicles or have them maintained at a location complying with the standards provided for in paragraph 2 of section 209; and

(5) maintain the vehicles or have them maintained by a mechanic whose qualifications meet the conditions mentioned in paragraphs 3 and 4 of section 209 according to the vehicle category to maintain.

216. An owner shall keep a record containing the following information and documents for each road vehicle covered by a certified preventive maintenance program:

(1) the identification number of the vehicle and the plate number, the make, year, owner's name and, where applicable, the name of the long-term lessor;

(2) the schedule of upcoming services according to the recall criterion used by the owner and the purpose of each service;

(3) the maintenance sheet referred to in section 211 for each service performed;

(4) for a heavy vehicle, a register of the brake lining or camshaft rotation measurements if the measurements are not indicated on maintenance sheets;

(5) proof that the repairs have been done following the service; and

(6) the dates on which the storage begins and ends, where applicable.

Each time the vehicle is serviced, the owner shall cause the sheet referred to in section 211 to be completed and signed by the mechanic who serviced it.

217. An owner of a road vehicle subject to a recognized preventive maintenance program shall keep or have the record referred to in section 216 kept for the 2 last years of operation of the road vehicle and, if he transfers the vehicle, he shall keep the record for at least 6 months after the date of the transfer.

DIVISION IV
OFFENCES AND CANCELLATION

218. An owner who contravenes paragraph 4 or 5 of section 215, who enters false or inaccurate information in the records referred to in section 216 or who sells or gives a sticker of the preventive maintenance program commits an offence and is liable to a fine of $300 to $600 or, if the owner is a carrier, a fine from $600 to $2000.

219. An owner who contravenes paragraph 3 of section 215 or section 217 commits an offence and is liable to a fine of $100 to $200 or, if the owner is a carrier, a fine from $300 to $600.

220. The Société shall send to the owner of a road vehicle who fails to comply with paragraph 1 or 2 of section 215 a notice enjoining him to comply within the time indicated by the Société.

The Société shall cancel the certification of a owner of road vehicles covered by the preventive maintenance program where the owner, for the third time during the 3 years preceding the cancellation, fails to:

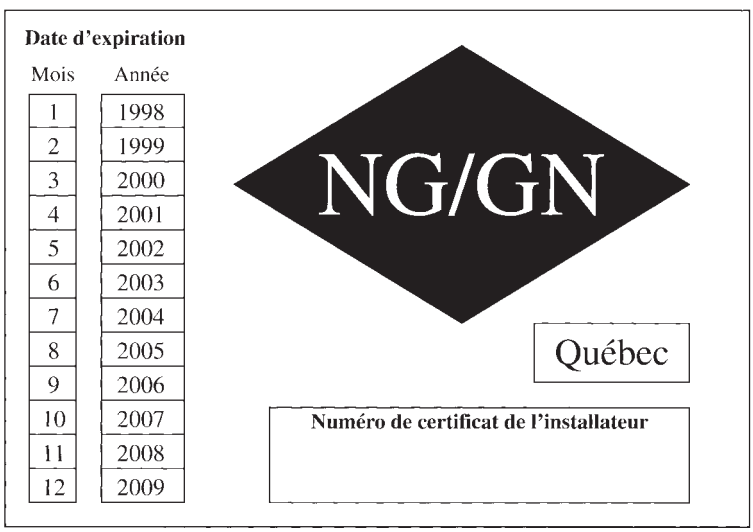
(1) maintain his vehicles or have them maintained so that they comply with the provisions of Subdivisions 2 to 14 of Division III or Division IV of Chapter II; or

(2) maintain his vehicles or have them maintained at the minimum intervals prescribed in Schedule II.

221. This Regulation replaces the Regulation respecting the mechanical inspection and identification of road vehicles, made by Order in Council 2069-82 dated 15 September 1982, and the Regulation respecting the mechanical inspection reciprocal agreement between the Gouvernement du Québec and certain North American jurisdictions, made by Order in Council 313-88 dated 9 March 1988.

222. This Regulation comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec*.

SCHEDULE I
(s. 84)



SCHEDULE II
(s. 208)

MAINTENANCE SCHEDULE

In this Schedule, "S" means service to be performed

Categories of road vehicles		**Maintenance intervals**					
The vehicle shall be serviced according to the annual mileage or to the number of months specified therein, whichever comes first	**Months**	**3**	**4**	**6**	**6**	**6**	**12**
	Mileage			**10 000**	**20 000**		**5 000**
Bus and other vehicle engaged in the transportation of schoolchildren		E					
Bus except a school bus		E(1)					
Tow truck		E(1)					
Motorcycle							E
Trailer			E(1, 2)				
Taxi		E					
Light and medium-weight emergency vehicle				E			
Heavy emergency vehicle					E		
Fire department road vehicle						E	
Heavy and medium-weight vehicle		E(1)					
Road vehicle used by a driving school		E(1)					

Notes:

1. If the annual mileage is less than 20 000 km, the vehicle may be serviced every 6 months.

2. A trailer shall be serviced every 6 months instead of every 4 months if the owner provides the Société with a copy of the directive he adopted concerning the application of the inspection provided for in Division II of Chapter IV, provided that the directive is complied with.

In addition to the standards provided for in Division I of Chapter IV, the directive shall provide for the following points:

(1) a practical training for the drivers on the inspection, particularly on the items listed in section 192;

(2) a 10-minute period granted every day to drivers to inspect their vehicles;

(3) controls used by the owner to enforce inspection.

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