

Regulation to amend the Regulation respecting the hours of driving and rest of heavy vehicle drivers

Highway Safety Code
(chapter C-24.2, s. 621, 1st par., subpar. 42)

1. The Regulation respecting the hours of driving and rest of heavy vehicle drivers (chapter C-24.2, r. 28) is amended in section 4 by replacing subparagraph 5 of the first paragraph by the following:

“(5) a farm tractor or farm machinery within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29) and a farm trailer owned by a farmer and having the characteristics provided for in section 2 of the Regulation respecting safety standards for road vehicles (chapter C-24.2, r. 32);”;

2. This Regulation comes into force on 28 March 2016.

102281

Draft Regulation

Highway Safety Code
(chapter C-24.2)

Safety standards for road vehicles — Amendment

Notice is hereby given, in accordance with sections 10 and 11 of the Regulations Act (chapter R-18.1), that the Regulation to amend the Regulation respecting safety standards for road vehicles, appearing below, may be made by the Government on the expiry of 45 days following this publication.

In Canada, the federal and provincial regulations concerning road transportation are developed taking into account the standards in the National Safety Code, which was developed and accepted by all the jurisdictions and for which the Canadian Council of Motor Transport Administrators (CCMTA) is the depository. The Code does not have force of law, but is used as a model to harmonize the regulations in all jurisdictions. Standard 13 – Daily Vehicle Trip Inspection from that Code is intended to ensure early identification of vehicle problems and defects, and to prevent the operation of vehicles with conditions that are likely to cause or contribute to a collision or vehicle breakdown. Amendments to that standard were made in various stages between December 2003 and May 2005.

The draft Regulation proposes new rules concerning the summary inspection of the mechanical condition of a heavy vehicle by the driver or the person designated by the operator to harmonize them with the standard. The inspection which used to be made before the vehicle's departure will now be made on a daily basis, subject to exceptions. The daily inspection will have to pertain to the compliance items provided for in the list of defects applicable to the type of heavy vehicle subject to the inspection.

In addition to the daily inspection, motor coaches will also be subjected to a specific inspection with respect to certain items that cannot be inspected without having recourse to special equipment, every 30 days or every 12,000 km, whichever comes first. However, such inspection will not be required if the vehicle is covered by a preventive maintenance program as provided for in the Highway Safety Code.

The draft Regulation also replaces the Regulation respecting exemptions from the application of Title VIII.1 of the Highway Safety Code (chapter C-24.2, r. 25) which exempts certain heavy vehicle from inspection before departure and to include those exemptions into the Regulation respecting safety standards for road vehicles, which contains the rules for the circle check and maintenance of vehicles.

Certain updating adjustments are made to the Regulation in respect of safety standards and vehicle mechanical components. Lastly, the draft Regulation makes various consequential and technical amendments.

The measures proposed in the draft Regulation have no particular impact on the public other than contributing to highway safety.

As for enterprises, the impact is related to the implementation of the Regulation and results from the constraints imposed on carriers to comply with the new road transportation requirements applicable in all the Canadian territory including Québec which has subscribed to them. In Québec, the Highway Safety Code has already been amended to that effect.

Further information may be obtained by contacting Alexandre Guay, Société de l'assurance automobile du Québec, 333, boulevard Jean-Lesage, C-4-21, case postale 19600, Québec (Québec) G1K 8J6; telephone: 418 528-3080.

Any person having comments to make on the matter is requested to submit written comments within the 45-day period to the Minister of Transport, 700, boulevard René-Lévesque Est, 29^e étage, Québec (Québec) G1R 5H1.

ROBERT POËTI,
Minister of Transport

Regulation to amend the Regulation respecting safety standards for road vehicles

Highway Safety Code

(chapter C-24.2, s. 621, 1st par., subpars. 6, 25, 28 to 30, 32.7, 37 to 40.1 and 42)

1. The Regulation respecting safety standards for road vehicles (chapter C-24.2, r. 32) is amended in section 2

(1) by inserting the following definition after the definition of “manufacturer”:

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

(2) by striking out the definition of “trailer”;

(3) by striking out “owned by a farmer,” in the definition of “farm trailer” and by inserting “unprocessed timber,” after “transportation of”.

2. Section 3 is amended

(1) by replacing subparagraph *b* of paragraph 2 by the following:

“(b) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations during that period, 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;”;

(2) by adding the following after paragraph 3:

“(4) vehicles assigned to passenger transportation for baptisms, weddings and funerals under the Act respecting transportation services by taxi (chapter S-6.01).”.

3. Section 5 is amended by striking out the second sentence.

4. Section 6 is amended

(1) by replacing “used” in paragraph 1 by “and mopeds used”;

(2) by adding “, except buses and minibuses that are recognized as emergency vehicles by the Société and are subject to mechanical inspection every 6 months” at the end of paragraph 2;

(3) by adding the following after paragraph 4:

“(5) vehicles assigned to passenger transportation for baptisms, weddings and funerals under the Act respecting transportation services by taxi (chapter S-6.01).”.

5. Section 7 is amended by adding “and mopeds” in paragraph 1 after “motorcycles”.

6. The following is inserted after section 7:

“**7.0.1.** In the case of the transfer of ownership of a road vehicle covered until then by a preventive maintenance program under section 543.2 of the Code, a 3-month period from the date of registration of the change in ownership is granted to carry out the vehicle’s mechanical inspection if, following that transfer, the vehicle is no longer covered by such program.

Thereafter, inspection is carried out at the intervals provided for in section 6 or 7, as the case may be.”.

7. Section 8 is amended

(1) by replacing paragraph 3 by the following:

“(3) the vehicle identification number and, where applicable, the number of the licence plate;”;

(2) by replacing paragraph 4 by the following:

“(4) the vehicle owner’s name and the owner’s identification number;”;

(3) by striking out “of the mechanical inspection controller,” in paragraph 5.

8. Section 11 is replaced by the following:

“**11.** This Division applies to all road vehicles except mopeds and motorcycles, subject to sections 12 to 14 which apply to them.”.

9. Section 12 is amended

(1) by replacing “, vehicles made by hand and those assembled by a recycler” in paragraph 1 by “and vehicles made by hand”;

(2) by replacing paragraph 4 by the following:

“(4) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations during that period, 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;”;

(3) by adding “and those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code” in paragraph 5 after “public roads”;

(4) by adding “, excluding those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code and those acquired by a person holding a dealer’s licence for resale purposes” in paragraph 6 after “public roads”.

10. The following is inserted after section 13:

“**13.1.** The mechanical inspection of a road vehicle imported into Canada is carried out using the Canadian safety standards for motor vehicles provided for in the Motor Vehicle Safety Act (S.C. 1993, c. 16) that apply on the date of the vehicle’s manufacture.”.

11. Section 15 is replaced by the following:

“**15.** All the headlights, lights, reflectors and reflective materials required by the Code shall be present, comply with the manufacturer’s standards and be securely mounted in the locations designed for that purpose. When they are on an electric circuit, the headlights, lights and indicator lamps shall light up with the intensity intended by the manufacturer if the switch of the electric is turned on. Despite the foregoing, in the case of a headlight that uses light emitting diodes, 100% of them shall be in working order and in the case of a light that uses light emitting diodes, more than 75% of them shall be in working order.

The provisions of the first paragraph also apply to alternately flashing yellow lights with which a school bus is equipped.”.

12. Section 17 is amended by inserting “, switch” after “adapter”.

13. Section 18 is amended by replacing “cracked” by “damaged”.

14. Section 19 of the French text is amended by replacing “phares” by “feux”.

15. Section 25 is revoked.

16. Section 26 is amended by replacing “steer axle” by “active steering axle”.

17. Section 27 is amended by replacing “steering axle” by active steering axle”.

18. Section 28 is revoked.

19. Section 29 is amended by striking out “rigid or flexible” in the second paragraph.

20. Section 30 is amended

(1) by striking out “rigid or flexible” in paragraph 4 and by inserting “twisted,” after “crushed,”;

(2) by replacing paragraph 5 by the following:

“(5) the master cylinder shall be securely mounted, show no signs of internal or external leaks and its reservoir shall be fitted with a cover; furthermore, the brake fluid level shall never be below the minimum level specified by the manufacturer or, where no level is specified, it shall not be lower than 12.5 mm below the edge of the filler opening;”;

(3) by inserting “be present and” in paragraph 6 after “shall”.

21. Section 31 is amended

(1) by striking out “service” in the part preceding paragraph 1;

(2) by inserting “not properly installed,” in paragraph 1 after “misaligned,”;

(3) by replacing “bonded brake linings shall be at least 1.6 mm thick, riveted pads at least 4.8 mm on the steering axle” in paragraph 2 by “bonded brake linings shall be at least 1.6 mm thick for a hydraulic or electric braking system and at least 5 mm for a pneumatic braking system; furthermore, the riveted pads shall be at least 4.8 mm thick on the active steering axle”;

(4) by replacing “support” wherever it appears in paragraph 3 by “segment” and by replacing “or loose” by “, loose or in contact with the friction surface of the drum or disc”;

(5) by adding the following at the end of paragraph 4: “; in the case of disc brakes, the brake linings shall be adjusted according to the manufacturer’s standards, or so that the clearance between the linings and the disc, where applicable, be as reduced as possible without causing abnormal resistance when the brakes are released;”;

(6) by inserting “or signs of oil or grease contamination” in paragraph 9 after “overheating signs”;

(7) by adding “furthermore, the friction surface shall not be contaminated by oil or grease;” at the end of paragraph 10.

22. Section 32 is amended by replacing “m/s²” in the second paragraph by “metres per square second”.

23. Section 38 is amended

(1) by inserting the following before paragraph 1:

“(0.1) no audible air leak may be present in the service braking system whether or not the brakes are applied.”;

(2) by replacing paragraph 3 by the following:

“(3) the low pressure visual or warning light and buzzer of the vehicle shall activate where the air pressure in the system is less than 380 kPa; where a vehicle is equipped at the same time with a visual and warning light, one of them shall activate to indicate that air pressure.”;

(3) by revoking paragraph 4;

(4) by replacing paragraph 7 by the following:

“(7) for a tractor truck, the protection valve and the air supply valve of the trailer or semi-trailer shall be present and 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.”;

(5) by replacing “slack adjusters” in paragraph 8 by “brake levers”;

(6) by replacing “quand” in paragraph 10 of the French text by “alors que”.

24. Section 39 is amended

(1) by striking out “several times” in paragraph 1 and by replacing “l’indicateur” in the French text by “le témoin”;

(2) by replacing “limitateur” in paragraph 4 of the French text by “limiteur”.

25. Section 40 is replaced by the following:

“**40.** Every heavy vehicle manufactured after 31 May 1996 and every semi-trailer more than 15.5 m in length but no more than 16.2 m, fitted with a pneumatic braking system, shall be equipped with automatic self-adjusting brake levers operating on each wheel.”.

26. Section 41 is replaced by the following:

“**41.** All the fixed components of the body provided by the manufacturer shall be present and securely mounted.

All the accessories and auxiliary equipment shall also be securely mounted and, when they are required under the Code, they shall be present and in good working order.

The mudguards required under section 272 of the Code shall be present and comply with the specifications in that section and in section 273 of the Code.”.

27. Section 44 is amended by inserting “and trailers or semi-trailers whose gross vehicle weight rating (GVWR) is 4,536 kg or more and manufactured since 23 September 2005” in the part preceding subparagraph 1 after “25 m.”.

28. Section 45 of the French text is amended

(1) by replacing “ou de” by “et”;

(2) by replacing “penture” by “charnière”.

29. Section 47 is revoked.

30. Section 50 is amended

(1) by striking out “De plus,” in the second sentence of the French text;

(2) by adding the following sentence at the end: “The seat cushion upholstery of a bus, minibuss or motor coach shall not be torn over a length of more than 75 mm, an area of more than 6,400 mm² or a depth of more than 6.5 mm.”.

31. Section 51 is amended by inserting “and steps” in the first paragraph after “floor” and by replacing “whereby exhaust fumes could enter the compartment or” by “to”.

32. Section 55 is amended

(1) by replacing paragraph 3 by the following:

“(3) the access ramp shall be securely fixed to the road vehicle at all times and be adequate except if it is deactivated.”;

(2) by adding the following paragraph:

“(4) the alarm and locking system coupled to an access device shall be present and adequate, except if the access ramp is deactivated.”.

33. Section 56 is amended

(1) by replacing “stepwell” in paragraph 1 by “step”;

(2) by striking out “on their anchorages” in paragraph 2;

(3) by adding the following after paragraph 4:

“(5) the luggage compartment or luggage rack shall be securely mounted and none of its parts shall be missing, broken or damaged.”.

34. Section 58 is amended by replacing “, incorrectly fixed or installed” by “or incorrectly fixed”.

35. Section 62 is replaced by the following:

“**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 may not be tarnished, fogged, crazed, cracked or obstructed in a way that reduces the driver’s vision of the road or road signs.”.

36. The following is inserted after section 62:

“**62.1.** The first 2 windows on either side of the bus engaged in the transportation of schoolchildren having a gross weight rating of 4,536 kg or more shall comply with the Regulation respecting road vehicles used for the transportation of schoolchildren (chapter T-12, r. 17).”.

37. Section 64 is amended

(1) by replacing “material which darkens glass” in the first paragraph by “darkening or opaque material”;

(2) by replacing “mesurées” in the second paragraph of the French text by “mesurée”;

(3) by replacing “the name and address” in subparagraph 4 of the third paragraph by “the name”;

(4) by revoking subparagraph 5 of the third paragraph;

(5) by replacing “the acknowledgment of receipt of the photometric inspection certificate and the owner or driver’s signature” in subparagraph 10 of the third paragraph by “the acknowledgment of receipt of the owner or driver’s photometric inspection certificate”.

38. Section 66 is replaced by the following:

“**66.** All rearview mirrors present on the vehicle shall be securely fixed and show no sharp edge. Those required by the Code shall also be adequate and not be missing, broken, cracked or tarnished and their silvering shall not be unbound, except on the periphery of the reflecting surface without exceeding 10% of the total surface.”.

39. Section 67 is amended by replacing “The rearview mirror” by “All rearview mirrors required by the Code”.

40. Section 68 is amended by adding the following after the first paragraph:

“The outside sun visor may not, at any place, go lower than 150 mm below the top edge of the sun visor and cover the surface swept by the wipers.”.

41. Section 70 is amended

(1) by striking out the last 2 sentences;

(2) by adding the following paragraph:

“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.”.

42. Section 77 is amended by replacing “couvert” in the French text by “couvercle”.

43. Section 78 is amended by striking out “complete.”.

44. Section 80 is replaced by the following:

“**80.** The seatbelt shall not be missing, damaged or altered; its anchorages shall be securely mounted and the buckle, retractor and locking mechanism shall be present and adequate.

All the air bags installed when the road vehicle is manufactured shall be present or replaced if need be and not be damaged or altered. The warning light of the air bag system shall come on only where the ignition key is in the “on” position and shall go off within the time intended by the manufacturer.”.

45. Section 81 is amended

(1) by striking out “flexible and rigid” in the part preceding paragraph 1;

(2) by inserting “or protection element” in paragraph 3 after “fasteners” and by replacing “and securely mounted” by “, securely mounted and in compliance with the manufacturer’s standards”;

(3) by striking out “rigid or flexible” in paragraph 4;

(4) by inserting “designed for that tank and” in paragraph 5 after “cap”.

46. Sections 82 to 88 are replaced by the following:

“**82.** The design, installation, replacement, removal and testing of the natural gas supply system of a road vehicle, shall be done in compliance with the Code d’installation du gaz naturel pour les véhicules (CSA-B109-F-14) and with the Natural Gas for Vehicles Installation Code (CSA-B109-14) published by the Canadian Standards Association (CSA).

The repair, maintenance and inspection of the natural gas supply system shall be done in compliance with the installation codes provided for in the first paragraph or, when the codes cannot be applied, be done in accordance with the codes in force when the supply system is installed.

83. The design, installation, replacement, removal and testing of the propane gas supply system of a road vehicle shall be done in compliance with the Code d’installation des réservoirs et des systèmes d’alimentation en propane sur les véhicules routiers (CAN/CSA-B149.5-F15) and with the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) published by the Canadian Standards Association (CSA).

The repair, maintenance and inspection of the propane gas supply system shall be done in accordance with the installation codes provided for in the first paragraph or, when the codes cannot be applied, be done in accordance with the installation codes in force when the supply system is installed.

84. Sections 82 and 83 do not apply to road vehicles equipped with a natural gas or propane gas supply system since their manufacture and bearing the national safety mark within the meaning of the Motor Vehicle Safety Act (S.C. 1993, c. 16) or the compliance label provided for in that Act.

The repair and maintenance of the supply system provided for in the first paragraph shall be done in compliance with the standards in force at the time of manufacture of the vehicle equipped with such a system.

85. Where the fuel supply system of a road vehicle registered in Québec is modified to run on natural gas, the sticker referred to in Schedule I shall be affixed inside the rear window or the rear wide window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The mechanic who made the modification shall write on the sticker the number of the mechanic’s certificate of qualification issued under the Regulation respecting certificates of qualification and apprenticeship regarding gas, stationary engines and pressure vessels (chapter F-5, r. 2).

86. The natural gas supply system of a road vehicle registered in Québec shall be inspected every 3 years by a mechanic holding an appropriate certificate of qualification with respect to natural gas.

Where the supply system complies with the standards in force at the time of modification to use natural gas or with the standards in force at the time of manufacture of a vehicle equipped with such a supply system, the sticker referred to in Schedule I shall be affixed 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 mechanic who made the inspection shall write on the sticker the number of the mechanic’s certificate of qualification.

86.1. For the purposes of sections 85 and 86, the sticker referred to in Schedule I is valid for a 3-year period.

87. Where the supply system of a road vehicle registered in Québec is modified to use propane as fuel, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) shall be affixed 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 mechanic who made the modification shall write on the sticker the number of the mechanic’s certificate of qualification.

88. The propane supply system of a road vehicle registered in Québec shall be inspected every 5 years by a mechanic holding an appropriate certificate of qualification with respect to propane.

Where the supply system complies with the standards in force at the time of modification to use propane or with the standards at the time of manufacture of the vehicle equipped with such a supply system, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) shall be affixed 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 mechanic who made the inspection shall write on the sticker the number of the mechanic’s certificate of qualification. The sticker is valid for a 5-year period.

88.1. For the purposes of sections 87 and 88, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) is valid for a 5-year period.”

47. Section 90 is revoked.

48. Section 91 is amended by replacing “the following components: manifolds” in the first paragraph by “all the components intended by the manufacturer including the manifold.”

49. Section 92 is amended by replacing the first paragraph by the following:

“Except for the injector and its line to the fuel entry point used for the regeneration of the particle filter of the exhaust system, 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, the fuel supply system or the braking system.

In the case of a diesel tank protected by an appropriate heat shield, no component of the exhaust system shall run closer than 25 mm from the tank. In the case of pressurized fuel lines, of the GNC and GPL types, that minimum distance is 150 mm.”

50. Section 95 is replaced by the following:

“**95.** No component of the exhaust system shall cross the passenger compartment. The outlet of the vehicle’s exhaust pipe shall not be located under the space occupied by the passengers and luggage or under the emergency door. Furthermore, the exhaust pipe shall not extend more than 15 cm horizontally from the road vehicle. For a school bus, the outlet of the exhaust pipe shall be located behind any openable side window.”

51. The heading of subdivision 11 of Division III of Chapter II is amended by inserting “, load space” after “underbody”.

52. Section 99 is amended by inserting “a piece of equipment, an accessory,” after “coupling device.”

53. Section 100 is replaced by the following:

“**100.** The driving shaft shall be adequate and not be warped, insecurely mounted, bent or cracked. The slip joint, the centre bearing and its support shall be adequate.

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

54. Section 101 is amended

(1) by inserting “trailer or” before “semi-trailer” in the part preceding paragraph 1;

(2) by inserting “posts, poles, roof bows” in paragraph 1 after “side rails”;

(3) by replacing “none shall be missing, worn or corroded to the point that its capacity is reduced, cracked, broken or loose” in paragraph 2 by “none shall be worn or corroded to the point that its capacity is reduced, missing, cracked, broken or loose;”;

(4) by replacing “of the semi-trailer” in paragraph 3 by “of the trailer or semi-trailer whose GVWR is 4,500 kg or more”;

(5) by striking out “of a fifth wheel” in paragraph 5 and by inserting “or worn out” after “corroded”;

(6) by inserting “slack,” in paragraph 6 after “bent,”;

(7) by adding the following at the end of paragraph 6: “furthermore, if bolts are used to attach the fifth wheel to the vehicle, they shall be at least grade 8 in accordance with Standard SAE J429 published by the Society of Automotive Engineers or the equivalent to tow semi-trailers of a gross vehicle weight rating of 4,500 kg or more;”;

(8) by replacing “the pin” in paragraph 8 by “the axis”.

55. Section 102 is amended

(1) by striking out “January 1999” in paragraph 1;

(2) by replacing paragraph 2 by the following:

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

(3) by replacing “locking system” wherever it appears in paragraph 3 by “locking mechanism”;

(4) by replacing “an air” in paragraph 6 by “a pneumatic”;

(5) by replacing paragraph 7 by the following:

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

56. Section 103 is amended

(1) by inserting “or parts of the self-steering axle allowing the wheels to turn” after “steering component”;

(2) by adding the following after the first paragraph:

“Where the steering wheel of the vehicle is adjustable, it shall remain in set position.”

57. Section 105 is amended

(1) by replacing the part preceding paragraph 1 by the following:

“The steering column, shaft and box, rack and the auxiliary cylinder of a power boosted steering shall comply with the following standards:”;

(2) by inserting “horizontal or” before “vertical play” in paragraph 4;

(3) by adding the following after paragraph 5:

“(6) the steering column shall not move out of its normal position.”.

58. Section 106 is amended by striking out “steering wheel,” in the first paragraph.

59. Section 107 is amended

(1) by adding the following before the first paragraph:

“The play in the steering wheel 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.”;

(2) by replacing paragraph 2 by the following:

“(2) in the case of a vehicle whose gross vehicle weight rating is 4,500 kg or more

(a) for power boosted steering, 75 mm where the diameter of the steering wheel is 500 mm or less and 87 mm where the diameter of the steering wheel exceeds 500 mm;

(b) for standard steering, 87 mm where the diameter of the steering wheel is 500 mm or less and 100 mm where the diameter of the steering wheel exceeds 500 mm.”.

60. Section 108 is amended

(1) by replacing “be at the level” in the first paragraph by “reach the level”;

(2) by replacing the second paragraph by the following:

“Furthermore, the pump, lines and fittings shall be securely fixed. The components and the box, rack and auxiliary cylinder may not leak, except for a slight sweating. No line shall be in contact with a mobile part.”.

61. Section 109 is amended

(1) by replacing “of at least 25 mm between the tire and the chassis” in the second paragraph by “of at least 25 mm between the tire and the chassis, body or steering linkage” and by replacing “existant lors de la fabrication du véhicule automobile” in the French text by “d’origine”;

(2) by adding the following after the second paragraph:

“Furthermore, the steering stops shall be present and the play between each steering stop and its contact point when the steering wheel is fully turned shall not exceed 6.4 mm.”.

62. Section 111 is revoked.

63. Section 114 is revoked.

64. Section 115 is amended

(1) by replacing paragraph 1 by the following:

“(1) every component shall be present, adequate, securely mounted and none shall show signs of wear, damage or use in a way that hampers the good working order of the suspension;”;

(2) by replacing “no component for mounting or positioning the axle or wheel to the road vehicle or supporting it” in paragraph 2 by “no component for mounting the axle to the road vehicle or component for positioning the axle or wheel to the road vehicle”;

(3) by revoking paragraph 3.

65. Section 116 is amended by replacing the first sentence of the first paragraph by the following:

“**116.** A leaf spring, coil spring or torsion bar suspension shall not be cracked or broken. Such suspension may not be so sagged that one side of the road vehicle is more than 5 cm lower than the other side or allow contact with a rubber bumper.”.

66. Section 117 replaced by the following:

“**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 lines and fittings shall be adequate and shall not be abraded or so cracked that the reinforcement cord is exposed, crushed, crimped, bored, excessively worn or corroded, bulged, broken or welded and the lines shall be fixed so as to prevent the lines from vibrating or chafing against adjacent parts. The balls shall be securely mounted on the structure and not be so damaged that the cord is exposed and not show signs of repair.”.

67. Section 120 is amended

(1) by adding “motor” before “vehicle” in paragraph 1;

(2) by replacing paragraph 2 by the following:

“(2) at no point shall a tire be worn, cut or damaged to expose the cord or steel belt. Furthermore, a crack in the sidewall of a tire may not be deeper than 3.2 mm;”;

(3) by replacing paragraph 5 by the following:

“(5) no tire whose tread has been recapped shall be mounted on the front steering axle of an emergency vehicle, a minibus or a vehicle whose gross vehicle weight rating is 4,500 kg or more, unless the vehicle is equipped with 2 active steering axles;”;

(4) by replacing “type, construction” in paragraph 7 by “construction type”;

(5) by inserting “and accessible” in paragraph 14 after “length”;

(6) by adding “or on a farm trailer” at the end of paragraph 15;

(7) by replacing paragraph 16 by the following:

“(16) tires shall be mounted on the wheel in accordance with their manufacturer’s standards.”.

68. Section 121 is amended by adding “, sauf indication contraire du fabricant” in paragraph 2 of the French text after “fixation”;

69. The following is inserted after section 121:

“**121.1.** The wheel bearings shall be inspected so that the play measured at the outer circumference of the tire does not exceed the manufacturer’s standard or, in the absence of such standard, no discernible play may be detected.

The bearing shall be properly lubricated and its lubricant may not be under the minimum level when visible through a sight glass. Bearings shall show no damage or leakage, other than oozing, and shall not cause abnormal noise.

The filler cap, drain plug or hub cap may not be so damaged that the inside of the hub is exposed, insecurely mounted or missing.”.

70. Section 123 is revoked.

71. Section 124 is amended

(1) by inserting the following definition after the definition of “flares”:

““lamp” means a yellow mobile lighting device with a range of 360 degrees and visible from a distance of 300 m in every direction;”;

(2) by adding “or with a later version” after “January 2000” in the definition of “reflector”.

72. Section 125 is amended

(1) by replacing “or reflectors” in the part preceding subparagraph 1 of the first paragraph by “, reflectors or lamps”;

(2) by replacing “or reflectors” in the part preceding subparagraph 1 of the second paragraph by “, reflectors or lamps”.

73. Section 126 is amended by replacing “with Standard ANSI/SAE S276.6 published in January 2005 by” in the first paragraph by “with Standard ANSI/SAE S276.5 or with a later version published by”.

74. Section 130 is amended

(1) by replacing the second sentence of the second paragraph by the following:

“The exhaust system shall not have a mechanism that prevents exhaust gases from flowing through the muffler.”;

(2) by inserting “, electronic, electrical” in subparagraph 1 of the third paragraph after “mechanical”.

75. Section 132 is amended by inserting “in a way that affects its good working order” in paragraph 1 after “worn”.

76. Section 135 is amended

(1) by striking out “rigid or flexible” in paragraph 2;

(2) by adding the following after paragraph 12:

“(13) the parking brake of a 3-wheel motorcycle shall comply with the following standards:

(a) the mechanism for the application of the parking brake shall be applied and released several times to make sure that the cables and mechanism work freely;

(b) the parking brake shall prevent the motorcycle 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 motorcyclist smoothly attempts to move the vehicle forward; furthermore, the wheels shall be completely free to turn where the brake is released;

(c) no mechanical component of the parking brake shall be missing, so worn as to affect the good working order or out of order, misaligned, not securely mounted, broken, cracked, seized up, slack, weakened, out of shape, disconnected or damaged.”

77. Section 147 is amended

(1) by inserting the following after the first sentence: “None of the rearview mirrors provided for in section 263 of the Code may be missing and they shall be fixed and attached in accordance with that section.”;

(2) by replacing “80” by “81”.

78. Section 157 is amended by inserting “or alteration” in the second paragraph after “repair”.

79. Section 163 is amended

(1) by replacing paragraph 1 by the following:

“(1) a road vehicle without at least one adequate low beam in good working order;”;

(2) by adding the following after paragraph 1:

“(1.1) a single-unit road vehicle or the last vehicle in a combination of vehicles without at least one adequate taillight and brake light in good working order;

(1.2) a single-unit road vehicle or the last vehicle in a combination of vehicles, where such a vehicle has a gross vehicle weight rating of 4,500 kg or more without at least one turn-signal light located at the rear right or rear left in good working order;”;

(3) by inserting “of the passenger compartment” in paragraph 2 after “door”;

(4) by replacing paragraph 4 by the following:

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

(5) by striking out “or the entry of the exhaust gases of a fuel engine” in paragraph 5;

(6) by adding “or the passenger access device that does not retract completely” at the end of paragraph 6;

(7) by adding the following after paragraph 8:

“(9) the seat belt of the driver’s seat is missing, inadequate or modified;

(10) an air bag for the driver that is missing, modified or inadequate.”.

80. Section 164 is amended

(1) by inserting “service” in the first paragraph before “braking”;

(2) by replacing paragraph 1 by the following:

“(1) no braking or an important reduction in the braking capacity on 20% or more of the wheels or combination of wheels for a road vehicle, by reason of the absence or inadequate operation of a component of the braking system;”;

(3) by replacing “single steering axle” in paragraph 2 by “single active steering axle”;

(4) by replacing “support” in paragraph 4 by “segment, bolt”;

(5) by adding the following after paragraph 5:

“(6) 20% or more of the wheels or combination of wheels for a road vehicle are contaminated by oil or grease on the friction surface of a drum, disc or brake linings or are deeply rusted on both sides of the friction surface of a disc.”.

81. Section 165 is amended

(1) by inserting “that is worn to the second braid or” in paragraph 1 after “flexible line”;

(2) by replacing paragraph 2 by the following:

“(2) the level of the fluid in the reservoir of the master cylinder that is lower than one quarter of the maximum level specified by the manufacturer;”;

(3) by replacing “when the service brake is applied” in paragraph 3 by “whether or not the service brake is applied”;

(4) by replacing paragraph 7 by the following:

“(7) a power brake that does not work. When the engine is off, the power brake is not able to assist the driver for a brake application.”.

82. Section 166 is amended

(1) by inserting “or a thermoplastic line that is worn to the second layer of color or the second braid” in paragraph 1 after “pressure”;

(2) by replacing “and the service brake is fully applied” in paragraph 4 by “, the service brake is fully applied and the parking brake is released”;

(3) by inserting “while the air pressure is at the maximum, the engine is off and the parking brake is released” in paragraph 5 after “minute”;

(4) by replacing paragraph 6 by the following:

“(6) the safety valve of the tractor truck that is absent or does not maintain a minimum of 138 kPa while it is towing a trailer or semi-trailer equipped with pneumatic brakes;”;

(5) by replacing paragraph 8 by the following:

“(8) different sizes of brake chambers or brake levers mounted on an active steering axle;”;

(6) by replacing paragraph 9 by the following:

“(9) the travel of the control rod of 20% or more of the brake chambers of a road vehicle that exceeds by 6.4 mm or more the maximum setting value provided by the manufacturer;”;

(7) by adding the following after paragraph 9:

“(10) none of the low pressure visual and warning lights or buzzers indicating a pressure lower than 380 kPa is working.”.

83. Section 167 is amended

(1) by replacing paragraph 1 by the following:

“(1) a mounting component of the steering that is missing, cracked or broken. A displacement of the steering column, of the steering box, rack-and-pinion steering or steering wheel from their normal position when there is a risk of separation;”;

(2) by replacing “column” in paragraph 2 by “shaft”;

(3) by replacing paragraph 4 by the following:

“(4) a line or belt that has a cut or cracks likely to cause an imminent break, or an auxiliary cylinder or the pump that is not securely mounted where there is a risk of breaking off;”;

(4) by replacing paragraph 5 by the following:

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

(5) by replacing subparagraph *b* of paragraph 7 by the following:

“(b) in the case of a vehicle of a gross vehicle weight rating of 4,500 kg or more, for power steering, 87 mm for a steering wheel whose diameter is 500 mm or less and 100 mm if the diameter is more than 500 mm; for mechanical steering, 140 mm for a steering wheel whose diameter is 500 mm or less and 196 mm if the diameter is more than 500 mm;”.

84. Section 168 is amended

(1) by replacing paragraph 1 by the following:

“(1) a component to mount the axle to the road vehicle that is missing, insecurely mounted, cracked or broken;

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

(2) by replacing “rotating” in paragraph 3 by “moving”;

(3) by inserting the following after paragraph 3:

“(3.1) a composite leaf spring that is cracked over more than 75% of its length or having an intersection of cracks;”;

(4) by adding the following after paragraph 5:

“(6) a ball in a pneumatic suspension that is absent or deflated;

(7) for a pneumatic suspension, a shock absorber that is absent, broken or not fixed at one of its ends;

(8) more than 25% of the components fixing a tank to its group of axles that are missing or ineffective on an anchorage component.”.

85. Section 169 is amended

- (1) by replacing “37” in paragraph 3 by “38”;
- (2) by replacing paragraph 5 by the following:
 “(5) a kingpin or plate that is so bent that it makes coupling difficult, that is cracked or not securely fixed;”;
- (3) by replacing paragraph 6 by the following:
 “(6) while the road vehicle is coupled with a semi-trailer, horizontal play exceeding 12.8 mm between the kingpin and the jaws, or a kingpin that is improperly engaged or movement between a fastener of the coupling device and the chassis of the road vehicle;
- (4) by replacing paragraph 7 by the following:
 “(7) while the road vehicle is coupled to a trailer or a semi-trailer:
 (a) 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;
 (b) a crack, a weld or a break in the part of a component of the coupling device that bears a load or that is subjected to tension or sheer stress;
 (c) wear at the point of contact between the coupling hook and ring in excess of 9.5 mm for the hook or for the ring;
 (d) a component of the coupling device that is not securely mounted, cracked, broken, worn, bent, missing, damaged, so maladjusted that it might rupture or fall off;
 (e) more than 20% of the fasteners are missing, broken or slack on a component of the coupling device;”;
- (5) by inserting the following after paragraph 7:
 “(7.1) the driving shaft is insecurely mounted, bent or so cracked that it could sever from the vehicle.”;

86. Section 170 is amended

- (1) by replacing paragraph 1 by the following:
 “(1) a single tire or dual tires in the same wheel assembly that are cut, worn or have any other damage exposing the cord, steel belt or tires designed for off-road driving and mounted on a road vehicle other than a truck specially adapted for farming purposes or a farm trailer;”;

(2) by replacing “front tire of a vehicle” in paragraph 2 by “tire mounted on the active steering axle of a motor vehicle”;

(3) by replacing paragraph 3 by the following:

“(3) a tire that has a bulge due to a defect in the carcass, is leaking air, is flat, is inflated only to 50% or less of the maximum pressure indicated on the sidewall, or a single tire or dual tires in the same wheel assembly on a road vehicle having foreign material embedded in the tread or sidewall that could cause a puncture;”;

(4) by striking out “or the other tire in the case of dual tires” in paragraph 4;

(5) by inserting “poorly adjusted,” in paragraph 5 after “cracked;”;

(6) by replacing “was repaired” in paragraph 7 by “shows signs of repair”;

(7) by adding the following after paragraph 7:

“(8) the oil of the wheel bearing that is absent or that is not visible through a sight glass.”.

87. Section 171 is amended by replacing “a gasoline or gaseous fuel engine” in paragraph 4 by “an engine”.

88. Section 179 is amended by replacing “less than 900 kg” in subparagraph 2 of the second paragraph by “900 kg or less”.

89. Section 182 is amended by replacing “with the manufacturer’s standards” by “with the construction standards recognized by the automobile industry”.

90. Section 183 is replaced by the following:

“**183.** The wheels shall be aligned in accordance with the construction standards recognized by the automobile industry.”.

91. Section 185 is amended by inserting “of a vehicle with a monocoque body” in the first paragraph after “bulkhead”.

92. Section 186 is amended by inserting “and clearly visible” in the second paragraph after “accessible”.

93. Section 187 is amended by replacing “metallurgical” by “physical”.

94. Section 189 is replaced by the following:

“**189.** The record of rebuilding shall contain, in addition to the prescriptions of section 546.4 of the Code, the report of the wheel alignment system showing that the wheels of the vehicle are aligned in accordance with the manufacturer’s standards. The report shall be dated and signed by the mechanic who did the alignment and contain the following information: the year, the make, model of the vehicle, its serial number, the manufacturer’s standards and the alignment results.”

95. Division II of Chapter IV is replaced by the following:

**“DIVISION II
INSPECTION BY DRIVER**

191. The following heavy vehicles are exempt from the application of this Division:

(1) a heavy vehicle used when required by an emergency service or in the cases of disaster within the meaning of the Civil Protection Act (chapter S-2.3);

(2) a heavy vehicle used by a natural person not acting for the carrying on of an enterprise involving an organized economic activity, whether or not it is commercial in nature, consisting in the production or realization of goods, their administration or their alienation, or in the performance of services;

(3) a 2 or 3-axle truck being used for

(a) transporting the primary products of a farm, forest or body of water, if the driver or operator of the truck is the producer of the products; or

(b) a return trip after such transport, if the vehicle is empty or is transporting products used in the principal operation of a farm, forest or body of water;

(4) a combination of road vehicles where the gross vehicle weight rating of each vehicle in the combination is less than 4,500 kg, except a combination of vehicles that requires the display of safety marks in accordance with Division IV of the Transportation of Dangerous Substances Regulation (chapter C-24.2, r. 43);

(5) tool vehicles;

(6) a road vehicle subject to the Transportation of Dangerous Substances Regulation that has a gross vehicle weight rating of less than 4,500 kg and that does not require the display of safety marks in accordance with Division IV of that Regulation, except minibuses and tow trucks;

(7) a farm tractor and farm machine within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29);

(8) a farm trailer owned by a farmer that has the characteristics provided for in section 2.

192. The purpose of the circle check of the mechanical condition of a heavy vehicle is to identify the vehicle’s defects appearing on the applicable lists of defects provided for in Schedules III to V.

The operator is bound to provide those lists in the form prescribed by those Schedules, all items being required to appear in the order prescribed. The operator may add items to that list solely in the division “Specific verifications required by the operator”.

193. The circle check done under this Division is limited to a visual or audio check-up, as the case may be, of the accessible items.

194. The circle check of the mechanical condition of a heavy vehicle done under section 519.2 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 with respect to the level of brake fluid and in paragraph 10 with respect to the cables and fittings to their fasteners or connection of section 30, section 35 with respect to the travel pedal, paragraphs 0.1, 2, 3, 10 and 11 of section 38, paragraph 1 of section 164, paragraphs 2, 4, 5, and 7 of section 165 and paragraph 4 with respect to minimum pressure, paragraphs 5 and 10 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 the second paragraph of section 103, paragraph 6 of section 105, section 108 with respect to a cut to the belt and the fluid level, paragraph 1 with respect to the steering wheel and steering column, and paragraph 3 of section 167;

(4) the suspension provided for in section 116 with respect to breaks, section 117 with respect to air leaks and balls that may not be damaged or show signs of repair, paragraphs 1 to 3, 4 except with respect to cracks of the torsion bar and the axle, paragraphs 5 and 6 of section 168;

(5) the lighting and signals provided for in section 15 with respect to the operation of low beams, taillights, brake lights, turn-signal lights and plates and paragraphs 1, 1.1 and 1.2 of section 163;

(6) the tires provided for in paragraph 1 with respect to the wear indicator of a tire that touches the road or the depth of a groove that is equal to or less than 1.6 mm, paragraph 2 except with respect to the 3.2 mm crack, paragraph 3 except with respect to bends and punctures, paragraphs 6 and 14 except with respect to the exposed portion of section 120, and paragraph 1 except with respect to tires designed for off-road driving, paragraph 2 with respect to the tire mounted on the steering axle, paragraph 3 except with respect to pressure and paragraph 4 of section 170;

(7) the wheels provided for in the second paragraph of section 121.1 with respect to bearing leakage or the minimum level of bearing oil, section 122 with respect to the mounting and paragraphs 6, 7 and 8 of section 170;

(8) the components of the exhaust system provided for in the second paragraph of section 91 with respect to gas leaks and paragraph 4 of section 171 with respect to gas leaks under the passenger compartment;

(9) the side rails and cross members of the chassis frame provided for in section 98 with respect to cracks and breaks, those provided for in paragraph 1 of section 169 and locking pins provided for in paragraph 4 of section 169;

(10) the fixed components of the body that shall comply with section 41;

(11) the fuel supply system provided for in paragraphs 2 and 3 of section 171;

(12) the engine controls provided for in paragraph 1 of section 96 and paragraph 1 of section 171;

(13) the clutch control mechanism provided for in paragraphs 2 and 4 of section 97;

(14) the blower and vents designed to defrost the windshield provided for in paragraph 1 of section 71;

(15) the horn provided for in section 69 that shall be adequate;

(16) the wipers, windshield washer and their components provided for in the first paragraph of section 70 and paragraph 8 of section 163;

(17) the emergency equipment provided for in sections 78 and 79;

(18) the windows provided for in section 59 with respect to the windshield and in section 62 except with respect to the rear window;

(19) the outside rearview mirrors provided for in section 66 except with respect to their silvering and in section 67;

(20) the driver's seat provided for in section 50 that shall be adequate and, when it is adjustable, it shall be movable and lock in the chosen position;

(21) the seatbelt provided for in paragraph 9 of section 163;

(22) the coupling device provided for in paragraph 6 of section 101 with respect to a mounting of the fifth wheel that is missing, broken or slack, paragraph 1 with respect to its mounting other than the bolt grade and paragraph 2 with respect to fasteners that are missing, broken or slack and paragraph 8 of section 102, paragraphs 5 and 6 with respect to the engagement and movement of the coupling device, subparagraph *a* with respect to locking pins and subparagraphs *d* and *e* of paragraph 7 of section 169;

(23) the passenger compartment doors referred to in section 45, with respect to the opening of the driver's door, and paragraph 2 of section 163.

195. The circle check of the mechanical condition of a bus, minibus or motor coach under section 519.2 of the Code shall pertain to the items provided for in section 194 in accordance with the applicable safety standards and to the following items:

(1) the lighting of the vehicle provided for in section 23;

(2) the outside door providing access to a loading space or auxiliary compartment provided for in section 46 except as regards the device preventing the door from closing;

(3) the top luggage rack and top luggage compartment provided for in paragraph 5 of section 56 with respect to its mounting or where it is so damaged as to not retain the luggage;

(4) the seats, other than the driver's seat, or the bench seats provided for in section 50 which shall be adequate;

(5) the compartment floor and steps provided for in the first paragraph of section 51 which shall not be cracked, warped or perforated;

(6) the emergency exit provided for in paragraph 4 of section 163 with respect to obstruction; furthermore, in the case of a door, it shall be adequate and its warning buzzer shall be in good working order;

(7) the passenger restraint equipment provided for in paragraph 2 of section 56 and the shock-absorbing material on the stanchions provided for in paragraph 4 of that section.

For a school bus, the circle check shall also pertain to the lighting and signs provided for in section 15 with respect to the operation of the flashing lights and the alternately flashing yellow lights and the items provided for in section 75.

196. Except in the cases provided for in section 197 and 197.0.1, the driver of a heavy vehicle shall ensure that the circle check of the vehicle he or she drives has been done in the last 24 hours. Failing that, the driver or person designated by the operator for that purpose shall do the circle check.

Despite the first paragraph, where more than one driver is assigned to a vehicle, each one of them shall do the circle check of the vehicle, which is valid for 24 hours, unless the last circle check was done by a person designated by the operator and each driver countersigns the report to attest that the driver took cognizance of it.

197. The circle check of a bus, minibus, tow truck or an emergency vehicle, except a fire department road vehicle, done by a driver or person designated by the operator is valid for 24 hours even if more than one driver is assigned to the vehicle during that period provided that each driver countersigns the report to attest that the driver took cognizance of it.

Despite the provisions of the first paragraph, where the circle check is done by a person designated by the operator for that purpose in respect of a bus or minibus operated by a public transit authority and assigned to urban transit, the circle check is valid for either of the following periods, whichever comes first:

- (1) 48 hours provided that the vehicle remains stationary inside during that period;
- (2) 24 hours from the time the vehicle is put into operation.

Except for tow trucks, Saturdays, Sundays and holidays are not counted in the 24-hour period that lapses from the time the circle check is done, provided that the vehicle remains stationary during those days. The same applies for the purpose of calculating the 48-hour period provided for in the second paragraph, provided that the vehicle remains stationary inside during those days.

197.0.1. The circle check of a fire department road vehicle shall have been done in the last 24 hours or upon return. Where the vehicle was not taken out, the circle check shall be done at least once every 7 days.

197.0.2. The circle check of a heavy vehicle is not required in the case of a test drive on the following conditions:

- (1) it is done within a radius of 15 kilometres from where the vehicle is repaired;
- (2) the vehicle transports no merchandise, other than its permanent equipment;
- (3) the vehicle carries no passenger except those concerned by the test drive.

Furthermore, the last report of the circle check done on the vehicle or the work sheet shall be inside the vehicle.

197.0.3. The report of the circle check of a heavy vehicle shall contain

- (1) the number of the vehicle's registration plate or the unit number appearing on the registration certificate;
- (2) the operator's name;
- (3) the date and time the circle check was done;
- (4) the municipality or place on the road where the check was done;
- (5) the defects observed during the circle check of the vehicle or during the trip and, if none, an indication to that effect;
- (6) a statement signed by the driver or, as the case may be, by the person who did the circle check according to which the vehicle was inspected in accordance with the applicable requirements;
- (7) a statement signed by the driver according to which the driver took cognizance of the report where the circle check was done by a person designated by the operator;
- (8) the name in legible block letters of the person who did the inspection;
- (9) the odometer reading if the vehicle has one.

197.0.4. A driver who observes a major defect appearing on the applicable list of defects shall record it in the circle-check report and give a copy without delay to the vehicle's operator.

In the case of a minor defect appearing on the applicable list of defects, the driver shall record it in the circle-check report and send a copy to the vehicle's operator not later than the expiry of the current circle check or before the next check, whichever comes first.

The vehicle's operator shall sign the copy.

197.0.5. The driver shall send the original of the circle-check report to the operator within 20 days after it is made.”

96. The following is inserted after the heading of Division III of Chapter IV:

“**197.0.6.** Except motor coaches to which a preventive maintenance program applies under section 543.2 of the Code, the specific inspection of the mechanical condition of a motor coach every 30 days or every 12,000 km made under section 519.15 of the Code shall pertain to the following components, in accordance with the applicable safety standards below:

(1) the service brakes provided for in paragraphs 1 and 4, paragraph 11 with respect to the belt and paragraph 13 of section 30, paragraph 4 of section 31, paragraph 0.1, paragraph 5 with respect to the drain tap and paragraph 9 of section 38 and paragraph 4 with respect to the not securely mounted air compressor or the pulley that is cracked or broken of section 166;

(2) the parking or emergency brake provided for in paragraph 2 of section 39;

(3) the steering mechanism provided for in section 103 with respect to every steering component and the parts of the self-steering axle that shall be adequate and securely mounted and in the second paragraph of section 108 except with respect to a line touching a mobile part;

(4) the exhaust system provided for in the second paragraph of section 91;

(5) the tires provided for in paragraphs 1, 2, 3, 5, 6 and 13 of section 120;

(6) the wheels provided for in paragraphs 1 and 3 of section 121 and the bearing provided for in the second paragraph of section 121.1;

(7) the suspension provided for in paragraphs 1, 2 and 5 of section 115, section 117 except with respect to air pressure in the circuit and section 118;

(8) the seatbelt provided for in section 80;

(9) the seats or bench seats provided for in section 50 that shall be securely fixed;

(10) the emergency window exit release and its buzzer provided for in paragraph 3 of section 54 and the hatch of the roof emergency exit in paragraph 4;

(11) the structural members provided for in section 98;

(12) the fuel supply system provided for in paragraphs 1, 2, 3 and 4 of section 81.

The purpose of the specific inspection of the mechanical condition of a motor coach is to identify the defects appearing on the applicable list of defects provided for in Schedule VI. The list shall comply with the requirements provided for in the second paragraph of section 192. Despite the foregoing, the operator is not bound to place it inside the vehicle.

Any defect resulting from a non-compliant component observed during that inspection constitutes a major defect.

197.0.7. The report of specific inspection for a motor coach made under section 197.0.6. shall contain:

(1) the number of the vehicle's registration plate or the unit number appearing on the registration certificate;

(2) the operator's name;

(3) the date of the inspection;

(4) the place where it was conducted;

(5) the odometer reading;

(6) the readings of the brake adjusters;

(7) the defects observed during the inspection;

(8) the nature of any repair made following the inspection;

(9) a statement that the vehicle identified in the report was inspected in accordance with the applicable requirements;

(10) the name in legible block letters of the person who made the inspection and that person's signature.”

97. Section 197.1 is replaced by the following:

“**197.1.** The following road vehicles are exempt from the application of section 519.15 of the Code with respect to maintenance standards and frequency and from the provisions of this Division:

(1) a road vehicle whose gross vehicle weight rating is less than 4,500 kg;

(2) a road vehicle whose gross vehicle weight rating is less than 4,500 kg that forms part of a combination of road vehicles whose gross vehicle weight rating is 4,500 kg or more;

(3) a farm tractor within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29);

(4) a vehicle exempt from mechanical inspection under subparagraph 5 of the first paragraph of section 521 of the Code.”.

98. Section 202.1 is amended

(1) by replacing “pre-departure inspection referred to in section 519.2 of the Code” in subparagraph 5 of the first paragraph by “circle check provided for in sections 194 and 195 and the inspection specific to motor coaches provided for in section 197.0.6”;

(2) by replacing “pre-departure inspection” in subparagraph 7 of the first paragraph by “circle check, an inspection specific to motor coaches”.

99. Section 202.2 is amended

(1) by replacing “5” in the part preceding subparagraph 1 of the first paragraph by “4” and by inserting “and the documents required under subparagraph 5 for at least 6 months” after “months”;

(2) by replacing “pre-departure inspection” in subparagraph 2 of the first paragraph by “circle check or the inspection specific to motor coaches”.

100. Section 205 is amended

(1) by striking out “referred to in section 203 and” in the first paragraph;

(2) by replacing “that section” in the first paragraph by “section 203”.

101. Section 207 is amended by replacing “a new number” by “a new plate”.

102. Section 209 is amended

(1) by replacing “motorized road vehicles” in paragraph 3 by “heavy vehicles” and by striking out “and trailers”;

(2) by replacing “motor vehicles” in paragraph 4 by “heavy vehicles”;

(3) by replacing “motorized road vehicles” in subparagraph *d* of paragraph 5 by “heavy vehicles” and by striking out “and trailers”.

103. Section 210 is amended by replacing “motorized road vehicles” in subparagraph 6 of the first paragraph by “heavy vehicles” and by striking out “and trailers”.

104. Section 211 is amended by replacing “motorized road vehicles” in paragraph 7 by “heavy vehicles” and by striking out “and trailers”.

105. Section 216 is amended by replacing “motorized road vehicles” in subparagraph 4 of the first paragraph by “heavy vehicles” and by striking out “and trailers”.

106. Section 220 is replaced by the following:

“**220.** The Société may revoke the certification of the owner of road vehicles covered by a preventive maintenance program if the owner

(a) fails to fulfil any of the terms, conditions and obligations incumbent on the owner under Division III;

(b) ceases operations for any reason whatsoever, including bankruptcy, liquidation or transfer of property or if the owner ceases to be the owner of the vehicle covered by the periodic mechanical inspection;

(c) has provided false or inaccurate information or made false representations; or

(d) neglects or refuses to provide the Société with information requested by the Société to check whether the terms, conditions and obligations incumbent on the owner are fulfilled.


Before revoking the certificate, the Société sends a notice of revocation to the owners of the vehicles.”.

107. Schedule I is replaced by the following:

SCHEDULE I

(s. 85)

Date d'expiration	
Mois	Année
1	2010
2	2011
3	2012
4	2013
5	2014
6	2015
7	2016
8	2017
9	2018
10	2019
11	2020
12	2021



Québec

Numéro de certificat de l'installateur

108. Schedule II is replaced by the following:

SCHEDULE II

(s. 215)

MAINTENANCE SCHEDULE

In the schedule, "S" means service to be performed

Categories of road vehicles	Maintenance intervals							
	Months	3	4	6	6	6	6	12
The vehicle must be serviced according to the annual mileage or to the number of months specified therein, whichever comes first	Mileage				10,000	20,000	22,000	5,000
Bus or other vehicles engaged in the transportation of schoolchildren, except a bus used for urban transport by a public transit authority		S						
Bus except a school bus or a bus used for urban transport by a public transit authority		S(1)						
Bus used for urban transport by a public transit authority							S(3)	
Tow truck		S(1)						
Motorcycle								S
Trailer			S(1, 2)					
Taxi		S						
Emergency vehicle whose GVWR is less than 7,258 kg except a fire department road vehicle					S			
Emergency vehicle whose GVWR is equal to or greater than 7,258 kg except a fire department road vehicle						S		

Categories of road vehicles	Maintenance intervals							
	Months	3	4	6	6	6	6	12
The vehicle must be serviced according to the annual mileage or to the number of months specified therein, whichever comes first								
	Mileage				10,000	20,000	22,000	5,000
Fire department road vehicle				S				
Motorized road vehicle with a gross vehicle weight rating of 4,500 kg or more except an emergency vehicle		S(1)						
Road vehicle used by a driving school		S(1)						

Notes:

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

2. A trailer must be serviced every 6 months instead of every 4 months if the owner provides the Société with a copy of the directive he or she 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 II of Chapter IV, the directive must provide for the following points:

(1) a practical training for the drivers on the inspection, particularly on the items listed in section 194;

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

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

3. The inspection of brakes and tires is required every 10,000 km or according to the predictive system of the transit authority. If the authority has such a system, it prevails over the requirement to inspect every 10,000 km.

109. The following is inserted after Schedule II:

SCHEDULE III

List 1 – Heavy vehicle

Application:

This list applies to heavy vehicles other than a bus, minibus or motor coach.

Any trailer towed by a bus, minibus or motor coach must be inspected in accordance with list 2.

Minor defects

Major defects

1. Coupling devices

The defects provided for in points 1.B to 1.F apply when the vehicles are coupled.

- | | |
|---|---|
| <p>1.1 Fastener component(s) of the coupling device missing, broken or loose</p> | <p>1.A Coupling plate or kingpin bent to an extent that it makes coupling difficult, cracked or not securely fixed</p> |
| <p>1.2 Safety fasteners and coupling components missing, damaged or insecurely mounted</p> | <p>1.B Movement between the fifth wheel and the frame</p> <p>1.C More than 20% of the fasteners of the coupling mechanism damaged or missing</p> <p>1.D 25% or more of the locking pins are missing or not working</p> <p>1.E Coupling mechanism not properly closed or locked</p> <p>1.F Coupling mechanism component missing or so damaged that it might rupture or fall off</p> |

2. Frame and cargo body

- | | |
|--|---|
| <p>2.1 Side rails cracked or cross members cracked or broken</p> | <p>2.A Side rails might break</p> |
| <p>2.2 Fixed components of the body missing or insecurely mounted</p> | <p>2.B Side rails or cross members sagged in a way that makes a mobile part and the body touch</p> <p>2.C More than 25% of the locking pins of the sliding bogie missing or not engaged</p> |

3. Heater/Defroster

- 3.1** Windshield blower not operating

4. Driver controls

- | | |
|---|---|
| <p>4.1 Accelerator and clutch not operating properly</p> | <p>4.A Engine fails to return to idle when accelerator is released</p> |
| <p>4.2 Horn not operating properly</p> | |

-
- 5. Steering**
- 5.1** Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position
- 5.2** Fluid level of power steering not the one prescribed by the manufacturer
- 5.3** Pump belt cut
- 5.A** Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation
- 5.B** Power steering inoperative
- 6. Windshield wiper/washer**
- 6.1** Wiper on passenger's side missing or inadequate
- 6.2** Windshield washer system ineffective
- 6.A** Wiper on driver's side missing or inadequate
- 7. Emergency material**
- 7.1** First-aid kit required by law insecurely fixed and not readily accessible
- 7.2** Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible
- 8. Headlights and lights**
- 8.1** Low beams, parking lights, turn-indicator lights, brake lights or license plate light not turned on
- 8.A** Failure of all low-beams
- 8.B** At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles:
- Failure of all turn-indicator lamps
 - Failure of all brake lights
 - Failure of all parking lights

9. Tire

- 9.1** Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator
- 9.2A** tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.3A** tire in the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.4** Distorted tire, tread or sidewall separated from the carcass of the tire
- 9.5** Valve worn down, damaged, scraped or gashed
- 9.A** For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator
- 9.B** Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.C** Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.D** Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge

10. Doors and other openings

- 10.1** Driver's door opens with difficulty or fails to open
- 10.A** Passenger compartment door fails to close securely

11. Glass and mirrors

- 11.1** Windshield or side windows on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged
- 11.2** Outside rearview mirrors required by the Code missing, damaged or may not be adjusted and remain in set position
- 11.3** Outside rearview mirror insecure or shows a sharp edge

12. Wheels, hubs and fasteners

- 12.1** Lubricant under the minimum level or lubricant leakage of wheel bearing, other than oozing
- 12.2** Support or mounting holding the spare wheel not securely fixed to hold it
- 12.A** Wheel bearing lubricant missing or not visible through a sight glass
- 12.B** Wheel fastener is missing, cracked, broken or insecure
- 12.C** Wheel damaged or shows signs of repair with welds

13. Seat

- 13.1** Driver's seat inadequate or not staying in set position
- 13.A** Driver's seat belt missing, modified or inadequate

14. Suspension

- 14.1** Leaf spring other than a main spring leaf or broken coil spring
- 14.2** Air leak in suspension, ball so damaged that the cord is exposed or repaired
- 14.A** Main spring leaf, rubber pad or 25% or more of the leaf springs in the assembly are broken or missing
- 14.B** Air leak in the system not compensated by compressor or ball missing or deflated
- 14.C** Component for mounting the axle missing, insecure, cracked or broken
- 14.D** Composite spring leaf cracked over 75% of its length or has cracks
- 14.E** Leaf spring or coil spring moved and in contact with moving parts
- 14.F** Coil spring so cracked or broken that the vehicle is completely sagged or torsion bar cracked
- 14.G** Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or damaged so as to affect the parallelism or cause an axle or wheel to move out of its position

15. Fuel system

- 15.A** Tank poorly fixed and could break loose
- 15.B** Cap missing
- 15.C** Fuel leak other than oozing

16. Exhaust system

- 16.1** Leak of exhaust gas elsewhere than where intended by the manufacturer
- 16.A** Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated

17. Electric brake system

- 17.1** Cable or electric connection not securely attached to the fasteners or connection
- 17.A** Important reduction in the braking capacity of the service brake
- 17.B** Inoperative brake system

18. Hydraulic brake system

- 18.1** Fluid level in the reservoir of the master cylinder below minimum level required
- 18.2** Brake pedal reaches the floor
- 18.3** Warning light on while the engine is running or not on where the ignition key is in the "on" or "start" position
- 18.4** Warning light not on when the parking brake is applied and released or not turned off when released
- 18.5** Parking brake not operating properly
- 18.A** Fluid level in the reservoir of the master cylinder lower than one quarter of the maximum level specified by the manufacturer
- 18.B** Brake pedal reaches the floor within less than 10 seconds or pedal has to be depressed several times before getting pressure
- 18.C** Brake boost or power assist is inoperative
- 18.D** Important reduction in the braking capacity of the service brake

19. Pneumatic brake system

- 19.1** Low pressure warning buzzer not operating properly
- 19.2** Low pressure visual and warning lights not operating properly
- 19.3** Pressure regulator not operating properly
- 19.4** Audible air leak or whose rate within one minute exceeds 20kPa (3lb/in²) for a single-unit vehicle, 28kPa (4lb/in²) for a two-unit vehicle and 35 kPa (5lb/in²) for a three-unit vehicle
- 19.5** Parking or emergency brake not operating properly
- 19.A** No low pressure visual or warning light or buzzer is operating properly
- 19.B** Air compressor not operating properly
- 19.C** Air leak whose rate within one minute exceeds 40 kPa (6lb/in²) for a single-unit vehicle, 48kPa (7lb/in²) for a two-unit vehicle and 62 kPa (9lb/in²) for a three-unit vehicle
- 19.D** Important reduction in the braking capacity of the service brake

Specific inspections required by the operator

SCHEDULE IV

List 2 - Bus

Application :

This list applies to buses (other than motor coaches), minibuses and any trailer towed by a bus, minibus or motor coach.

Minor defects

Major defects

1. Coupling devices

The defects provided for in points 1.C, 1.E and 1.F apply when vehicles are coupled.

- | | |
|---|--|
| <p>1.1 Fastener component(s) of the coupling device missing, broken or loose</p> <p>1.2 Safety fasteners and coupling components missing, damaged or insecurely mounted</p> | <p>1.C More than 20% of the fasteners of the coupling mechanism damaged or missing</p> <p>1.E Coupling mechanism not properly closed or locked</p> <p>1.F Coupling mechanism component missing or so damaged that it might rupture or fall off</p> |
|---|--|

2. Frame and cargo body

- | | |
|---|--|
| <p>2.1 Side rails cracked or cross members cracked or broken</p> <p>2.2 Fixed components of the body missing or insecurely mounted</p> <p>2.3 Outside door of a luggage or auxiliary compartment inadequate or not securely mounted on the road vehicle</p> | <p>2.A Side rails might break</p> <p>2.B Side rails or cross members sagged in a way that makes a mobile part and the body touch</p> |
|---|--|

3. Heater/Defroster

- 3.1 Windshield blower not operating

4. Driver controls

- | | |
|---|--|
| <p>4.1 Accelerator and clutch not operating properly</p> <p>4.2 Horn not operating properly</p> | <p>4.A Engine fails to return to idle when accelerator is released</p> |
|---|--|

5 Steering

- 5.1** Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position
- 5.2** Fluid level of power steering not the one prescribed by the manufacturer
- 5.3** Pump belt cut
- 5.A** Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation
- 5.B** Power steering inoperative

6. Windshield wiper/washer

- 6.1** Wiper on passenger's side missing or inadequate
- 6.2** Windshield washer system ineffective
- 6.A** Wiper on driver's side missing or inadequate

7. Emergency material

- 7.1** First-aid kit required by law insecurely fixed and not readily accessible
- 7.2** Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible

8. Headlights and lights

- 8.1** Low beams, parking lights, turn-indicator lights, brake lights or license plate light not turned on
- 8.A** Failure of all low-beams
- 8.B** At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles:
- Failure of all turn-indicator lamps
 - Failure of all brake lights
 - Failure of all parking lights

9. Tire

- 9.1** Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator
- 9.2** A tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.3** A tire in the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.4** Distorted tire, tread or sidewall separated from the carcass of the tire
- 9.5** Valve worn down, damaged, scraped or gashed
- 9.A** For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator
- 9.B** Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.C** Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.D** Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge

10. Doors and other openings

- 10.1** Driver's door opens with difficulty or fails to open
- 10.A** Passenger compartment door fails to close securely
- 10.B** Emergency exit blocked
- 10.C** Emergency door inadequate or its warning light or buzzer not in good working order

11. Glass and mirrors

- 11.1** Windshield or side windows on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged
- 11.2** Outside rearview mirrors required by the Code missing, damaged or may not be adjusted and remain in set position
- 11.3** Outside rearview mirror insecure or shows a sharp edge
- 11.4** Side windows of a school bus on each side of the driver's compartment and immediately behind the driver's compartment fail to

provide the required view to the driver as a result of being damaged

12. Wheels, hubs and fasteners

- | | |
|--|--|
| <p>12.1 Lubricant under the minimum level or lubricant leakage of wheel bearing, other than oozing</p> <p>12.2 Support or mounting holding the spare wheel not securely fixed to hold it</p> | <p>12.A Wheel bearing lubricant missing or not visible through a sight glass</p> <p>12.B Wheel fastener is missing, cracked, broken or insecure</p> <p>12.C Wheel damaged or shows signs of repair with welds</p> |
|--|--|

13. Seat

- | | |
|--|---|
| <p>13.1 Driver's seat inadequate or not staying in set position</p> | <p>13.A Driver's seatbelt missing modified or inadequate</p> |
|--|---|

14. Suspension

- | | |
|--|--|
| <p>14.1 Leaf spring other than a main spring leaf or broken coil spring</p> <p>14.2 Air leak in suspension, ball so damaged that the cord is exposed or repaired</p> | <p>14.A Main spring leaf, rubber pad or 25% or more of the leaf springs in the assembly are broken or missing</p> <p>14.B Air leak in the system not compensated by compressor or ball missing or deflated</p> <p>14.C Component for mounting the axle missing, insecure, cracked or broken</p> <p>14.D Composite spring leaf cracked over 75% of its length or has cracks</p> <p>14.E Leaf spring or coil spring moved and in contact with moving parts</p> <p>14.F Coil spring so cracked or broken that the vehicle is completely sagged or torsion bar cracked</p> <p>14.G Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or damaged so as to affect the parallelism or cause an axle or wheel to move out of its position</p> |
|--|--|

15. Fuel system

- | |
|--|
| <p>15.A Tank poorly fixed and could break loose</p> <p>15.B Cap missing</p> <p>15.C Fuel leak other than oozing</p> |
|--|

16. Exhaust system

- | | |
|--|--|
| <p>16.1 Leak of exhaust gas elsewhere than where intended by the manufacturer</p> | <p>16.A Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated</p> |
|--|--|

17. Electric brake system

- 17.1** Cable or electric connection not securely attached to the fasteners or connection
- 17.A** Important reduction in the braking capacity of the service brake

18. Hydraulic brake system

- 18.1** Fluid level in the reservoir of the master cylinder below minimum level required
- 18.A** Fluid level in the reservoir of the master cylinder lower than one quarter of the maximum level specified by the manufacturer
- 18.2** Brake pedal reaches the floor
- 18.B** Brake pedal reaches the floor within less than 10 seconds or pedal has to be depressed several times before getting pressure
- 18.3** Warning light on while the engine is running or not on where the ignition key is in the "on" or "start" position
- 18.4** Warning light not on when the parking brake is applied and released or not turned off when released
- 18.C** Brake boost or power assist is inoperative
- 18.5** Parking brake not operating properly
- 18.D** Important reduction in the braking capacity of the service brake

19. Pneumatic brake system

- 19.1** Low pressure warning buzzer not operating properly
- 19.A** No low pressure visual or warning light or buzzer is operating properly
- 19.2** Low pressure visual and warning lights not operating properly
- 19.B** Air compressor not operating properly
- 19.3** Pressure regulator not operating properly
- 19.C** Air leak whose rate within one minute exceeds 40 kPa (6lb/in²) for a single-unit vehicle, 48kPa (7lb/in²) for a two-unit vehicle and 62 kPa (9lb/in²) for a three-unit vehicle
- 19.4** Audible air leak or whose rate within one minute exceeds 20kPa (3lb/in²) for a single-unit vehicle, 28kPa (4lb/in²) for a two-unit vehicle and 35 kPa (5lb/in²) for a three-unit vehicle
- 19.D** Important reduction in the braking capacity of the service brake
- 19.5** Parking or emergency brake not operating properly

20. Passenger transport

- 20.1** Stanchions, horizontal bars, grab handles and guard panels insecure
- 20.A** Passenger access device no longer retracting
- 20.2** Shock-absorbing material provided by the manufacturer on stanchions missing or inadequate
- 20.B** Equipment required to restrain wheelchairs (when place is occupied) is defective or missing
- 20.3** Floor or steps of passenger compartment damaged
- 20.4** Lighting of passenger access or aisle inoperative
- 20.5** Top luggage rack or top luggage compartment

insecure or cannot retain
luggage

- 20.6** Passenger's seat or
bench seat inadequate
- 20.7** Stop sign not operating
properly or one of the flashing
lights does not turn on
- 20.8** One of the flashing
lights or one of the alternately
flashing yellow lights do not
turn on

Specific inspections required by the operator

SCHEDULE V

List 3 – Motor Coach

Application:

This list applies to a motor coach. Any trailer towed by the motor coach must be inspected in accordance with list 2.

Minor defects**Major defects**

The defects provided for in points 1.C, 1.E and 1.F apply when vehicles are coupled.

1. Coupling devices

- | | |
|---|---|
| <p>1.1 Fastener component(s) of the coupling device missing, broken or loose</p> <p>1.2 Safety fasteners and coupling components missing, damaged or insecurely mounted</p> | <p>1.C More than 20% of the fasteners of the coupling mechanism damaged or missing</p> <p>1.E Coupling mechanism not properly closed or locked</p> <p>1.F Coupling mechanism component missing or so damaged that it might rupture or fall off</p> |
|---|---|

2. Frame and cargo body

- 2.1** Fixed components of the body missing or insecurely mounted
- 2.2** Outside door of a luggage compartment or of an auxiliary compartment inadequate or insecurely mounted on a road vehicle

3. Heater/Defroster

- 3.1** Windshield blower not operating

4. Driver controls

- | | |
|---|---|
| <p>4.1 Accelerator and clutch not operating properly</p> <p>4.2 Horn not operating properly</p> | <p>4.A Engine fails to return to idle when the accelerator is released</p> |
|---|---|

5. Steering

- | | |
|--|---|
| <p>5.1 Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position</p> <p>5.2 Fluid level of power steering not the one prescribed by the manufacturer</p> | <p>5.A Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation</p> <p>5.B Power steering inoperative</p> |
|--|---|

6 Windshield wiper/washer

- 6.1** Wiper on passenger's side missing or inadequate
- 6.2** Windshield washer system ineffective
- 6.A** Wiper on driver's side missing or inadequate

7. Emergency material

- 7.1** First-aid kit required by law insecurely fixed and not readily accessible
- 7.2** Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible

8. Headlights and lights

- 8.1** Low beams, parking lights, turn-indicator lights, brake lights or license plate light not turned on
- 8.A** Failure of all low-beams
- 8.B** At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles:
- Failure of all turn-indicator lamps
 - Failure of all brake lights
 - Failure of all parking lights

9. Tire

- 9.1** Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator
- 9.2A** tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.3A** tire in the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.4** Distorted tire, tread or sidewall separated from the carcass of the tire
- 9.5** Valve worn down, damaged, scraped or gashed
- 9.A** For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator
- 9.B** Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
- 9.C** Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed
- 9.D** Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge

10. Doors and other openings

- 10.1** Driver's door opens with difficulty or fails to open
- 10.A** Passenger compartment door fails to close securely
- 10.B** Emergency exit blocked
- 10.C** Emergency door inadequate or its warning light or buzzer is not in good working order

11. Glass and mirrors

- 11.1** Windshield or side windows on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged
- 11.2** Outside rearview mirror required by the Code missing, damaged or may not be adjusted and remain in set position
- 11.3** Outside rearview mirror insecure or shows a sharp edge

12. Wheels, hubs and fasteners

- 12.1** Lubricant under the minimum level or of wheel bearing leakage, other than oozing
- 12.2** Support or mounting holding the spare wheel not securely fixed to hold
- 12.A** Wheel bearing lubricant missing or not visible through a sight glass
- 12.B** Wheel fastener is missing, cracked, broken or insecure
- 12.C** Wheel damaged or shows signs of repair with welds

13. Seat

- 13.1** Driver's seat inadequate or not staying in set position
- 13.A** Driver's seat belt missing, modified or inadequate

14. Suspension

- 14.1** Air leak in suspension, ball so damaged that the cord is exposed or repaired
- 14.B** Air leak in the system not compensated by compressor or ball missing or deflated
- 14.G** Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or damaged so as to affect the parallelism or cause an axle or wheel to move out of its position

15. Fuel system

- 15.A** Tank poorly fixed and could break loose
- 15.B** Cap missing
- 15.C** Fuel leak other than oozing

16. Exhaust system

- 16.1** Leak in exhaust system elsewhere than where intended by the manufacturer
- 16.A** Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated

17. Electric brake system (not subject to inspection)**18. Hydraulic brake system (not subject to inspection)****19. Pneumatic brake system**

- | | |
|---|---|
| 19.1 Low pressure warning buzzer not operating properly | 19.A No low pressure visual or warning light or buzzer is operating properly |
| 19.2 Low pressure visual and warning lights not operating properly | 19.B Air compressor not operating properly |
| 19.3 Pressure regulator not operating properly | 19.C Air leak whose rate within one minute exceeds 40 kPa (6lb/in ²) for a single-unit vehicle, 48kPa (7lb/in ²) for a two-unit vehicle and 62 kPa (9lb/in ²) for a three-unit vehicle |
| 19.4 Audible air leak or whose rate within one minute exceeds 20kPa (3lb/in ²) for a single-unit vehicle, 28kPa (4lb/in ²) for a two-unit vehicle and 35 kPa (5lb/in ²) for a three-unit vehicle | 19.D Important reduction in the braking capacity of the service brake |
| 19.5 Parking or emergency brake not operating properly | |

20. Passenger transport

- 20.1** Stanchions, horizontal bars, grab handles and guard panels insecure
- 20.2** Shock-absorbing material provided by the manufacturer on stanchions missing or inadequate
- 20.3** Floor or steps of passenger compartment damaged
- 20.4** Lighting of passenger access or aisle inoperative
- 20.5** Top luggage rack or top luggage compartment insecure or cannot retain luggage
- 20.6** Passenger's seat or bench seat inadequate

Specific inspections required by the operator

SCHEDULE VI

List 4 – Motor Coach (inspection every 30 days or 12,000 km)**Application:**

This list applies to a motor coach.

Note:

- All the defects described in this list constitute major defects that must be repaired before the vehicle may be used again.
- Inspections under list 4 must be made while the vehicle is placed above a pit or elevated to facilitate inspection.

1. Frame and cargo body

- 1.A Structural members missing, insecure, cracked, broken, bent or inadequate

2. Steering

- 2.A Steering or self-steering axle component missing, damaged, insecure or inadequate

3. Tire

- 3.A Inadequate air pressure
3.B Tire groove that reached the wear limit
3.C Tire tread or sidewall damaged or foreign material that could cause a puncture stuck in the tread or in the sidewall
3.D Tire tread recapped mounted on the active steering axle

4. Emergency exits, seatbelts and seats

- 4.A Roof emergency exit fails to open adequately
4.B Emergency window fails to open and close without difficulty or warning light or buzzer is inadequate
4.C Seatbelt is missing, damaged, modified, insecure or inadequate
4.D Seat or bench seat not securely attached

5. Wheels and fasteners

- 5.A Fastener missing, insecure, cracked, broken, damaged, repaired with welds or inadequate
5.B Wheel damaged, cracked, broken, repaired or welded
5.C Wheel bearing makes abnormal noise, shows wear signs and leakage of the lubricant other than oozing or lubricant is below the minimum level

6. Suspension

- 6.A Suspension component missing, insecure, deteriorated or inadequate or air leak in lines and system components
6.B Component for mounting the axle or positioning the axle or wheel that is missing, cracked, broken, insecure, displaced, bent or repaired with welds
6.C Axle cracked, warped, repaired with welds, misaligned or not perpendicular to the vehicle's lengthwise axis
6.D Lines or fittings insecure, damaged or inadequate
6.E Ball insecurely mounted on the structure, shows repair or so damaged that the cord is exposed
6.F Shock absorber or bracket missing, inadequate, insecure, cracked or broken
6.G Shock absorbers leaking in a way that hampers their performance

7. Fuel system**7.A** Fuel leak**7.B** Fuel tank cracked or fuel tank fixing component missing, insecure, cracked, broken or inadequate**7.C** Lines or fittings insecure, damaged or inadequate**8. Exhaust system****8.A** Exhaust system component insecure or leaking**9. Pneumatic brake system****9.A** Audible air leak**9.B** Pushrod stroke exceeds the adjustment limit or the variation in the travel of the actuating rods on a single axle exceeds 6.4 mm**9.C** Brake linings poorly adjusted**9.D** Air compressor insecure or whose pulley is cracked or broken**9.E** Belt of air compressor is cut or whose tension is inadequate**9.F** Lines or fittings insecure, damaged or inadequate**9.G** Air reservoir insecure, damaged or inadequate**9.H** Drain tap missing or inadequate**9.I** Service, parking or emergency brake not operating properly**Specific inspections required by the operator**

110. This Regulation replaces the Regulation respecting exemptions from the application of Title VIII.1 of the Highway Safety Code (chapter C-24.2, r. 25).

111. This Regulation comes into force on 28 March 2016.

102280