Table of Light Vehicle Standards of Safety and Repair and Inspection Procedures

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 1 — Power Train		
1.1 Vehicle Identification Number: Inspect:		
a) vehicle identification number **Note:** Any evidence of tampering with the vehicle identification number must be reported to a Manitoba Public Insurance Vehicle Standards & Inspections office.	a) - missing, altered, defaced, obliterated, illegible, obscured, or mounting appears to have been tampered with	
1.2 Accelerator Pedal and Throttle Actuator: **Additional Inspection Procedure(s):** Inspect with engine idling, press and release the accelerator pedal. Check engine response. Inspect:		Engine will not return to idle.
a) pedal and actuator	a) - missing, inferior, binding, or engine will not return to idle - adjustable pedal inoperable	
b) anti-slip material	b) - missing, exposed or insecure	
c) throttle position sensor and connections	c) - missing, insecure, inoperative, corroded or improperly connected	
d) mount	d) - missing, broken or insecure	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
e) linkage and cable	e) - broken, insecure, inferior, or excessive wear - inferior retainers - binding, seized or frayed	
f) springs	f) - missing, broken, inferior, stretched or deteriorated	
1.3.1 Fuel System — Gasoline and Diesel: **Note:** For pressure fuel system standards and inspection procedures, refer to National Safety Code Standard 11, Part B. Inspect:		Fuel tank is not securely attached to the motor vehicle. (**Note:** Some fuel tanks are equipped with springs or rubber bushings to permit movement.) Fuel tank filler cap or OEM filler valve is missing. Gasoline fuel system has a level 1, level 2 or level 3 leak of gasoline at any point. Diesel fuel system has a level 2 or level 3 leak of fuel at any point.
a) filler tube and overflow tube	a) - insecure	
b) tank(s)	b) - broken, cracked, insecure or inferior - inadequate repair or broken welds - tank is not protected by frame or bumper - tank located within 38 mm (1.5 in.) of exhaust system is not protected by heat shield(s) - not designed for type of fuel used by vehicle	
c) tank mount(s) and straps(s)	c) - missing, broken, cracked, insecure, inferior, or excessive deterioration	
d) cap(s) and OEM filler valve	d) - missing, insecure, inferior, or does not prevent spillage	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
e) fuel lines	e) - cracked, inferior, insecure, rubbing, cut, or worn to cord layer - located within 25 mm (1 in.) of exhaust system and not protected by heat shield(s)	
f) pump	f) - insecure	
g) vent	g) - improperly vented	
h) fuel system	h) - level 1 leak, level 2 leak or level 3 leak of gasoline anywhere in a gasoline fuel system - level 2 or level 3 leak of diesel fuel anywhere in a diesel fuel system	
i) air intake at engine	i) - missing flame arrestor - missing air filter housing - piping disconnected at engine	
1.3.2 Electric or Hybrid Vehicles: **Additional Inspection Procedure(s):** High voltage systems should be inspected using all the manufacturer's safety precautions, procedures and equipment. Inspect:		High voltage cable is exposed. Any sign of shorting, arcing or hot spot at or near any electrical component or wiring. Traction battery is damaged or has level 1, level 2 or level 3 leak.
a) high voltage cable	a) - insecure, exposed, improperly shielded, or visible cable damage	
b) wiring	b) - damaged or corroded in a way that exposes any conductor - insulation is chafing due to abrasive contact with any vehicle part - improperly shielded	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
c) electrical system connections	c) - connector is damaged, insecure or corroded in way that exposes any conductor - connector is unable to properly connect or lock into place	
d) traction motor and generator	d) - damaged, insecure or loose - indication of burning or overheating - drive component abnormally worn	
e) traction battery	e) - damaged, insecure or loose - indication of burning or overheating	
f) battery storage area	f) - damaged or structurally weakened	
g) self-diagnostic or status indicator	g) - there is any condition indicated by the system that is defined by the manufacturer as being unsafe	
1.4 Exhaust System: **Additional Inspection Procedure(s):** Inspect with the engine running: Inspect:		Exhaust leak, other than a minor leak at a joint, within the perimeter of the cab or passenger compartment, or both. Perforation or separation of any exhaust system component. Any part of the exhaust system has caused, or is likely to cause, burning or charring damage to electrical wiring, fuel system or any other combustible part. Any cut-out or bypass of exhaust system other than a temporary bypass that can be opened and closed.
a) manifolds or headers	a) - missing, broken, cracked, insecure, or leaking exhaust	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
b) mufflers	b) - missing, inferior, leaking exhaust or not a welded patch - any baffles missing	
c) resonators	c) - missing, leaking exhaust or not a welded patch	
d) tail pipes	d) - missing on vehicle other than a truck - leaking exhaust or not a welded patch - does not expel the exhaust fumes beyond the vehicle's perimeter - does not terminate within 100 mm (4 in.) of the vehicle's perimeter - restricted	
e) exhaust pipes	e) - missing, leaking exhaust or not a welded patch - restricted	
f) heat shield(s)	f) - missing or insecure - any brake line, power steering hose or fuel line is located within 25 mm (1 in.) of exhaust system and not protected by heat shield(s) - missing on exposed exhaust components	
g) mounting and connectors	g) - missing, broken or insecure	
h) exhaust system	h) - leaking or insecure - does not extend beyond passenger compartment on a truck, or does not extend beyond truck's cab on a truck without a tail pipe - any portion passes through occupant compartment - any cut-out or bypass of the muffler terminates below an operable window and exhaust is not directed down and to the rear of the vehicle	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
1.5 Emission Equipment: Inspect:		
a) catalytic converter	a) - missing on a vehicle manufactured on or after January 1, 1995 and equipped with a gasoline engine - missing on a vehicle manufactured on or after January 1, 1995 and equipped with a diesel engine if the manufacturer originally equipped it with a catalytic converter - leaking exhaust or not a welded patch	
b) emission control equipment	b) - on a vehicle manufactured on or after January 1, 1995 (including a vehicle with a diesel engine), there is evidence that any part of the OEM emission system has been bypassed, defeated, disabled, improperly modified or removed	
1.6 Belts: Inspect:		
a) steering and brake system belts	a) - missing, cracked (other than designed), frayed or slipping	
b) pulley	b) - broken, cracked, or bent - out of alignment	
1.7 Constant Velocity Joints, U-joints, Drive Shaft and Differentials: Inspect:		
a) constant velocity joint seal (boots)	a) - missing, leaking grease or torn	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
b) constant velocity joint **Additional Inspection Procedure(s):** While operating vehicle turn to extreme right and left.	b) - noisy	
c) u-joints	c) - noisy - rotational free play is evident, or loose in yoke - yoke cracked	
d) attachments	d) - nuts or bolts missing, broken, loose or inferior	
e) centre bearing(s)	e) - missing, insecure, rubber mount excessively deteriorated, excessive play in bearing, or mounting hardware insecure	
f) slip joint	f) - seized or worn to 1.16 mm (0.062 in.) rotational movement	
g) differential	g) - missing or does not operate as designed	
h) drive shaft	h) - cracked, bent or twisted	
Section 2 — Suspension		
2.1 Road Clearance: Inspect:		Any part of the vehicle extends below the scrub line.
a) clearance between lowest part of the vehicle and a level surface	a) - any part of the vehicle, except tires, rims and mud flaps, is less than 89 mm (3.5 in.) above surface	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
b) scrub line **Note:** The scrub line is the plane formed from lines joining the lowest edge of each rim of a vehicle. **Additional Inspection Procedure(s):** Vehicles equipped with aftermarket air or hydraulic suspension systems are to be inspected through entire range of movement.	b) - any part of the vehicle, except tires or mud flaps, extends below the scrub line	
2.2 Ride Height: Inspect:		
a) controls	a) - ride height controls not equipped with an interlock system to prevent operation when vehicle is in motion	
b) vehicle height	b) - not within manufacturer's specifications (when prescribed by OEM)	
c) height of a modified vehicle that is a passenger car **Note:** Includes a mini-van. **Additional Inspection Procedure(s):** Measure from height from a level surface.	c) - the frame height varies more than 50 mm (2 in.) from side to side on the front or rear on a vehicle raised more than 152.4 mm (6 in.) from OEM specifications	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
d) height of a modified vehicle that is a truck, MPV or SUV	d) - the front track width divided by the sum of the frame height at the vehicle's highest point plus any body lift is less than 1.80 for a vehicle having a wheelbase of 254 cm (100 in.) or more - the front track width divided by the sum of the frame height at the vehicle's highest point plus any body lift is less than 2.00 for a vehicle having a wheelbase of less than 254 cm (100 in.) - the frame height (measured from a level surface) varies more than 50 mm (2 in.) from side to side on the front or rear	
e) suspension movement	e) - not equipped with a suspension that provides unrestricted, active, vertical up and down movement between axle and frame or unibody at each wheel location	
2.3 Tracking Components: **Additional Inspection Procedure(s):** Inspect all suspension locating devices not specifically identified in this section. Inspect:		Any component is broken or allows the axle to shift from its normal position. Tracking component failure is imminent (does not apply to loose bushings in torque or track rods).
a) tracking components	a) - missing, broken, cracked, insecure, torn or excessively worn - permits axle to shift from its normal position - spherical rod end not equipped with safety washer or retainer shim	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
2.4 Leaf Springs and Attachments: Inspect:		In any leaf spring assembly, the main leaf is broken or missing or at least 25% of the leaves are broken or missing. One or more leaves are displaced in a manner that could result in contact with a tire, rim or brake component. Imminent failure of a composite spring.
a) leaf springs	a) - leaf missing, broken, cracked, welded, inadequate or disabled	
b) shackles **Additional Inspection Procedure(s):** Shackle bolt hole subject to visual inspection only.	b) - missing, broken, cracked or insecure - extended or misaligned - shackle bolt hole elongated	
c) hangers **Additional Inspection Procedure(s):** Hanger bolt hole subject to visual inspection only.	c) - missing, broken, cracked or insecure - hanger bolt hole elongated	
d) bolts, u-bolts and nuts	d) - missing, broken, cracked, inferior, insecure, welded, or nut not fully engaged	
e) centre bolts	e) - missing, broken or insecure	
f) bushings or pivot	f) - missing, loose, or worn in excess of 3 mm (1/8 in.)	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
g) torque arms	g) - missing, broken, cracked, loose, bent or perforated - welding other than by component manufacturer - bushing missing, loose, or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose	
h) stabilizer bars, links and bushings	h) - missing, broken, bent, or disconnected - welding other than by component manufacturer - link missing or broken, or link end excessively worn - bushing broken or excessively worn - bushing bracket or bolt missing, broken or loose	
i) rebound rubber, bump stop and mount	i) - missing, loose, split or excessively deteriorated	
j) composite springs	j) - missing, broken, cracked, splintered, separated, delaminated, ineffective or inadequate	
2.5 Coil Springs and Attachments: **Note:** Includes independent rear and multilink independent suspension. Inspect:		Coil spring is missing, broken into second coil (or more), or welded.
a) springs and seats	a) - missing, broken, cracked, welded, cut, inadequate, or improperly seated	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
b) control arms	b) - broken, cracked, perforated, loose, bent, excessively deteriorated or worn - control arm shaft or bushing missing or loose - welding other than by component manufacturer	
c) torque arms	c) - missing, broken, cracked, loose, bent or perforated - welding other than by component manufacturer - bushing missing, loose, or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose	
d) axial strut	d) - missing, broken, cracked, loose, bent or perforated - bushing missing, loose, or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose - welding other than by component manufacturer	
e) radius arm	e) - missing, broken, loose, bent or perforated - welding other than by component manufacturer - washer contacts frame, bracket bent or cracked, or bushing excessively loose	
f) stabilizer bars, links and bushings	f) - missing, broken, bent or disconnected - welding other than by component manufacturer - link missing or broken, or link end excessively worn	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- bushing broken or excessively worn - bushing bracket or bolt missing, broken or loose	
g) spacers	g) - spacer between coils, or spacer other than OEM under or on top of coil springs	
h) rebound rubber, bump stop and mount	h) - missing, loose, split or excessively deteriorated	
2.6 Air Suspension System and Attachments: **Additional Inspection Procedure(s):** Warning — if computer controlled, the control switch must be in "OFF" position if vehicle is being hoisted or raised. Inspect:		Air leak at any air spring or bag. Any condition that fails to allow the vehicle to maintain the ride height within OEM specifications. Tank or reservoir not originally designed as a pressure vessel.
a) air springs and bag	a) - missing, leaking, loose, cut, inoperable, patched, or exposed to cord - mount or mounting location provides inadequate support	
b) lines and fittings	b) - leaking air, cracked, inferior, insecure, or restricted lines chafed or rubbing	
c) spring mounting	c) - brackets or bolts missing, loose, broken, cracked or perforated	
d) compressor	d) - insecure	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
e) tank and reservoir	e) - leaking air, insecure, or located within passenger compartment - not originally designed as a pressure vessel	
f) operation **Additional Inspection Procedure(s):** Computer controlled systems must be checked with engine running.	f) - system fails to maintain ride height within OEM specifications	
g) rebound rubber, bump stop and mount **Note:** Bump stop may be removable.	g) - missing, loose, split or excessively deteriorated	
h) control arms	h) - broken, cracked, loose, bent, perforated, or excessively deteriorated or worn - welding other than by OEM - control arm shaft or bushing missing or loose	
i) torque arms	i) - missing, broken, cracked, loose, bent or perforated - welding other than by OEM - bushing missing, loose or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose	
j) axial strut	j) - missing, broken, cracked, loose, bent or perforated - welding other than by component manufacturer - bushing missing, loose, or excessively deteriorated or worn	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- bushing bracket or bolt missing, broken or loose	
k) radius arm	k) - missing, broken, cracked, loose, bent or perforated - washer contacts frame, bracket bent or cracked, or bushing excessively loose - welding other than by OEM	
l) stabilizer bars, links and bushings	l) - missing, broken, bent or disconnected - welding other than by OEM - link missing or broken, or link end excessively worn - bushing broken or excessively worn - bushing bracket or bolt missing, broken or loose	
2.7 Hydraulic Suspension System and Attachments: Inspect:		Any condition that does not allow the vehicle to maintain the ride height setting.
a) actuator	a) - missing, insecure, leaking or does not function	
b) hydraulic oil reservoir	b) - insecure or leaking	
c) hydraulic shock absorber	c) - insecure, leaking or loose - mounting broken or cracked	
d) high pressure pump	d) - insecure, leaking or loose	
e) accumulator	e) - leaking or loose	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
f) hydraulic lines	f) - cracked, inferior, insecure, leaking, chafing, flattened, twisted, restricted or bulged	
g) batteries	g) - insecure or leaking	
h) switches	h) - insecure - operates system with vehicle in motion	
i) coil springs	i) - broken or cracked	
2.8 Torsion Bar Springs and Attachments: Inspect:		Spring is missing, broken or welded.
a) torsion bar	a) - missing, broken, cracked, perforated, welded or inadequate	
b) control arms	b) - broken, cracked, loose, bent or perforated - welding other than by component manufacturer - control arm shaft or bushing missing, loose, or excessively deteriorated or worn	
c) torque arms	c) - missing, broken, cracked, loose, bent or perforated - welding other than by component manufacturer - bushing missing, loose, or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
d) stabilizer bars, links and bushings	d) - missing if OEM equipped, broken, bent or disconnected - welding other than by component manufacturer - link missing or broken, or link end excessively worn - bushing excessively worn - bushing bracket or bolt missing, broken or loose	
e) axial strut	e) - missing, broken, cracked, loose, bent or perforated - welding other than by component manufacturer - bushing missing, loose, or excessively deteriorated or worn - bushing bracket or bolt missing, broken or loose	
f) mounts and mounting brackets	f) - missing, broken, cracked, loose or excessively deteriorated	
g) rebound rubber and bump stop	g) - missing, loose, split or excessively deteriorated	
2.9 MacPherson Strut: Inspect:		Coil spring missing, broken into second coil (or more), or welded.
a) coil spring	a) - missing, broken, cracked, cut, inadequate, welded or improperly seated in the saddle	
b) control arm	b) - broken, cracked, loose, bent or perforated - welding other than by component manufacturer	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- control arm shaft or bushing missing, loose, or excessively deteriorated or worn	
c) tower **Additional Inspection Procedure(s):** Weakening can be evaluated by tapping with rounded end of a 10 to 12 ounce ball-peen hammer. A weak tower will allow the hammer to penetrate through the metal.	c) - cracked, rust perforated or corroded - metal fatigue is evident - repair not welded using OEM-approved method	
d) stabilizer bars, links and bushings	d) - missing, broken, bent or disconnected - welding other than by component manufacturer - link missing, broken, or link end excessively worn - bushing excessively worn - bushing bracket or bolt missing, broken or loose	
e) upper strut bearings	e) - loose, binding or excessively worn	
f) rebound rubber, bump stop and mount	f) - missing, loose, split or excessively deteriorated	
2.10 Shock Absorbers and Struts: **Additional Inspection Procedure(s):** With vehicle on level surface, push down on the vehicle at each shock location. Inspect:		Shock is missing or broken on a coil or air ride suspension.

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
a) shock absorbers/struts **Additional Inspection Procedure(s):** Cycle begins on downward motion.	a) - missing at any wheel - seized, inadequate or shaft bent - level 2 leak of oil - vehicle cycles more than twice	
b) mounts	b) - broken, cracked, loose or missing components	
c) bushings	c) - missing, loose, elongated, or excessively deteriorated or worn	
2.11 Wheel Bearings: Inspect:		
a) wheel bearings	a) - loose, binding or seized - noisy while rotating - dust cap or cotter pin missing - stake nuts improperly installed	
2.12 Front and Rear Axles: **Additional Inspection Procedure(s):** Inspect the exposed portion of any axle shaft only, not the axle housings. Inspect:		
a) axles	a) - broken, cracked, inferior, loose or bent - welding other than by component manufacturer	
b) attachment hardware	b) - missing, broken, cracked, inferior or loose	
c) seals	c) - missing - level 2 or level 3 leak of oil	

ITEM AND METHOD OF INSPECTION	REJECT IF	
	GENERAL CONDITIONS	HAZARDOUS CONDITIONS
d) hubs and flange	d) - bent (run out exceeds OEM specifications)	
e) spindles	e) - bent or damaged - welded	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
Section 3 — Brakes and Brake Systems		
3.1 Parking Brake: Inspect:		Upon actuation of parking brake, vehicle fails to hold position.
a) parking brake	a) - equipped with hydraulic brake lock system only and not also equipped with an OEM parking brake	
b) indicator lamp	b) - fails to illuminate with parking brake applied, or remains illuminated with parking brake released	
c) application	c) - fails to fully apply or release at each parking brake wheel location, not a mechanical type, or vehicle fails to hold position	
d) application mechanism	d) - missing, broken, binding, inoperable, or fails to lock as per OEM design - anti-slip provision on pedal missing, loose or excessively worn	
e) cables	e) - missing, broken, seized, loose or frayed - equalizer missing - inferior connectors	
f) parking brake lining	f) - broken, contaminated, or no lining at thinnest point	
g) parking brake drum and rotor	g) - worn beyond manufacturer's discard specifications	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
h) parking brake mechanical components	h) - missing, broken, loose, bent, seized, excessively worn or improperly installed	
3.2 Brake Lines, Hoses and Master Cylinder: Inspect:		Any brake hose or line swells under pressure. Any level 2 or 3 leak of brake fluid in any part of the brake system.
a) lines and fittings	a) - level 1, 2 or 3 leak of brake fluid - cracked, insecure, loose, twisted, welded, soldered, chafing, restricted, contacts any moving parts, or non-approved tubing, fittings or compression fittings	
b) hoses (front and rear)	b) - level 1, 2 or 3 leak of brake fluid - cracked or chafed to first braid if rubber composite material, insecure, loose, twisted, bulged, swells under pressure, restricted, or contacts any moving parts - does not display approval markings - located within 25 mm (1 in.) of exhaust system and not protected by heat shield(s)	
c) master cylinder	c) - level 1, 2 or 3 leak of brake fluid - loose - fluid in either chamber below OEM level or more than 13 mm (0.5 in.) below the top of the reservoir	
d) master cylinder cap	d) - level 1, 2 or 3 leak of brake fluid - missing, broken, cracked, loose, vent holes plugged, or gasket missing	
e) fluid	e) - visual evidence of contamination	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
3.3 Service Brake Failure Indicator: Inspect:		Brake failure lamp remains illuminated with engine running and service brakes applied.
a) service brake warning indicator lamp **Additional Inspection Procedure(s):** When testing, do not apply parking brake.	a) - fails to illuminate during test cycle, or remains illuminated with engine running and service brake applied	
b) antilock brake system indicator lamp	b) - fails to illuminate during test cycle, or remains illuminated with engine running	
3.4 Pedal Travel: **Note:** A pedal continuing to move slowly in the applied direction after pressure has been taken off is indicative of an internal leak in the master cylinder that may not be detected through the inspection criteria set out in section 3.2. **Additional Inspection Procedure(s):** With engine off, apply pressure to brake pedal for one minute. Inspect:		Pedal travel in excess of 80% of the distance between its free height and the floor. The service brake pedal requires pumping to obtain the pedal reserve.
a) pedal travel	a) - pedal continues to move slowly in the applied direction - pedal travel in excess of 80% of the distance between its free height and the floor - missing, broken, insecure or obstructed	
b) non-skid surface	b) - missing, loose or excessively worn	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
3.5 Hydraulic Assisted Brake Booster and System: **Additional Inspection Procedure(s):** With engine off, depress brake pedal several times, apply moderate foot pressure on brake pedal and start engine. Inspect:		No additional movement on the brakes when engine starts (no assist is evident).
a) hydraulic assisted brake booster and system	a) - no pedal movement is detected	
b) pump reservoir	b) - fluid level below "ADD" mark, or level 2 or 3 leak of oil - loose	
c) lines and hoses **Additional Inspection Procedure(s):** With engine off, depress brake pedal, make one full brake application.	c) - missing, inferior or chafing - level 2 or 3 leak of oil	
d) reserve	d) - insufficient reserve to allow one full brake application	
3.6 Vacuum Brake Booster and System: **Additional Inspection Procedure(s):** With engine off, depress brake pedal several times to eliminate vacuum reserve, apply moderate force on brake pedal and start engine. Inspect:		There is no additional movement on the brakes when engine starts (no assist is evident).

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
a) vacuum brake booster and system	a) - no pedal movement is detected - leaking, insecure or inoperable	
b) lines and hoses	b) - missing, broken, cracked, leaking, collapsed, chafing, inferior, insecure or cord exposed - located within 25 mm (1 in.) of exhaust system and not protected by heat shield(s)	
c) one way check valve	c) - missing, leaking or inoperable	
d) clamps	d) - missing, broken or loose	
e) low vacuum warning device	e) - missing, inoperable, or remains activated	
f) reservoir **Additional Inspection Procedure(s):** Start engine, build to full vacuum, shut engine off, and make one full brake application.	f) - missing, leaking or insecurely mounted	
g) reserve	g) - insufficient reserve to allow one full brake application	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
3.7 Drum Brakes: **Additional Inspection Procedure(s):** Remove all wheels and brake drums. Inspect:		Brake drum failure is imminent. Drum diameter exceeds discard limit. Lining is contaminated. No lining at thinnest point on bonded lining. No lining above rivet head on riveted lining. Absence of any braking action on any wheel. Level 2 or 3 leak of brake fluid at wheel cylinder.
a) brake lining	a) - missing, broken, cracked, loose, contaminated, improperly installed, rivets loose, or lining loose or separated - 1.6 mm (1/16 in.) or less at the thinnest point on bonded lining - 1.6 mm (1/16 in.) or less above rivet head on riveted lining	
b) adjusters	b) - missing, seized, excessively worn, inoperable, or improper thread for wheel position	
c) self adjuster cables and linkage	c) - missing, broken, loose, inoperable or cable frayed	
d) anchor pins, springs and retainers	d) - missing, broken, loose, bent, worn excessively, or springs stretched	
e) backing plate	e) - loose, bent, perforated or excessively worn	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
f) wheel cylinders **Additional Inspection Procedure(s):** Do not disturb dust seals to inspect for leak.	f) - missing, loose, misaligned, seized or inoperable - level 1, 2 or 3 leak of brake fluid - dust seals missing, cracked or insecure	
g) brake drums	g) - missing - cracks extend to the open edge of the drum, or any external cracks present - piece broken out of friction surface or mounting surface - any heat cracks are present (not short heat checks), or hot spots are present - any groove exceeds manufacturer's discard limit - out of round more than 0.25 mm (0.01 in.) on drum having a diameter of 280 mm (11 in.) or less - out of round more than 0.63 mm (0.025 in.) on drum having a diameter greater than 280 mm (11 in.) - diameter exceeds the component manufacturer's discard limit - mismatched size on any one axle - the measurement (for vehicles manufactured before January 1, 1971, or when manufacturer's limit is not marked on the drum) exceeds the original diameter by: • 1.5 mm (0.060 in.) for a drum on passenger car • 2.3 mm (0.090 in.) for a truck drum having an original diameter of 360 mm (14 1/8 in.) or less • 3.0 mm (0.120 in.) for a truck drum having an original diameter greater than 360 mm (14 1/8 in.)	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
h) application **Additional Inspection Procedure(s):** With engine off apply brakes and attempt to rotate each wheel assembly.	h) - wheel rotates	
3.8 Disc Brakes: **Additional Inspection Procedure(s):** Remove all wheels, calipers and pads. Inspect:		Rotor is cracked to the hub. Rotor failure is imminent. Lining contaminated. No lining at thinnest point on bonded lining. No lining above rivet head on riveted lining. Absence of any braking action on any wheel. Rotor thickness is less than component manufacturer's discard limit. Level 2 or 3 leak of brake fluid at caliper.
a) rotors	a) - missing, broken, inferior, crack on surface extends to outer edges, or hot spots are present - corrosion or pitting on more than 10% of total pad contact area - any groove other than by component manufacturer is below manufacturer's discard limit - holes other than by component manufacturer - mismatched size on any one axle - improper size or type for caliper - lateral run-out exceeds 0.127 mm (0.005 in.) on rotor having a diameter of 380 mm (15 in.) or less	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- lateral run-out exceeds 0.25 mm (0.010 in.) on rotor having a diameter greater than 380 mm (15 in.) - wear exceeds the component manufacturer's limit	
b) calipers	b) - missing, inferior, insecure, seized, piston seized, insecurely mounted, improperly mounted, or inferior attaching hardware - level 1, 2 or 3 leak of brake fluid - guide pin stripped - bushing seized - piston dust seal missing, cracked or split	
c) pads	c) - missing, broken, cracked, loose, contaminated, improperly installed, rivet loose, or lining loose or separated - 1.6 mm (1/16 in.) or less at the thinnest point on bonded lining - 1.6 mm (1/16 in.) or less above rivet head on riveted lining	
d) application **Additional Inspection Procedure(s):** With engine off apply brakes and attempt to rotate the wheel assembly.	d) - wheel rotates	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 4 — Steering		
4.1 Steering Lash: **Additional Inspection Procedure(s):** On vehicles equipped with power steering, the engine must be running and the fluid level, belt condition and tension must be adequate before the testing. With wheels in straight ahead position, turn steering wheel until turning motion can be observed at wheels, mark rim of steering wheel and, using a point of reference, turn steering wheel in the opposite direction until motion can be observed at wheels. Inspect:		Total movement greater than shown in the following table is encountered at the steering wheel rim before the front wheels indicate any movement: **Type of Steering** — **Lash Exceeds** Power steering — 75 mm (4 in.) Manual steering — 110 mm (4.5 in.) Rack and pinion — 38 mm (1.5 in.)
a) steering lash **Additional Inspection Procedure(s):** Measure the distance between a mark and the point of reference.	a) - total movement greater than shown in the following table is encountered at the steering wheel rim before the front wheels indicate any movement: **Type of Steering** — **Lash Exceeds** Power steering — 50 mm (2 in.) Manual steering — 75 mm (3 in.) Rack and pinion — 25 mm (1 in.)	
4.2 Steering Travel: **Additional Inspection Procedure(s):** With engine running, and wheels on ground, turn steering wheel through a full right and left turn.		Any condition that interferes with free movement of any steering component.

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Inspect:		
a) condition	a) - binding or jamming during cycle	
b) steering stops	b) - missing, loose, bent or improperly adjusted	
c) clearance	c) - evidence of contact between tire and any other component	
d) travel left and right	d) - the difference from a straight ahead position to a full left and straight ahead position to a full right turn exceeds one half turn - lock to lock steering wheel travel is less than two turns or more than six turns	
4.3 Power Steering System: **Additional Inspection Procedure(s):** With engine running and brake applied, turn steering from lock to lock. Inspect:		No assist evident.
a) hoses	a) - level 2 or 3 leak of oil - cord layer exposed - located within 25 mm (1 in.) of exhaust system and not protected by heat shield(s)	
b) pump	b) - level 2 or 3 leak of oil - missing or loose on vehicles equipped with power steering box	
c) cylinders	c) - level 2 or 3 leak of oil - insecure	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
d) electrical components	d) - any component is insecure, exposed wiring, or corroded connector	
e) power steering assist	e) - no assist is evident	
f) warning lamp	f) - brake warning indicator illuminates during steering test	
4.4 Steering Box, Linkage and Rack and Pinion: **Note:** Inspection components/process is dependent on system design. **Additional Inspection Procedure(s):** With vehicle on ground, rock steering left and right. Inspect:		Any mounting bolt or nut on steering box loose or missing. Any crack in steering box, mounting bracket, or frame adjacent to box. Any missing or loose bolt or nut on a tie rod, pitman arm, drag link, centerlink, steering arm, idler arm or tie rod sleeve. Movement of any stud or nut under a steering load. Any movement (not rotational) between any linkage member and its attachment point.
a) modifications	a) - injected with any plastic or polymer compound, or modified in any way that conceals wear	
b) tie rods, sleeve and spherical rod end	b) - missing, broken, cracked, inferior, loose or bent - welding other than by component manufacturer - spherical rod end not equipped with safety washer or retainer shim	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
c) tie rod ends and inner socket assembly	c) - missing, broken, cracked, bent, seized, or looseness is evident - welding other than by component manufacturer	
d) drag link and idler arm	d) - missing, broken, cracked, insecure, bent, seized, looseness is evident at ball and socket, wear exceeds OEM specifications, or adjusting device loose - welding other than by component manufacturer	
e) center link and bell crank	e) - missing, broken, cracked, bent, welded, or looseness is evident - welding other than by component manufacturer	
f) pitman arm	f) - missing, broken, cracked, bent, or looseness is evident - welding other than by component manufacturer	
g) steering box and rack and pinion	g) - level 2 or 3 leak of oil - insecure or loose - bolts or nuts missing or loose, or housing broken or cracked - welding other than by component manufacturer	
h) rack bellow seal	h) - missing, split, torn or improperly positioned	
i) dampener	i) - missing, insecure, bent or seized - level 2 or 3 leak of oil	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
j) cotter pins and lock nuts	j) - missing, inferior, or lock nut loose	
k) mounting hardware and bushings	k) - missing, broken, cracked, insecure, loose, bent, or excessively deteriorated or worn	
4.5 Steering Column and Coupler: Inspect:		Absence or looseness of any u-bolt, or other positioning part(s) in the steering column. Worn, faulty or welded repair of insecure universal joint steering wheel.
a) steering wheel	a) - missing, broken, loose on splines, not fully circular, does not perform as intended by OEM, or securement nut missing or loose - in a condition that allows driver's clothing or jewelry to become lodged or entangled (e.g. welded chain) - outside diameter is less than 350 mm (13 in.)	
b) telescopic and tilt steering movement **Additional Inspection Procedure(s):** Measure at steering wheel.	b) - play is in excess of 6.4 mm (0.250 in.)	
c) securement	c) - missing, broken, insecure, or bent column bracket or clamp cracked - any clamp, bolt, nut or roll pin is inferior or loose	
d) steering shaft u-joint	d) - broken, cracked, inferior, binding, seized or excessively loose - welding other than by component manufacturer	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
e) steering shaft yoke	e) - missing, broken, cracked, inferior or loose - welding other than by component manufacturer - any clamp, bolt or nut roll pin is loose	
f) slip joint	f) - rotational free play between splines exceeds 1.5 mm (0.050 in.)	
g) sleeve	g) - broken, cracked, loose or bent	
h) flexible coupler	h) - missing, cracked, inferior, collapsed, misaligned, split, excessively deteriorated or excessively loose	
i) steering shaft and coupler	i) - any condition that interferes with the free movement of the steering shaft or coupler	
4.6 Kingpins: **Additional Inspection Procedure(s):** Raise vehicle and apply brakes. Inspect:		Kingpin or thrust bearing seized.
a) kingpin	a) - binding or seized - injected with any plastic or polymer compound, or modified in any way that conceals wear - thrust bearing binding or seized	
b) horizontal movement **Additional Inspection Procedure(s):** Grasp tire at top and bottom and rock in and out.	b) - movement in excess of 3 mm (0.125 in.) measured at outside edge of tire	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
c) vertical movement **Additional Inspection Procedure(s):** Place a bar under tire and by prying vertically check for vertical movement between spindle and axle.	c) - movement is in excess of 2.5 mm (0.100 in.)	
d) retainer	d) - missing, inferior or loose	
4.7 Ball Joints: **Additional Inspection Procedure(s):** Refer to manufacturer's specifications for test methods and rejection criteria for horizontal and vertical movement. Inspect:		
a) ball joint	a) - injected with any plastic or polymer compound, or modified in any way that conceals wear	
b) horizontal movement (radial)	b) - wear is in excess of the manufacturer's specifications, or movement in wear indicator type ball joint	
c) vertical movement (axial)	c) - wear is in excess of the manufacturer's specifications, or movement in wear indicator type ball joint	
d) securement	d) - loose in spindle or control arm, not properly seated, or retained other than by OEM or component manufacturer's recommended method	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
4.8 Electronic Stability Control (ESC): **Additional Inspection Procedure(s):** Vehicle may have to be road tested for completion of self diagnostic check. Inspect:		
a) warning lamp	a) - fails to illuminate, or lamp remains illuminated - any visual evidence of tampering	
4.9 Electronically Controlled Steering Inspect:		
a) electronically controlled steering	a) - does not operate within OEM specifications	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
Section 5 — Instruments and Auxiliary Equipment		
5.1 Speedometer and Odometer: Inspect:		
a) speedometer	a) - missing, does not function, or fails to illuminate	
b) odometer	b) - missing or does not function	
5.2 Automatic Transmission Neutral Safety Switch and Transmission Gear Shift Indicator: **Additional Inspection Procedure(s):** Apply the parking brakes, shift the automatic transmission into each gear and turn the ignition switch to the start position. Inspect:		
a) automatic transmission neutral safety switch	a) - missing on a vehicle manufactured on or after November 25, 1970 - engine starts in any selector position other than park or neutral	
b) automatic transmission gear position indicator	b) - missing at least one functioning indicator - fails to accurately indicate gear position, or fails to illuminate	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
c) gear shift level interlock	c) - missing on vehicle manufactured on or after May 30, 2005 - can be taken out of park position without application of the service brake	
d) manual transmission gear position indicator	d) - missing, or fails to accurately indicate gear position	
5.3 Horn: Inspect:		
a) horn	a) - control not readily accessible to driver, not clearly audible from a distance of 60 m (200 ft.), plays a musical tune, not a pressure type switch, or fails to function - switch not clearly identified if not located on steering wheel	
5.4 Clutch: Inspect:		
a) clutch	a) - fails to disengage transmission from engine - fluid level below manufacturer's minimum fluid level - level 2 or 3 leak at any point	
b) pedal	b) - missing, broken, insecure, loose, bent or obstructed	
c) non-skid pedal surface	c) - missing, loose or excessively worn	
d) clutch switch	d) - missing on any vehicle manufactured on or after May 30, 2005	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
5.5 Engine Shutdown: Inspect:		
a) engine shutdown	a) - fails to function per OEM design - non-OEM design not clearly labelled	
5.6 Auxiliary Equipment: **Note:** Includes, but not limited to, items such as luggage racks and carriers or mounted toolboxes. Inspect:		
a) auxiliary equipment	a) - any sharp edges protruding - any component insecure - inadequate fasteners	
5.7 Trailer Hitch: Inspect:		
a) mounting	a) - broken, cracked or bent - insecure, or mounting bolts less than grade 5 - any sharp edges protruding	
5.8 Dimmer Switch: Inspect:		
a) dimmer switch	a) - insecure, fails to function as designed, or does not operate freely	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 6 — Lamps **Note:** See Appendix 1 for a list of lamp type codings.		
6.1 Lamps: **Additional Inspection Procedure(s):** All lamps mentioned below must be inspected with all lamps on. Manually turn on headlamp switch. Inspect:		At least one headlamp does not function on low beam. At least one tail lamp does not function. At least one stop lamp does not function.
a) all lamps	a) - any auxiliary equipment is placed in front of a lamp, unless the obstructed lamp is replaced with an auxiliary lamp of the same standard - any substance is placed on or in front of any lamp - any required lamp is missing, broken, insecure, fails to illuminate, or has water visible in its interior - cracked so as to allow the penetration of dust or moisture or so as to impair the lamp's effectiveness - any single LED assembly that is not a headlamp has 25% or more of the LEDs inoperative - headlamp switch does not operate all required lamps simultaneously, excluding turn signal and hazard warning lamps - any lens or assembly displays a JIS marking, excluding the tail, parking and turn signal lamp assemblies on a vehicle imported into Canada that is 15 years or older	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
b) headlamps **Note:** "E" Code frontal illumination markings are compliant if labeled: **C CR C/R HC HC/R DC DCR DC/R HCHR DCHR** **Additional Inspection Procedure(s):** A double arrow (◄►) indicates a switchable beam pattern device and inspector must confirm proper low beam projection setting for LHD (Left Hand Drive) traffic pattern.	b) - less than two or more than four facing front, or not as far apart as practicable - not white, or proper filament is not lit - height is less than 560 mm (22 in.) or more than 1370 mm (54 in.) above road surface when measured at centre of lamp - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE, DOT or compliant "E" Code marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - markings are accompanied by a single directional arrow - assembly does not display either HG, DC, DR or DCR codes on a vehicle that has had its non-HID headlamp assembly retrofitted with HID bulbs - does not operate on high and low beam when activated by dimmer switch - not all LEDs illuminate if lamp is an LED assembly	
c) high beam indicator	c) - does not illuminate when high beam lamps are activated	
d) parking lamps	d) - not two located facing front - not as far apart as practicable - not white or amber - height is less than 380 mm (15 in.) or more than 1830 mm (72 in.) above road surface when measured at the centre of the lamp - lamp does not comply with CMVSS 108	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or JIS marking and proper lamp type coding if on a vehicle imported into Canada that is 15 years or older, or manufacturer has not provided a product compliance certificate	
e) tail lamps	e) - less than two located facing rear - not as far apart as practicable - not red - proper filament not lit - height is less than 380 mm (15 in.) or more than 1830 mm (72 in.) above the road surface when measured at the centre of lamp - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or JIS marking and proper lamp type coding if on a vehicle imported into Canada that is 15 years or older, or manufacturer has not provided a product compliance certificate	
f) stop lamps	f) - less than two, not facing rear, not as far apart as practicable, not red, or proper filament not lit when brakes applied - height is less than 380 mm (15 in.) or more than 1830 mm (72 in.) above road surface when measured at the centre of lamp - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
g) centre high-mounted stop lamp	g) - missing on a passenger car manufactured on or after January 1, 1987 - missing on a truck or MPV manufactured on or after January 10, 1997 - not one facing rearward - not red - not activated when brakes applied - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - not visible to rear	
h) turn signal lamps	h) - not four (excluding supplemental side-mounted turn signals), with two facing front and two facing rear as far apart as practicable - front not amber or white, rear not amber or red, or proper filament not lit - does not flash between 50 and 130 times per minute - height is less than 380 mm (15 in.) or more than 2110 mm (83 in.) above road surface when measured at centre of lamp - lamp (excluding supplemental side mounted turn signals) does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or JIS marking and proper lamp type coding if on a vehicle imported into Canada that is 15 years or older, or manufacturer has not provided a product compliance certificate - not activated only by the turn signal switch	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- turn signal switch does not remain in selected position and activate only the proper turn signal lamps - not a self-cancelling turn signal switch if equipped on a truck, passenger car or MPV manufactured on or after January 1, 1977	
i) turn signal indicators	i) - missing on vehicle manufactured on or after January 1, 1971 - does not accurately indicate turn direction	
j) hazard warning lamps and indicator	j) - missing on vehicle manufactured on or after January 1, 1971 - not four lamps as far apart as practicable - front not amber or white, rear not red or amber, or proper filament not lit - lamps and indicator(s) do not flash simultaneously when hazard warning lamps are activated - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - not activated only by hazard warning lamp switch	
k) number plate lamp(s)	k) - not white - does not illuminate rear number plate - not shielded so that light is not directed rearward - lamp does not comply with CMVSS 108	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	
l) side marker lamps	l) - missing on vehicle manufactured on or after January 1, 1971 - not four, with two on each side as close to corners as practicable - front not amber or rear not red - height is less than 380 mm (15 in.) above road surface when measured at the centre of lamp - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - front park lamp or tail lamp serves as side marker lamp but cannot be seen from the side	
m) backup lamps	m) - missing on a vehicle manufactured on or after January 1, 1971 - not one or two, or not located facing rear - not white - does not illuminate only when transmission is in reverse - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
n) clearance lamps	n) - missing on vehicle 2.05 m (80 in.) or more in width - not positioned as far apart as practicable indicating width of vehicle - not two amber facing front, or not two red facing rear - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	
o) identification lamps	o) - missing on vehicle 2.05 m (80 in.) or more in width - not positioned as close as practicable to the top and centre of vehicle - not three amber facing forward, or not three red facing rear - spaced apart less than 150 mm (6 in.) or more than 300 mm (12 in.) - lamp does not comply with CMVSS 108 - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	
p) daytime running lamps **Additional Inspection Procedure(s):** Inspect with engine running, transmission in forward gear and parking brake off. Headlamp switch to be in the "OFF" position.	p) - missing on vehicle manufactured on or after December 1, 1989 - not two located on front of vehicle - not white or amber - do not operate continually - lamp does not comply with CMVSS 108	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
Vehicle design may require vehicle to be driven several metres before system activates.	- non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	
q) fog lamps **Note:** The following items (items q to x) are not required equipment. However, if present on a vehicle they must meet requirements.	q) - more than two located on front - not white or amber on front - any part is higher than the headlamps - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - not activated by a dedicated switch within reach of the driver	
r) high beam driving lamps	r) - more than two driving lamps in total (low beam or high beam) - not white - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - does not illuminate only when headlamps are on high beam	
s) low beam driving lamps	s) - more than two driving lamps in total (low beam or high beam) - not white - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate - does not illuminate only when headlamps are on low beam	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
t) side turn signal repeaters	t) - more than two if located on fender between front bumper and front door, or more than four if located on exterior rear view mirrors - not one on each side and amber on fender between front bumper and front door - not one facing forward and amber on driver exterior rear view mirror and passenger exterior rear view mirror - not one facing rearward and amber or red on driver exterior rear view mirror and passenger exterior rear view mirror - not activated only by the turn signal switch - does not flash simultaneously with front turn signal lamps - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	
u) off-road lamps	u) - not covered with opaque cover	
v) under vehicle lamps	v) - not equipped with an interlock switch which prevents operation while the vehicle is in motion	
w) cargo lamps	w) - more than two - not white - not positioned and directed toward the rear of the vehicle - non-OEM lamp does not display SAE or DOT marking and proper lamp type coding, or the manufacturer has not provided a product compliance certificate	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
6.2 Prohibited Lighting: **Note:** Prohibited lighting is any flashing, oscillating or strobe lamp, or any lamp or signaling device not identified in Section 6, which is not approved by a Special Lighting Permit issued by the Registrar through a Manitoba Public Insurance Vehicle Standards & Inspections office or authorized by regulation (see note below). **Note:** Local vehicles for hire, emergency vehicles, roadside assistance vehicles, snow removal & winter maintenance vehicles and overhead utility vehicles may be equipped with several types of lighting prohibited for other vehicles. If in doubt, consult Part 3 of the *Vehicle Equipment, Safety and Inspection Regulation*. Inspect:		
a) prohibited lighting	a) - not approved by the registrar through the issuance of a special lighting permit or authorized by regulation	
6.3 Reflectors: **Note:** A lamp lens that is reflective may also function as a reflector. Inspect:		
a) all reflectors	a) - any reflector does not comply with CMVSS 108 - any reflector does not display SAE or DOT marking	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- height is less than 380 mm (15 in.) or more than 1530 mm (60 in.) above road surface - insecure or discolored - more than 20% of reflector is missing	
b) rear reflectors	b) - missing on vehicle manufactured on or after January 1, 1971 - not two facing rear at the same height - not spaced as far apart as possible - not red	
c) side marker reflectors	c) - missing on vehicle manufactured on or after January 1, 1971 - not two on each side, or not as close to corners as practicable - front not amber, or rear not red	
6.4 Lamp Aim: Inspect:		
a) headlamps	a) - aim not within manufacturer's specifications	
b) fog and driving lamps	b) - the vertical aim is to the left of the vertical centre line of the low beam - the horizontal aim is more than 0.0 mm (0.0 in) above or 100 mm (4 in.) below the horizontal centre line of the lamp (measured at 7.5 m (25 ft.) from lamp)	

Appendix 1 – Applicable SAE and DOT Codes	
CODE	**FUNCTION DESCRIPTION**
A	Reflex Reflector
A2	Reflex reflector for use on motor vehicles 2032 mm or more in overall width
A3	Reflex reflector for conspicuity treatment (CT) for use on vehicles 2032 mm or more in overall width
A4	Reflex reflector for CT vehicles > 2032 mm — 50 mm wide (truck or trailer)
A5	Reflex reflector for CT vehicles > 2032 mm width (truck or trailer)
A6	Reflex reflector for CT (vehicles 2032 mm width) — 100 mm wide (truck or trailer)
A7	Reflex reflector for CT (vehicles 2032 mm width) — 100 mm wide (school bus)
DL	Distributed lighting system (headlamp)
E	Side turn signal lamps - vehicles 12 m or more in length
E2	Side turn signal lamps - vehicles less than 12 m in length
F	Front Fog lamp
F2	Fog Tail lamps
G	Truck cargo lamp
H	Sealed beam headlamp
HC	Headlamp cleaner
HG	Discharge forward lighting (headlamp)
HH	Sealed beam headlamp housing
HR	Replaceable bulb headlamp
I	Turn signal lamp spaced greater than 100 mm from headlamp
I3	Turn signal lamps spaced from 75 mm to less than 100 mm from headlamp
I4	Turn signal lamps spaced from 60 mm to less than 75 mm from headlamp
I5	Turn signal lamps spaced less than 60 mm from headlamp
I6	Rear mounted turn signal lamp and front mounted turn signal lamps mounted 100 mm or more from the headlamp, for use on vehicles 2032 mm or more in overall width
I7	Front mounted turn signal lamp mounted less than 100 mm from the headlamp, for use on vehicles 2032 mm or more in overall width
J1690	Flasher
K	Front cornering lamps
K2	Rear cornering lamps
L	Licence plate lamps
P	Parking lamps
P2	Sidemarker lamp for use on vehicles 2032 mm or less in overall width

Appendix 1 – Applicable SAE and DOT Codes	
CODE	**FUNCTION DESCRIPTION**
P3	Clearance, sidemarker, and identification lamp for use on vehicles 2032 mm or more in overall width
PC	Combination clearance and sidemarker lamp
PC2	Combination clearance and sidemarker lamp for use on vehicles 2032 mm or more in overall width
Q	Turn signal operating unit - class A
QB	Turn signal operating unit - class B
QC	Vehicular hazard warning signal operating unit
QD1	Turn signal operating unit for use on vehicles 2032 mm or more in overall width - Type 1
QD2	Turn signal operating unit for use on vehicles 2032 mm or more in overall width - Type 2
QE1	Hazard warning operating unit for use on vehicles 2032 mm in overall width - Type 1
QE2	Hazard warning operating unit for use on vehicles 2032 mm in overall width - Type 2
R	Reversing (backup) lamps
S	Stop lamps
S2	Stop lamp for use on vehicles over 2032 mm or more in overall width
T	Tail lamps (rear position lamp)
T2	Tail lamp (rear position lamp) for use on vehicles 2032 mm or more in overall width
U	Supplemental high-mounted stop and turn signal lamp
U2	High mounted stop lamp for trucks 2032 mm or more in overall width
U3	Center high-mounted stop lamp for passenger cars, light trucks, and MPVs
W	Warning lamps for emergency, maintenance, and service vehicles
W2	Warning lamp for school buses
W3-1	Optical warning device - Class 1
W3-2	Optical warning device - Class 2
W3-3	Optical warning device - Class 3
W4	Emergency warning device (triangular shape)
W5-1	360° gaseous discharge lamp - Class 1
W5-2	360° gaseous discharge lamp - Class 2
W5-3	360° gaseous discharge lamp - Class 3
X	Adaptive (forward) lighting system
Y	Auxiliary high beam lamp
Y2	Daytime running lamp
Z	Auxiliary low beam lamps

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 7 — Electrical		
7.1 Wiring: Inspect:		
a) wiring	a) - interferes with driver's controls, or loose as to contact moving parts - not secured every 1.8 m	
b) insulation	b) - visible wiring has bare wire exposed	
7.2 Battery: Inspect:		
a) mounts, tray and box	a) - missing, broken, cracked, insecure or perforated	
b) cover, hold down, bolts, nuts and retainers	b) - missing, inferior or insecure	
c) battery	c) - improperly located, sealed or vented - installed so as to allow vented gases to enter into an enclosed passenger compartment - level 2 or level 3 leak of battery fluid	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 8 — Body **Note:** When a mechanic performing an inspection is in doubt as to the integrity of a structural component on any vehicle, written verification of compliance from an OEM- or Manitoba Public Insurance-accredited repair facility is required. **Additional Inspection Procedure(s):** Weakening can be evaluated by tapping with rounded end of a 10 to 12 ounce ball-peen hammer. Weakened metal will allow the hammer to penetrate through the metal.		
8.1 Hood and Safety Catch: Inspect:		
a) hood	a) - missing on any vehicle that is not a modified vehicle - labeled for off-road use	
b) primary and secondary latches **Note:** Latches include items such as hood pins, dzus fasteners, and similar retainers	b) - missing on any vehicle that is not a modified vehicle - broken, inferior, insecure, inoperable, or does not latch on primary and secondary catches	
c) hinges	c) - missing on any vehicle that is not a modified vehicle	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- broken, cracked, insecure, seized, inoperable, or bolts missing or loose	
8.2 Conventional Body: Inspect:		Any frame member, support or mount permits shifting of frame or body onto moving parts. Any condition indicating an imminent collapse of the frame. Any frame member or mount adversely affecting the support of any steering, engine, transmission, body or suspension component. A 38 mm (1.5 in.) or longer crack in a frame web. Any crack extends from a frame web around radius. A 25 mm (1 in.) or longer crack in bottom flange of frame.
a) protrusion	a) - any sharp edges protruding	
b) rear quarter panels and inner wheel housing	b) - perforated to allow exhaust gases to enter the trunk or passenger compartment	
c) wheel spray protection **Note:** Body overhang is the distance from the vertical centre line of the tire to the end of the body. Underbody height is the distance from the highest point of the bottom of the body overhang behind the rear wheel to the ground.	c) - missing fender, mudflap or mudguard if vehicle's body overhang measurement is three times or less the underbody height measurement - fenders, mudflap or mudguard not full tread width of tire, fender contacts tire, or coverage of the tire tread circumference is not, at a minimum, 15° to the front and 90° to the rear of the vertical centre line of the wheel measured at the centre of the wheel rotation	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- distance between the bottom of the mudflap or mudguard to the ground exceeds 210 mm, or the top of the mudflap or mudguard does not reach up to the top of the tire or a body element (whichever is lowest) - fender, mudflap or mudguard has a tear or wear hole that is larger than 100 mm across the longest dimension, or the aggregated longest dimensions of multiple holes in a single fender, mudflap or mudguard exceeds 100 mm	
d) cab corners	d) - perforated or inadequately sealed - repair material not of same type and thickness as OEM or repair not welded using OEM-approved method	
e) structural components	e) - perforated - repair not conducted using OEM-approved method	
f) floor, firewall and trunk	f) - perforated due to corrosion, any hole, or inadequately sealed - repair material not of same type and thickness as OEM or repair not welded using OEM-approved method	
g) frame rails and cross members	g) - inadequately repaired, cracked, broken, bent, compressed, kinked, weakened, twisted, torn, perforated or separated, attaching components missing or loose, or cut or notched to weaken member	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
h) engine, transmission mounts, supports and mounting hardware	h) - missing, broken, inferior, insecure, loose, split, or perforated by corrosion	
i) body mounts, supports, insulator and mounting hardware	i) - missing, broken, inferior, insecure, loose, split, or perforated by corrosion	
j) truck box and flatdeck	j) - any mounted hardware missing, insecure or inferior - any crack or hole in floor that would allow any load to escape - any cross member or floor support that is missing, broken, cracked, inferior, collapsed, perforated by rust, or any cross member or support that is altered without sufficient reinforcement	
8.3 Unibody and Monocoque: Inspect:		Any frame member, support or mount permits shifting of frame or body onto moving parts. Any condition indicating an imminent collapse of the frame or monocoque structure. Any frame member or mount adversely affects the support of any steering, engine, transmission, body or suspension component.
a) frame, strut towers and spring shackle supports, inner fender skirts and aprons, cowling, rocker panels, engine compartment side rails, upper reinforcements, a-b-c pillars, lower body rails and inner fender wells and floor pan or luggage compartment floor	a) - broken, cracked, bent, perforated, weakened, separated, kinked or torn - repair material not of same type and thickness as OEM or repair not welded using OEM-approved method - repair not conducted using OEM-approved method	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
b) body panels	b) - perforated so as to weaken structural integrity of vehicle or allow exhaust gases into occupant compartment	
c) frame rails, cross members and sub-frame assemblies	c) - missing, broken, cracked, loose, bent, perforated, weakened, separated, cut or notched, kinked, twisted, torn, compressed, separated, or attaching components missing or loose - repair not conducted using OEM-approved method	
d) wheel spray protection **Note:** Body overhang is the distance from the vertical centre line of the tire to the end of the body. Underbody height is the distance from the highest point of the bottom of the body overhang behind the rear wheel to the ground.	d) - missing fender, mudflap or mudguard if vehicle's body overhang measurement is three times or less the underbody height measurement - fenders, mudflap or mudguard not full width of tire, fender contacts tire, or coverage of the tire tread circumference is not at least 15° in front to at least 90° to the rear of the vertical centre line at each wheel measured at the centre of the wheel	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- distance from the bottom of the mudflap or mudguard to the ground exceeds 210 mm, or the top of the mudflap or mudguard does not reach up to the top of the tire or a body element (whichever is lowest) - fender, mudflap or mudguard has a tear or wear hole that is larger than 100 mm across the longest dimension, or the aggregated longest dimensions of multiple holes in a single fender, mudflap or mudguard exceeds 100 mm	
e) engine, transmission mounts, supports and mounting hardware	e) - missing, broken, inferior, insecure, loose, split, or perforated by corrosion	
f) protrusion	f) - any sharp edges protruding	
8.4 Bumpers: Inspect:		
a) bumper and rebar	a) - front bumper missing on a vehicle, other than a modified vehicle manufactured before January 1, 1970 that is not a raised vehicle - rear bumper missing on a vehicle, other than a modified vehicle manufactured before January 1, 1970 or a truck - broken, insecure, torn portion or ends protruding so as to create a hazard, perforated, splintering material, or modifications that lessen performance designed by OEM - passenger car manufactured on or after January 1, 1974: horizontal centerline of bumper is less than 350 mm (14 in.) or more than 560 mm (22 in.) from ground	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- trucks: lowest part of front bumper higher than 740 mm (29 in.) from ground - vertical surface less than 50 mm (2 in.) - does not extend to outside edges of frame rails, or does not extend from the frame rail to the outer edge of the tire if the fender does not extend to 90° to the front of the vertical centre line of the wheel - extends past the body line and the ends do not angle towards the body - not attached in original mounting position	
b) bumper cover	b) - insecure, or torn portion protruding so as to create a hazard	
8.5 Doors, Trunk Lid, Hatch, Rear Cargo Doors: Inspect:		
a) doors, trunk lid, hatch and rear cargo doors	a) - missing on any vehicle that is not a modified vehicle - inferior, perforated, or seal(s) missing	
b) occupant compartment door handles	b) - interior handle missing or inoperable on enclosed vehicle - exterior handle missing or inoperable on an enclosed vehicle that is not a modified vehicle - secondary catch missing on enclosed vehicle	
c) hinges and securement devices	c) - missing, broken, cracked, insecure, seized, inoperable, or bolt(s) missing or loose	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
8.6 Roof - retractable or removable: Inspect:		
a) securement devices	a) - missing, broken or inadequately secures roof	
8.7 Windshield: Inspect:		
a) condition	a) - missing or improperly installed - outright breakage - any crack in the critical viewing area exceeds 300 mm (12 in.) in length - total combined length of two or more cracks in critical viewing area exceeds 300 mm (12 in.) in length - three or more shot or star damages in excess of 25 mm (1 in.) in critical viewing area - five or more shot or star damages in excess of 25 mm (1 in.) anywhere on the windshield - cloudiness extends more than 76 mm (3 in.) towards the centre of the windshield - any exposed sharp edges - any damage through both layers of glass or missing glass exposing laminate	
b) tinting and obstructions	b) - windshield has been altered (i.e. decorative engraving or etching) - substance other than clear UV blocking tint applied to windshield below top 127 mm (5 in.) shade band - non-transparent or reflective film or substance applied to shade band area - uniform shade band reduces light transmission to less than 25%, unless OEM-equipped	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- graduated shade band reduces light transmission to less than 5% in the top 64 mm of the windshield, unless OEM-equipped - graduated shade band reduces light transmission to less than 25% in the area between 64 mm and 127 mm measured from the top of the windshield, unless OEM-equipped - any decals or device obstructs vision in the critical viewing area	
c) type	c) - not a safety glass of type AS-1, AS-10, AS-11C or AS-14 and so marked on a vehicle manufactured on or after January 1, 1952 - safety glass of type AS-14 on a vehicle that is a convertible or has no roof	
d) view **Additional Inspection Procedure(s):** Forward viewing area is measured at the windshield and is the measurement between the highest point of the dash, bottom of the windshield or the hood (and any protrusion), whichever is the highest, and the top of the windshield. **Note:** Rearview mirror and windshield wipers are not obstructions.	d) - vertical height of unobstructed forward viewing area in a normal seating position across entire windshield is less than 178 mm (7 in.)	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
8.8 Windows: Inspect:		
a) front sides	a) - not safety glass type AS-1, AS-2, AS-4A, AS-10, AS-11A, AS-14, AS-15A or AS-15B and so marked on a vehicle manufactured on or after January 1, 1971 - any window is broken or cracked, or has exposed edges - both front side windows do not operate as intended - less than 50% total light transmission - more than 35% light reflection - missing either outside rear-view mirrors - any reflective film or substance - clouded or deteriorated so as to restrict vision - any obstruction that prevents a clear viewing area 180° forward of the driver's seat back	
b) rear side and rear **Note:** Vehicles with aftermarket rear-side and rear window tinting must have both outside rear view mirrors.	b) - not safety glass of types AS-1, AS-2, AS-4, AS10, AS-11A, AS-11C, AS-14, AS-15A or AS-15B and so marked on a vehicle manufactured on or after January 1, 1971 - safety glass type A-3, except if equipped on a truck or MPV on a rear window that is not required for driving visibility - any window is broken or cracked, or has exposed edges - any reflective film or substance - clouded as to restrict vision - any obstruction that prevents a clear view to the rear and both sides if the vehicle is not equipped with both outside rear view mirrors	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- any substance applied to portion of rear window covering centre high-mounted stop lamp	
8.9 Windshield Wipers and Washers: Inspect:		
a) wipers	a) - does not have power driven wiper system - fails to clear approximately 80% of the windshield - fails to operate on both high and low speed on vehicles manufactured on or after January 1, 1971 - fails to operate on at least one speed on vehicles manufactured on or before December 31, 1970 - fails to return to park position	
b) blade(s)	b) - missing or torn	
c) arm(s)	c) - missing or broken	
d) washers **Additional Inspection Procedure(s):** Ensure fluid in system prior to testing.	d) - missing on vehicle manufactured on or after January 1, 1971 - fails to function, or fluid does not contact windshield in critical viewing area	
8.10 Mirrors – Interior: Inspect:		
a) interior mirrors **Note:** Passenger car requirement only.	a) - missing on a passenger car - broken, cracked, insecure, loose, or any condition which does not allow a clear view to the rear	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- not adjustable, or will not maintain a set position - surface area less than 645 mm^2 (10 sq. ft.), or either height or width is less than 50 mm (2 in.)	
8.11 Mirrors – Exterior: Inspect:		
a) all exterior mirrors **Note:** Power mirrors that maintain a set manual adjustment do not require the switch to operate. This would be an advisement only.	a) - broken, cracked, insecure, loose, or any condition which does not provide a clear view to the rear - not adjustable, or will not maintain a set position - passenger cars: reflective surface area is less than 80 cm^2 (12.4 sq. in.) or less than 64.5 cm^2 (10 sq. in.) if convex - MPVs, vans, or trucks: surface area is less than 125 cm^2 (19.5 sq. ft.)	
b) driver side exterior rear view mirror	b) - missing from passenger car manufactured on or after January 1, 1971 - missing from any truck or MPV - missing from vehicle with aftermarket window tinting	
c) passenger side mirror	c) - missing from MPV manufactured on or after September 1, 1988 - missing from vehicle equipped with aftermarket window tint - missing from any truck	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
8.12 Sun Visor: Inspect:		
a) sun visor	a) - missing on driver's side if equipped by OEM at time of manufacture - not adjustable or cannot be maintained in a set position - inadequate for intended purpose	
8.13 Windshield Defroster or Defogger: **Additional Inspection Procedure(s):** Turn on the defroster or defogger fan and feel for heated air coming out of the defroster or defogger ducts. Inspect:		
a) defroster or defogger	a) - missing on vehicle where the design, construction or alteration readily allows the passenger compartment to be enclosed - fan does not function on high speed - heated air cannot be felt exiting defroster duct	
8.14 Seats: **Note:** Includes cushions, seat backs and headrests. Seat back locks not part of inspection. Inspect:		
a) driver's seat	a) - frame missing, broken or inadequately secured - adjusting mechanism fails to operate	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- will not remain in set position - covering material missing or torn, and any metal component or spring is exposed - seat and seat back will not remain in an upright position - not designed for automotive use	
b) passenger seats	b) - frame missing, broken or inadequately secured - covering material missing or torn, and any metal component or spring is exposed - not designed for automotive use	
8.15 Seat Belts: Inspect:		
a) seat belts	a) - missing on vehicle manufactured on or after January 1, 1971 - missing on vehicle manufactured before January 1, 1971 if OEM equipped - broken, inferior, frayed, split, torn, stretched or insecurely anchored	
b) buckles	b) - missing, broken, fails to latch or release, or release guard missing	
c) retractors	c) - does not fully extend or retract, or motorized retractors do not lock into ''ON'' position	
d) shoulder on lap adjustment mechanism	d) - fails to adjust	
e) compliance label	e) - aftermarket seat belt assembly not labeled as either CMVSS or FMVSS compliant	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
	- aftermarket seat belt assembly labelled "Not For Road Use"	
f) pre-tensioner and load limiter	f) - pre-tensioner has been activated and system not repaired or replaced to meet OEM standard - load limiter has been activated and system not repaired or replaced to meet OEM standard	
8.16 Supplemental Restraint System (SRS) Indicator Light: **Additional Inspection Procedure(s):** Start engine and check the status of the air bag (SRS) indicator light. Inspect:		
a) air bag (SRS) indicator light	a) - fails to function during test cycle or remains illuminated with engine running if the vehicle's manufacturer originally equipped the vehicle with one or more air bags - any visual evidence of tampering	
8.17 Air Bag Cover: Inspect:		
a) air bag cover	a) - missing if the vehicle's manufacturer originally equipped it with one or more air bags - damaged or inferior	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 9 — Tires and Wheels		
9.1 Tires: **Note:** Every tire must have a minimum tread depth when measured throughout a continuous circumferential band excluding tread wear indicators on the tread of all major grooves of the tire tread width of at least 1.6 mm (2/32 in.) on all tires. Inspect:		Tire tread is cut or damaged into the cord. Any tire is flat. Tire is marked "not for highway use" or has similar markings indicating it is not for use on a highway.
a) tread depth	a) - less than 1.6 mm (2/32 in.) tread is remaining - any tread wear indicator contacts the road surface	
b) condition	b) - exposed cords, separation, bulges, repaired with boot or blowout patch, no tread in cupped or flat spot area, or lateral run-out is evident	
c) tire inflation pressure	c) - more than 10% above or below component manufacturer's recommended pressure - air leakage is evident	
d) tire size	d) - vehicle is equipped with a tire having a tread width less than the vehicle manufacturer's recommended specifications - different size tires on one axle if dual pair, one of a dual pair more than 13 mm (0.5 in) difference in diameter, or tires within a dual pair contacting each other	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- front tire tread width less than 140 mm (5.5 in.) on a vehicle that has been altered so as to increase the weight or load on the front wheels (e.g., engine swap)	
e) tire type	e) - equipped with both bias ply tires and radial ply tires on same axle, or with radial ply tires on front axle and bias ply tires on rear axle - vehicle is equipped with studded tires between May 1 and September 30, both dates inclusive - only one tire on drive-axle studded, rear drive-axle tire not studded with front tires studded, or not all tires studded on a front wheel drive vehicle	
f) markings	f) - no "DOT" markings or National Safety Marks	
g) directional tire	g) - improperly installed	
h) weight rating	h) - the weight on any tire exceeds the weight rating of that tire	
i) clearance	i) - evidence of tire contact with any component at any point throughout the entire steering and suspension travel	
j) retreaded and recapped tires	j) - passenger car or truck equipped with retreaded or recapped tire on any steering axle	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
9.2 Wheel and Rim: Inspect:		In excess of 25% of nuts missing on any wheel. Any wheel is broken, cracked or loose.
a) wheel and rim	a) - missing, broken, cracked, loose, bent or crooked - improper type - stud holes elongated - welding other than by component manufacturer - centre lock knock-off type loose on hub splines - any wheel or rim has wobble in excess of OEM or component manufacturer's specifications or is out of round	
b) studs and nuts	b) - missing, broken, cracked, inferior, loose, bent, crooked, seized, cross threaded, stripped, or nut not fully engaged with stud threads	
c) wheel fastener torque	c) - not torqued to manufacturer's specifications	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
Section 10 — Passenger Accessibility Features and Equipment **Note:** Accessibility features are items that are provided on "accessible vehicles" specifically designed for entry, accommodation, securement and exiting of persons with various physical conditions that may limit their mobility. Many of these features are designed to provide access to the vehicle by means of a mobility assistive device (such as a cane, walker, wheelchair or scooter). The items listed in this section apply only to those features on this type of accessible vehicle.		
10.1 Service Ramps: Inspect:		
a) maximum gradient of ramp	a) - gradient is less than 1 in 3	
b) skid resistant surface	b) - surface not skid resistant	
c) width	c) - less than 760 mm (30 in.) in width	
d) sides of ramp	d) - not fitted with guards 25 mm (1 in.) to 50 mm (2 in.) in height	
e) load capability	e) - static load design under 340 kg (750 lbs) over a length of 1100 mm (42 in.) and the full width of the ramp halfway up the ramp	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
f) exposed moving parts	f) - not guarded	
g) operation	g) - fails to function in all weather conditions	
h) controls	h) - more than one control, or no storage provision for control	
i) power ramp control safety device	i) - no safety device provided to prevent the operation of the ramp when the parking brake of the vehicle is not engaged - fails to function	
j) manual override capability	j) - missing - fails to function	
k) operating instructions	k) - not posted, or illegible	
l) ramp storage position inside vehicle	l) - insecure	
10.2 Accessibility Lifts: Inspect:		
a) lift securement	a) - not provided	
b) lift dimensions	b) - width less than 760 mm (30 in.) or length less than 965 mm (38 in.)	
c) load capability	c) - not capable of lifting minimum load	
d) lift platform surface	d) - not equipped with skid resistant material, or skid resistant material excessively worn	
e) guards at platform sides	e) - not 25 mm (1 in.) to 50 mm (2 in.) in height	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
f) platform and lip	f) - lip at the outer edge is less than 65 mm (2.5 in.) when in the raised position - lip is not in the vertical position when the platform is in the lifting or lowering mode - lip is not retracted when the platform reaches the lower limit of travel	
g) exposed moving parts	g) - not guarded	
h) platform speed	h) - less than 0.06 m/s (12 fpm) or greater than 0.13 m/s (25 fpm) from a no load to a rated load condition, or lift platform descends at more than the maximum rated speed	
i) operation	i) - fails to function in all weather conditions	
j) controls	j) - not located so as to enable the operator to stand anywhere around the edge of the platform when operating the lift - operable using more than one hand - not of a continuous pressure type - less than or more than one storage provision	
k) power ramp control safety device	k) - no safety device provided to prevent the operation of the ramp when the parking brake of the vehicle is not engaged or fails to function	
l) manual override capability	l) - missing - fails to function	
m) operating instructions	m) - not posted, or illegible	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
n) power closing platform	n) - power closing platform does not fold in "up" position, or folds when more than 22 kg (48 lbs) is in the centre of the platform	
10.3 Mobility Aid Securement and Occupant Restraint Systems **Note:** Only required in vehicles with passenger mobility aid securement and occupant restraint systems. Inspect:		
a) retractors	a) - missing - fails to properly lock - webbing is cut, frayed, damaged, split, torn or stretched	
b) pin connectors	b) - any pin connector bushing is missing, broken, cracked or damaged	
c) floor anchorages	c) - missing or insecure - unclean as to prevent proper locking of retractor	
d) floor track and hardware	d) - missing, loose or insecure - any sign of corrosion - track fitting does not move freely along entire length of track - track fitting wobbles on retractor	
e) shoulder belt anchorages	e) - missing or insecure	
f) shoulder and lap belt	f) - missing, broken, inferior, or insecurely mounted	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	 HAZARDOUS CONDITIONS
	- webbing is cut, frayed, damaged, split, torn or stretched - buckle is missing, broken, cracked, worn or corroded - end fitting is attached to webbing insecurely - cannot be lengthened or shortened - fails to properly lock	
g) mounting hardware	g) - missing or insecure	
h) mobility aid securement and occupant restraint systems	h) - any metal component is broken, cracked. worn or corroded - any component is not installed as per manufacturer's installation instructions - any component does not have manufacturer's label or logo, excluding floor track - all components are not of the same manufacturer - any component is not secured to a metal vehicle body structure	
10.4 First Aid Kit: Inspect:		
a) first aid kit	a) - missing in vehicle with passenger mobility aid securement and occupant restraint systems - location not plainly marked if first aid kid is not in view of driver	
b) size and contents	b) - not equivalent to Manitoba Workers' Compensation kits	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
c) first aid container	c) - not a sturdy, dustproof removable container made of metal or of plastic of comparable strength	
d) mounting	d) - improper holder	
10.5 Fire Extinguisher: Inspect:		
a) fire extinguisher	a) - missing in vehicle with passenger mobility aid securement and occupant restraint systems - badly damaged	
b) accessibility	b) - obstructed	
c) type and capacity	c) - not equipped with at least one fire extinguisher showing a rating of 2A:10B:C or better	
d) mount	d) - insecure - not in a quick release holder in the view of the driver	
e) seal	e) - missing if fire extinguisher not equipped with gauge - broken or not in place	
f) charge	f) - reading less than minimum	
g) approval and label	g) - not approved by FM Global (FM), Underwriters Laboratories (UL) or Underwriters Laboratories of Canada (ULC) and labeled accordingly - no name plate or instructions	

ITEM AND METHOD OF INSPECTION	REJECT IF GENERAL CONDITIONS	HAZARDOUS CONDITIONS
h) gauge **Additional Inspection Procedure(s):** To inspect gauge, tap gauge and inspect.	h) - moves to "recharge" or down	
i) powder	i) - cannot feel powder shift	
j) nozzle	j) - deteriorated, clogged or corroded through	
10.6 Ventilation: Inspect:		
a) static type exhaust ventilator	a) - missing at least one in vehicle with passenger mobility aid securement and occupant restraint systems that is not also equipped with functioning air conditioning	
10.7 Warning Device: **Note:** Required in vehicles with passenger mobility aid securement and occupant restraint system only. Inspect:		
a) advanced warning device	a) - missing in vehicle with passenger mobility aid securement and occupant restraint systems - not three present in kit - not triangular reflex reflectors	