

NB: the DRAFTING NOTES are subject to further legal review as well as final approval of the Ministry of Infrastructure and Transportation. The format and legal text of the final regulation may look different

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## Proposed Commercial Vehicle Safety Regulation – General Provisions

<b>1. Definitions</b>	
	In this Regulation,
(a)	“Act” means the <i>Traffic Safety Act</i> .
(b)	“bus” means a “bus” under section 130(1)(a) of the Act.
(c)	“carrier” means a “carrier” under section 130(1)(b) of the Act.
(d)	“handi-bus” means a “handi-bus” as defined in the <i>Vehicle Inspection Regulation</i> (AR XXX/2006).
(e)	“motor coach” means a bus of monocoque design, manufactured with under-floor baggage storage but does not include a transit bus.
(f)	“notice of defect” means a notice issued by a manufacturer, distributor or importer of a vehicle as prescribed by the <i>Motor Vehicle Safety Act</i> (Canada).
(g)	“school” means <ul style="list-style-type: none"> <li>(i) a school as defined in s.1(1)(y)(i), (ii) and (iii) of the <i>School Act</i>, or</li> <li>(ii) a charter school as defined in s. 1(1)(c) of the <i>School Act</i>.</li> </ul>
(h)	“school board” means <ul style="list-style-type: none"> <li>(i) a board as defined in section 1(1)(b) of the <i>School Act</i>, and</li> <li>(ii) a person or organization that operates a private school as defined in section 1(1)(s) of the <i>School Act</i>.</li> </ul>
(i)	“school bus” means a bus that meets the requirements of a Type A1, A2, B, C or D school bus of the Canadian Standards Association D250 applicable at the time of manufacture and that is used primarily to transport students to or from a school.
(j)	“student” means a student as defined in section 1(1)(gg) of the <i>School Act</i> .
(k)	“transit bus” means a “transit bus” as defined in the <i>Vehicle Inspection Regulation</i> (AR XXX/2005
<b>2. Operation an Unsafe Vehicle</b>	
	In addition to any other provisions under this regulation, a person shall not operate or permit another person to operate a commercial vehicle on a highway if the vehicle or any equipment of that vehicle is in a condition that is likely to cause danger to persons or properties.
<b>3. Compliance of Safety Standards</b>	
	Unless otherwise provided in the schedule, a person shall not operate or permit another person to operate a commercial vehicle on a highway unless the vehicle complies with the Safety Standards in Schedule 1.
<b>4. Compliance of Maintenance Standards</b>	
(1)	In this section, sections 5 and 6, and in Schedules 2A and 3, a “commercial vehicle” means: <ul style="list-style-type: none"> <li>(a) a commercial vehicle, or a combination of commercial vehicles, that is registered for a gross weight of more than 4,500 kg and that is not a bus, or</li> <li>(b) a bus.</li> </ul>
(2)	Unless otherwise provided in this section or in Schedule 2A, a person shall not operate or permit another person to operate a commercial vehicle on a highway unless the

	<p>vehicle is regularly and continuously maintained in accordance with the standards prescribed in:</p> <ul style="list-style-type: none"> <li>(a) Schedule 2A;</li> <li>(b) the <i>Vehicle Equipment Regulation</i> (AR 322/2002);</li> <li>(c) the <i>Motor Vehicle Safety Act</i> (Canada) applicable at the time of manufacture; and</li> <li>(d) the <i>Motor Vehicle Safety Regulation</i> (Canada) applicable at the time of manufacture.</li> </ul>
	(3) In addition to subsection (2), a person shall not operate or permit another person to operate a bus that is equipped to transport persons with physical disability on a highway unless the vehicle is regularly and continuously maintained in accordance with the standards prescribed in Schedule 2B.
	(4) In addition to subsections (2) and (3), a person shall not operate or permit another person to operate a handi-bus on a highway unless the vehicle is regularly and continuously maintained in accordance with the standards prescribed in Schedule 2C.
	(5) In addition to subsection (2), a person shall not operate or permit another person to operate a school bus on a highway unless the vehicle is regularly and continuously maintained in accordance with the standards prescribed in: <ul style="list-style-type: none"> <li>(a) Schedule 2D; and</li> <li>(b) the Canadian Standards Association D250, applicable at the time of manufacture.</li> </ul>
	(6) In addition to subsections (2), (3), (4) and (5), if the manufacturer of a commercial vehicle constructs a vehicle to standards that are higher than any of the requirements under subsections (2), (3), (4) or (5), as the case may be, a person shall not operate or permit another person to operate that vehicle on a highway unless that vehicle is maintained to those higher standards.
	(7) A carrier shall prepare and carry out a maintenance and inspection program that pertains to the carrier's commercial vehicle.
	(8) Subsection (7) does not apply to a commercial vehicle, or a combination of commercial vehicles, that is registered for a gross weight of: <ul style="list-style-type: none"> <li>(a) less than 11,794 kg if the vehicle is operated solely within Alberta,</li> <li>(b) less than 4,501 kg if the vehicle is operated between Alberta and other jurisdictions, or</li> </ul> and that is not a bus
	(9) Despite subsection (8)(a), the Registrar may require a carrier that operates a commercial vehicle, or a combination of commercial vehicles, that is not a bus and that is less than 11,794 kg to comply with the requirements of subsection (7).
	(10) A maintenance and inspection program under subsection (7) shall be in writing and provide for a continuous and regular program for the inspection, maintenance, and repair of the carrier's vehicle according to the following requirements where applicable: <ul style="list-style-type: none"> <li>(a) this section and Schedules 2A, 2B, 2C and 2D, as applicable;</li> <li>(b) section 7 and Schedule 3; and</li> <li>(c) section 8 and Schedule 4.</li> </ul>
	(11) A carrier shall maintain a copy of the maintenance and inspection program prepared under subsection (7) in each location of the carrier where the maintenance and inspection of the carrier's commercial vehicles are being carried out.

	(12) Subsection (4) does not apply to a handi-bus that was purchased or first used as a handi-bus before September 1, 1999.
<b>5. Corrective Actions</b>	
	When a commercial vehicle requires repair in order to comply with sections 4(2), (3), (4), (5) or (6), (a) the replacement parts used in the repair of that vehicle: (i) shall be designed for the particular application for which they are used; (ii) shall be in proper working condition; and (iii) shall be properly installed, and (b) the repair shall be completed in a manner to ensure the safe operation of the vehicle.
<b>6. Notice of Defect</b>	
	When an owner receives a notice of defect in respect of one of the owner's commercial vehicles, the owner shall forthwith: (a) repair or otherwise modify the vehicle, or cause it to be repaired or modified, in accordance with instructions provided by the manufacturer in the notice; or (b) if instructions are not given by the manufacturer, repair or otherwise modify the vehicle
<b>7. Trip Inspection Requirements</b>	
	(1) In this section and in Schedule 3, (a) "commercial vehicle" means (i) a truck, truck-tractor, trailer or a combination thereof that is registered for a gross weight of more than 4,500 kg and travels between Alberta and other jurisdictions, (ii) a truck, truck-tractor, trailer or a combination thereof that is registered for a gross weight of 11,794 kg or more and travels solely within Alberta (iii) a bus other than a transit bus. (b) "trailer" means a "trailer" as defined in the <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002); (c) "truck" means a "truck" as defined in the <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002) (d) "truck-tractor" means a truck designed primarily for drawing other vehicles and not constructed for carrying any load other than a part of the weight of the vehicle and load drawn, and includes a vehicle designed to accept a fifth wheel coupling but does not include a crane-equipped breakdown vehicle.
	(2) Unless otherwise provided in this section or in Schedule 3, a carrier shall not permit a driver to drive, and a driver shall not drive, a commercial vehicle unless the vehicle complies with the trip inspection requirements under Schedule 3.
<b>8. Cargo Securement Requirements</b>	
	(1) In this section (a) "commercial vehicle" means a commercial vehicle, or a combination of commercial vehicles, that is registered for a gross weight of more than 4,500 kg and that is not a bus; (b) "Standard" means the National Safety Code Standard 10 (Cargo Securement), section 1 (Interpretation), and Parts 1 to 4, made by the Canadian Council of Motor

	Transport Administrators and dated September 23, 2004, adopted by section 8(2); (c) vehicles referred to in the Standard are commercial vehicle under clause (a).
(2)	The Standard is adopted as amended from time to time and forms part of this Regulation.
(3)	(a) an owner of a commercial vehicle shall not permit a driver to operate a commercial vehicle where the cargo transported in or on the vehicle is not contained, immobilized or secured in accordance with the Standard, as it relates to the particular type of commercial vehicle.  (b) a driver shall not operate a commercial vehicle where the cargo transported in or on the vehicle is not contained, immobilized or secured in accordance with the Standard, as it relates to the particular type of commercial vehicle.
(4)	A driver or an owner of a commercial vehicle shall ensure that cargo transported by a commercial vehicle is contained, immobilized or secured so that it cannot (a) leak, spill, blow off, fall from, fall through or otherwise be dislodged from the vehicle, or (b) shift upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.
<b>9. School Bus Operations</b>	
(1)	Unless otherwise provided in this section or in Schedule 4, a person shall not operate or permit a person to operate a school bus on a highway unless the school bus complies with the standards prescribed in (a) Schedule 4; (b) the Act; and (c) other Regulations under the Act.
(2)	This section does not apply to a school bus operated pursuant to an agreement under section 52 of the <i>School Act</i> .
<b>10. Driveaway and Towaway Requirements</b>	
(1)	In this section and Schedule 5, "driveaway or towaway operation" means an operation in which a commercial vehicle transports one or more vehicles, for the purpose of delivery, distribution, sale or display, by towing them in circumstances under which at least one set of wheels of the towed vehicles is in contact with the highway during transportation.
(2)	Unless otherwise provided in this section or in Schedule 5, a person shall not operate or allow another person to operate the towing vehicle in a driveaway or towaway operation unless the vehicles and related equipment use in the operation complies with Schedule 6.
(3)	Subsection (2) does not apply to (a) a tow truck that is engaged in the recovery of a vehicle, or (b) a vehicle towing a temporarily disabled vehicle to a place of repair.
<b>11. Transportation of Anhydrous Ammonia and Other Fertilizers Requirements</b>	
(1)	In this section and Schedule 6, "implement of husbandry" means an implement of husbandry as defined in the <i>Use of Highways and Rules of the Road Regulation</i> (AR 304/2002).
(2)	Unless otherwise provided in Schedule 6, a person shall not transport or permit another person to transport anhydrous ammonia and other fertilizers in a commercial vehicle or an implement of husbandry unless the vehicle or the implement complies with the

	standards prescribed in Schedule 6.
<b>12. Records Requirements</b>	
	(1) In this section and section 13, (a) "carrier" includes a carrier subject to section 4(7) or section 4(9). (b) "commercial vehicle" means a commercial vehicle or a combination of commercial vehicles subject to section 4(8) or section 4(9).
	(2) A carrier shall maintain, or cause to be maintained, the following records pertaining to each commercial vehicle used in carrier's business: (a) an identification of the vehicle, including (i) a unit number, the manufacturer's serial number, or a similar identifying mark, (ii) the make of the vehicle, (iii) the year of manufacture, and (iv) the size of the tires with which the vehicle is equipped; (b) a record of the inspection under the <i>Vehicle Inspection Regulation</i> (AR xx/2006), and repairs, lubrication and maintenance for the vehicle including (i) the nature of the inspection or work performed on the vehicle, and (ii) the date on which that inspection or work took place and the odometer or hubometer reading on the vehicle at that time; (c) notices of defect received from the vehicle manufacturer and the corrective work done on the vehicle in relation to those notices, (d) trip inspections pursuant to section 7.
	(3) The carrier shall ensure that the records required under this section are true, accurate and legible.
<b>13. Maintenance of Records</b>	
	(1) Subject to subsection (3), the records referred to in section 12(2) shall be retained by the carrier, (a) except for the records under section 12(2)(d), for the current calendar year and the 4 calendar years immediately preceding, and (b) in the case of the records under section 12(2)(d), for the current month and 6 months immediately preceding.
	(2) Notwithstanding subsection (1), when a commercial vehicle is permanently retired from use in business by the owner or is disposed of, records kept in respect of that vehicle shall be retained for a period of 6 months from the date that the vehicle was so retired or disposed of.
<b>14. Interference with Records</b>	
	No person shall mutilate, deface, falsify or alter any of the records required under section 13.
<b>15. Registrar Exemption</b>	
	(1) The Registrar, at any time, may exempt a person or vehicle from any requirements under this regulation, subject to any terms and conditions the Registrar considers appropriate.
	(2) The exemption under subsection (1) may be provided to a specific person or vehicle or

	to a class or group of persons and vehicles.
<b>16. Notice of Administrative Penalty</b>	
	<p>(1) A notice of an administrative penalty imposed under section 143 of the Act shall contain the following information:</p> <ul style="list-style-type: none"> <li>(a) the name of the person on whom the administrative penalty is imposed;</li> <li>(b) the section of this regulation the person has contravened or failed to comply with;</li> <li>(c) a brief description of the nature of the contravention or failure to comply identified under clause (b);</li> <li>(d) the amount of the administrative penalty imposed;</li> <li>(e) whether the penalty is fixed or accumulates for each day or part of a day that the contravention or failure to comply occurs or continues;</li> <li>(f) the date the notice of the administrative penalty is issued;</li> <li>(g) the date by which the penalty shall be paid, unless the penalty is an accumulating penalty;</li> <li>(h) a statement describing the right of a person on whom the administrative penalty is imposed to appeal the administrative penalty to the Board, the addresses to which the appeal is to be sent, how the appeal is to be made and the date by which the appeal is to be made.</li> </ul>
	(2) The form of the notice of the administrative penalty, containing at least the information described in subsection (1), shall be approved by the Registrar.
<b>17. Determination of Penalty Amount</b>	
	<p>(1) The Registrar is to determine the amount of the administrative penalty imposed on a person after considering the following factors and the considerations described in subsection (2):</p> <ul style="list-style-type: none"> <li>(a) the seriousness of the contravention;</li> <li>(b) whether a collision occurred or the danger that a collision could have occurred as a result of the contravention;</li> <li>(c) the history of contraventions of this regulation by the person on whom the administrative penalty is imposed;</li> <li>(d) any other factor determined relevant by the Registrar.</li> </ul>
	<p>(2) The Registrar is to be guided by the following considerations:</p> <ul style="list-style-type: none"> <li>(a) the amount of the administrative penalty imposed should reflect the seriousness of the contravention;</li> <li>(b) the greater the danger or possibility that a collision could have occurred, or the greater the degree of risk to people or property that did occur as a result of the contravention, or the fact that a collision did occur, the higher the penalty should be;</li> <li>(c) the more times a person has previously been issued an administrative penalty the higher the penalty should be;</li> <li>(d) the greater the degree of wilfulness or neglect in the contravention, the higher the penalty should be.</li> <li>(e) any other consideration determined relevant by the Registrar.</li> </ul>
<b>18. Limitation Period</b>	
	An administrative penalty may be imposed only within 6 months of the date the Registrar first becomes aware of the contravention of this Regulation in respect of which the administrative penalty is to be imposed.
<b>19. Offences</b>	
	A person who contravenes or fails to comply with any of the following is guilty of an offence:



	Section (TBD)
20. Transitional	
	<p>(1) In this section, “previous regulation” means:</p> <ul style="list-style-type: none"> <li>(a) <i>Commercial Vehicle General Equipment and Safety Regulation</i> (AR 435/86)</li> <li>(b) <i>Commercial Vehicle Maintenance Standards Regulation</i> (AR 118/89)</li> <li>(c) <i>Commercial Bus Inspection, Equipment and Safety Regulation</i> (AR 428/91)</li> <li>(d) <i>Bus Safety Regulation</i> (AR 235/82)</li> <li>(e) <i>School Bus Operation Regulation</i> (AR 437/86)</li> <li>(f) <i>Driveaway and Towaway Regulation</i> (AR 427/86)</li> <li>(g) <i>Transportation of Anhydrous Ammonia and Other Fertilizers Regulation</i> (AR 436/86)</li> <li>(h) <i>Log Haul Regulation</i> (AR 431/86)</li> <li>(i) <i>Cargo Securement Regulation</i> (AR 1/2005)</li> </ul>
	<p>(2) A maintenance and inspection program prepared by a carrier that meets the requirements of:</p> <ul style="list-style-type: none"> <li>(a) section 5 of the <i>Commercial Vehicle Maintenance Standards Regulations</i> (AR 118/89), or</li> <li>(b) section 12 of the <i>Commercial Bus Inspection, Equipment and Safety Regulation</i> (AR 428/91)</li> </ul> <p>is deemed to be a maintenance and inspection program prepared under this regulation.</p>
	<p>(3) Any records that were created or maintained by a person under:</p> <ul style="list-style-type: none"> <li>(a) sections 8 or 9 of the <i>Commercial Vehicle Maintenance Standards Regulation</i> (AR 118/89), or</li> <li>(b) sections 4(1)(a), 15 or 16 of the <i>Commercial Bus Inspection, Equipment and Safety Regulation</i> (AR 428/91)</li> </ul> <p>are deemed to be a record created and maintained under this regulation.</p>

## Schedule 1 – Commercial Vehicle Safety Standards

1. Compliance Label and National Safety Mark	
	(1) In this section, a Compliance Label includes a Final-stage Manufacturer's Compliance Label.
	(2) No person shall operate or allow a person to operate a commercial vehicle unless the vehicle has attached on it: <ul style="list-style-type: none"> <li>(a) a National Safety Mark and</li> <li>(b) a Compliance Label</li> </ul> <p>issued in accordance with the <i>Motor Vehicle Safety Act</i> (Canada) and regulations under that Act.</p>
	(3) If a commercial vehicle is modified to such degree that it no longer conforms with the information contained in that vehicle's original Compliance Label, no person shall operate or allow a person to operate that vehicle unless that vehicle: <ul style="list-style-type: none"> <li>(a) has attached on it another Compliance Label issued in accordance with the <i>Motor Vehicle Safety Act</i> (Canada) and regulations under that Act showing the new information of the modified vehicle;</li> <li>(b) carries a certificate issued by a qualified Professional Engineer certifying that the vehicle meets the requirements of the <i>Motor Vehicle Safety Act</i> (Canada) and regulations under that Act; or</li> <li>(c) carries a certificate issued by a person approved by the Registrar certifying that the vehicle meets the requirements of the <i>Motor Vehicle Safety Act</i> (Canada) and regulations under that Act.</li> </ul>
	(4) (a) Subsection (2) does not apply to a commercial vehicle manufactured on or before December 31, 2009. (b) Subsection (3) does not apply to the modifications to a commercial vehicle completed on or before December 31, 2009.
2. Vehicle Identification Number	
	No person shall operate or allow a person to operate a commercial vehicle unless the vehicle has attached to it: <ul style="list-style-type: none"> <li>(a) a vehicle identification number issued in accordance with the <i>Motor Vehicle Safety Act</i> (Canada) or a regulation under that Act;</li> <li>(b) an assigned identification number issued under the <i>Operator Licensing and Vehicle Control Regulation</i> (AR 320/2002); or</li> <li>(c) a number or identification mark that is accepted by the Registrar under the <i>Operator Licensing and Vehicle Control Regulation</i> (AR 320/2002)</li> </ul> <p>and the number or mark referred to in clause (a), (b) or (c) is identical to the number or mark contained in the certificate of registration issued for that vehicle by the Registrar.</p>
3. Slow moving vehicles	
	(1) In this section, "slow moving vehicle sign" means a sign that complies with <ul style="list-style-type: none"> <li>(a) the Society of Automotive Engineers Standard J943, as amended from time to time, or</li> <li>(b) the Canadian Standards Association Standard M671-99: Slow Moving Vehicle Identification, as amended from time to time.</li> </ul>

	<p>(2) A person shall not operate a commercial vehicle on a highway that is</p> <ul style="list-style-type: none"> <li>(a) a slow moving vehicle,</li> <li>(b) a piece of slow moving equipment or machinery,</li> <li>(c) an animal drawn vehicle; or</li> <li>(d) a piece of machinery or equipment designed for use at speeds that are less than 40 km per hour</li> </ul> <p>unless a slow moving vehicle sign is displayed at the rear of the vehicle, or at the rear of the load carried by the vehicle, whichever is furthest from the front of the vehicle, in the following manner:</p> <ul style="list-style-type: none"> <li>(e) broad base down,</li> <li>(f) sign side facing to the rear,</li> <li>(g) located at or as close to the centre line of the vehicle as is practicable,</li> <li>(h) at a height of not less than 0.90 metres or greater than 1.50 metres above the road surface, and</li> <li>(i) is clean, legible and visible.</li> </ul>
	<p>(3) Subsection (2) does not apply to any construction or maintenance equipment while that equipment is:</p> <ul style="list-style-type: none"> <li>(a) engaged in construction or maintenance work, and</li> <li>(b) operated in the presence of a flagman or where there are warning signs notifying persons of the equipment's presence.</li> </ul>
<b>4. Advance warning triangle</b>	
	<p>(1) In this section, "advance warning triangle" means:</p> <ul style="list-style-type: none"> <li>(a) an emergency warning device that complies with the Society of Automotive Engineers Standard J774, as amended from time to time, and</li> <li>(b) that is visible for a distance of at least 150 metres under normal atmospheric conditions.</li> </ul>
	<p>(2) (a) Subject to clause (b) no person shall operate or allow a person to operate a commercial vehicle unless the vehicle carries advance warning triangles.</p> <p>(b) In the case of a school bus, the bus shall carry at least 3 advance warning triangle.</p>
	<p>(3) The operator of a commercial vehicle to which subsection (2) applies shall produce the advance warning triangles on the demand of a peace officer.</p>
	<p>(4) This section does not apply when the commercial vehicle is being operated within the boundaries of an urban area or between that urban area and an abutting urban area.</p>
<b>5. Warning on rear of tank truck</b>	
	<p>(1) No person shall operate or allow a person to operate a commercial vehicle transporting a tank with a capacity of 5,000 litres or greater for the purpose of transporting flammable liquids or flammable gas or a highway tank used for the transportation of flammable liquids or flammable gas unless the vehicle is marked at the rear with the words "this truck stops at uncontrolled railway crossings" in accordance with the following specifications:</p> <ul style="list-style-type: none"> <li>(a) reflectorized surfacing shall be used;</li> <li>(b) letters shall be 50 millimetres in height, with the exception of the word "stops", which shall be 75 millimetres in height;</li> </ul>

	<ul style="list-style-type: none"> <li>(c) stroke width shall be uniform throughout and shall be 9.5 millimetres in width, with the exception of the word "stops", which shall be 13 millimetres in stroke width;</li> <li>(d) Series A lettering shall be used;</li> <li>(e) the overall dimensions shall be not less than 350 millimetres by 600 millimetres;</li> <li>(f) the format shall conform generally with the illustration in the Appendix 2.1.</li> </ul>
	(2) The colours for the markings referred to in subsection (1) shall be black lettering on a white background, but in the use of reflectorized surfacing the background shall be as close to white as is practical for such material.
	(3) The marking referred to in subsection (1) shall be clean and visible.
<b>6. Lift axle</b>	
	(1) No person shall operate or allow a person to operate a commercial vehicle with an axle lifted unless the vehicle is being towed due to wheel system failure of the vehicle.
	<p>(2) A commercial vehicle that is being towed with an axle lifted due to wheel system failure under subsection (1) shall only operate under the following conditions:</p> <ul style="list-style-type: none"> <li>(a) the axle is secured with a chain;</li> <li>(b) the chain and attachments are of sufficient strength for securely holding the axle of the vehicle in tow;</li> <li>(c) the entire axle is lifted so that all wheel sets attached to the axle are off the ground while the vehicle is in tow, and</li> <li>(d) the vehicle is not transporting a load.</li> </ul>
	(3) Subsection (1) does not apply to a commercial vehicle that was originally designed and equipped with a lift axle by the vehicle manufacturer.
<b>7. Petroleum products carried by trailer</b>	
	<p>(1) No person shall use or allow a person to use a single axle trailer, other than a semi-trailer as defined in section 1(nn) of the <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002) on a highway for the purpose of carrying a tank or a combination of tanks transporting petroleum products with a total capacity of:</p> <ul style="list-style-type: none"> <li>(a) 3,000 litres or greater for the purpose of transporting flammable liquids, or</li> <li>(b) 450 litres or greater for the purpose of transporting flammable gas.</li> </ul>
	(2) Subsection (1) does not apply to a trailer used to transport asphalt products used for roofing or filling cracks on a road.
<b>8. Tire Rating</b>	
	No person shall operate or allow a person to operate a commercial vehicle on a highway at a speed or load greater than the rating prescribed by the manufacturer of any tires of the vehicle.
<b>9. Signs on vehicle</b>	
	<p>(1) No person shall operate or allow a person to operate a commercial vehicle on a highway unless at least</p> <ul style="list-style-type: none"> <li>(a) the name or marking of its owner,</li> <li>(b) the weight of the vehicle when it is not carrying a load, and</li> <li>(c) the licensed maximum gross weight of the vehicle,</li> </ul> <p>is displayed on the left and right sides of the vehicle in letters and numerals of at least 50 millimetres in height.</p>

	(2) No person shall operate or allow a person to operate a commercial vehicle that is not a school bus on a highway with the words "SCHOOL BUS" or with words or symbols that purports to be a school bus appearing on the body of the vehicle, or on sign attached to the vehicle.
	(3) Subsection (1) does not apply to: <ul style="list-style-type: none"> <li>(a) a bus;</li> <li>(b) a vehicle that is registered as a Class 2 vehicle if it is primarily used for farming purpose;</li> <li>(c) a vehicle that is registered as a Class 2 vehicle under section 77(2)(a) of the <i>Operator Licensing and Vehicle Control Regulation</i> (AR 320/2002);</li> <li>(d) a commercial vehicle having a licensed maximum gross weight of 4500 kilograms or less;</li> <li>(e) a vehicle owned by the Government of Canada, the Government of Alberta or the government of another province or by a municipality or school board;</li> <li>(f) a vehicle carrying mail as defined in the Canada Post Corporation Act (Canada) if it bears the insignia or similar identifying mark or name authorized pursuant to the Canada Post Corporation Act (Canada);</li> <li>(g) a trailer.</li> </ul>
<b>10. Emergency Exits</b>	
	No person shall operate or allow a person to operate a bus if any emergency exit in the vehicle is obstructed or locked.
<b>11. Cleanliness</b>	
	No person shall operate or allow a person to operate a bus unless: <ul style="list-style-type: none"> <li>(a) the inside and outside of the bus is free of all unnecessary projections likely to cause injury, and</li> <li>(b) the inside of the bus including inside windows are clean.</li> </ul>
<b>12. Right hand drive</b>	
	No person shall use or allow a person to use as a bus a right hand drive vehicle.
<b>13. General prohibitions</b>	
	(1) No person shall operate or allow a person to operate a bus with: <ul style="list-style-type: none"> <li>(a) a greater number of persons being transported than the seating capacity of the bus that is designed to carry;</li> <li>(b) an object that extends beyond the extreme width of the body of the bus or above the height of the vehicle being transported;</li> <li>(c) a trailer attached to the bus.</li> </ul>
	(2) Subsection (1)(a) does not apply to a transit bus.
<b>14. Fuel</b>	
	No person shall transport or allow a person to transport fuel on a bus other than in the fuel system or tank of the bus.
<b>15. Luggage, express, equipment and tools</b>	
	(1) In addition to section 65 of the <i>Vehicle Equipment Regulation</i> (AR 322/2002), no person shall operate or allow a person to operate a bus unless the luggage, cargo, goods, equipment and tools that are carried on the bus are carried in an adequate place

	provided for the carrying of those items.
(2)	The place provided for carrying luggage, cargo, goods, equipment or tools under subsection (1) shall: <ul style="list-style-type: none"> <li>(a) not interfere with free access to the exits of the bus,</li> <li>(b) be constructed so as to prevent the luggage, cargo, goods, equipment or tools from falling on or against a passenger, and</li> <li>(c) in the case of passenger luggage, protect the luggage from dust and moisture.</li> </ul>
<b>16. First aid kit</b>	
(1)	No person shall operate or allow a person to operate a bus unless the bus is equipped with the following safety kit: <ul style="list-style-type: none"> <li>(a) in the case of a bus other than a school bus, an Alberta Occupational Health and Safety Code Number 3 Safety Kit prescribed under the Occupational Health and Safety Act;</li> <li>(b) in the case of a school bus, a first aid kit that meets the CSA D250 standard.</li> </ul>
(2)	The first aid kit under subsection (1) shall: <ul style="list-style-type: none"> <li>(a) be readily accessible to the driver of the bus, and</li> <li>(b) have its position clearly marked.</li> </ul>
<b>17. Fire extinguishers</b>	
(1)	No person shall operate or allow a person to operate a bus unless the bus carries at least 1 fire extinguisher that is marked and rated not less than: <ul style="list-style-type: none"> <li>(a) 2A:10B:C in the case of a bus that is not a school bus; and</li> <li>(b) 3A: 40B:C in the case of a school bus.</li> </ul>
(2)	The rating of a fire extinguisher under subsection (1) shall be determined by its manufacturer in accordance with the procedures prescribed for testing and rating fire extinguishers set out in CAN/ULC-S508-M.
(3)	Where a fire extinguisher under subsection (1) is <ul style="list-style-type: none"> <li>(a) of a stored pressure design, it shall be equipped with a pressure gauge or indicator that shows whether or not the fire extinguisher is fully charged, or</li> <li>(b) of a cartridge operated design, the design shall permit, without the use of special tools, visual inspection of <ul style="list-style-type: none"> <li>(i) the gas cartridge seal to see that it is intact, and</li> <li>(ii) the agent container to see that it is fully charged.</li> </ul> </li> </ul>
(4)	A fire extinguisher required under subsection (1) shall <ul style="list-style-type: none"> <li>(a) be fully charged,</li> <li>(b) be located in the forward end or near the entrance door of the vehicle so that it is readily accessible to the driver of the vehicle, and</li> <li>(c) be mounted <ul style="list-style-type: none"> <li>(i) in a bracket that has a quick release retaining band, and</li> <li>(ii) in a manner so that the fire extinguisher is prevented from falling out due to the movements of the vehicle.</li> </ul> </li> </ul>
(5)	If a fire extinguisher that is required under subsection (1) is stored in a compartment, that compartment shall

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| <p>(a) display the words "FIRE EXTINGUISHER INSIDE" in letters that are</p> <ul style="list-style-type: none"><li>(i) at least 2.5 centimetres in height, and</li><li>(ii) in a colour that contrasts with the background on which the words are displayed,</li></ul> <p>and</p> <p>(b) not be locked or require special tools to open it at any time.</p> |
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## Schedule 2A – Commercial Vehicle Maintenance Standards

BODY AND FRAME	
1. Body and seats	
(1)	(a) each mud flap, mud guard and splash shield shall be in the proper position;
	(b) any hood latch <ul style="list-style-type: none"> <li>(i) shall not be missing, and</li> <li>(ii) shall hold the hood securely;</li> </ul>
	(c) any tilt cab latch <ul style="list-style-type: none"> <li>(i) shall not be missing, and</li> <li>(ii) shall hold the cab securely;</li> </ul>
	(d) the safety catch of a front opening hood latch or a tilt cab latch <ul style="list-style-type: none"> <li>(i) shall not be missing, and</li> <li>(ii) shall operate smoothly;</li> </ul>
	(e) each seat shall <ul style="list-style-type: none"> <li>(i) be securely mounted,</li> <li>(ii) not have its cushion or padding missing, torn or worn to be ineffective, and</li> <li>(iii) retain its position and adjustment;</li> </ul>
	(f) the main door, and where applicable, the emergency door and roof hatch shall <ul style="list-style-type: none"> <li>(i) be securely fastened to the body,</li> <li>(ii) function properly,</li> <li>(iii) be equipped with a lock, latch or spring device that holds it securely closed, and</li> <li>(iv) not have missing, loose or torn materials on closing edges.</li> </ul>
	(g) any sun visor shall <ul style="list-style-type: none"> <li>(i) be securely mounted, and</li> <li>(ii) maintain a set adjustment.</li> </ul>
(2)	In addition to subsection (1), a bus shall meet the following standards:
	(a) door controls shall operate smoothly and the seals shall be in good condition;
	(b) the seating capacity of the bus shall not exceed the manufacturer's designated seating capacity;
	(c) the floor pan shall not be perforated by rust or exhibit other structural damage;
	(d) the engine compartment doors shall latch securely;
	(e) floor and stepwell coverings shall <ul style="list-style-type: none"> <li>(i) be in good condition, and</li> <li>(ii) have no loose or sharp edges;</li> </ul>
	(f) any baggage racks and package retaining components shall: <ul style="list-style-type: none"> <li>(i) be securely mounted;</li> <li>(ii) not be broken or missing;</li> <li>(iii) not be worn so as to render it ineffective.</li> </ul>
	(g) each stanchion, grab handle, guard rail and guard panel shall be securely mounted and fastening parts shall not be missing;
	(h) energy absorbing material installed by the manufacturer on stanchions, guardrails or the tops or sides of seat backs shall not be missing, torn or damaged.



	(i) any emergency exit shall open freely and close securely when the release mechanism is actuated from inside the bus;
	(j) if the vehicle is fitted with an outside release mechanism for an emergency exit, the outside release shall open freely and close securely when the release mechanism is actuated from outside the bus;
	(k) any emergency exit warning device shall function as intended
	(l) adequate markings for the locations and directions for the emergency use of the emergency exits shall be displayed on or adjacent to the exits;
	(m) any exterior compartment doors shall (i) be securely attached to the body, (ii) function properly, (iii) be equipped with a lock, latch or spring device that holds it closed securely; and (iv) not have any missing, broken, or frayed counter balance cables.
	(n) for any separate exit door other than a door to be used for emergency purposes only, any interlock system, braking system and master override controls shall function in accordance with manufacturer's specifications.
	(3) Subsections (2)(l) and (j) do not apply to a bus used for the purpose of transporting a person who is: (a) committed to a correctional institution, as defined in the <i>Corrections Act</i> , or a jail, including a military guard room, remand centre, penitentiary, facility or place designated as a place of open or secure custody pursuant to the <i>Young Offenders Act (Canada)</i> , a place of custody, as defined in the <i>Young Offenders Act (Alberta)</i> , a detention center or a place where a person is held under a warrant of a judge, or (b) under arrest.
<b>2. Chassis frame</b>	
	The standards to be met by the chassis are as follows: (a) chassis frame or sub frame members shall not be cracked, perforated by corrosion or exhibit structural damage or deformation;
	(b) chassis frame or sub frame connecting fastener shall not be missing or loose.
<b>3. Body frame</b>	
	The standards to be met by the unitized or monocoque body frame shall be as follows: (a) structural members shall not be cracked or exhibit structural damage or deformation; (b) structural members shall not be perforated by corrosion; (c) no structural member shall be missing; and (d) no connecting fasteners shall be missing, loose, or corroded.
<b>4. Sliding sub-frame</b>	

	<p>The standards to be met by the sliding sub-frame shall be as follows:</p> <ul style="list-style-type: none"> <li>(a) the sub-frame members shall not be cracked, perforated by corrosion or exhibit structural damage or deformation;</li> <li>(b) locking devices shall not be missing, cracked or inoperable;;</li> <li>(c) lock pins shall not be missing; and</li> <li>(d) stops shall not be missing or cracked.</li> </ul>
<b>5. Underbody</b>	
	(1) In this section, "underbody" does not include the underbody of a separate cargo body.
	(2) The standards to be met by the under body are as follows:
	<ul style="list-style-type: none"> <li>(a) the underbody shall not have any perforations or exhibit structural damage or deformation;</li> <li>(b) the underbody shall not have any openings other than those designed by the manufacturer.</li> </ul>
<b>6. Drive shaft</b>	
	<p>The standards to be met by drive shaft hanger brackets and guards are as follows:</p> <ul style="list-style-type: none"> <li>(a) no fasteners, hanger brackets or drive shaft guards shall be missing, loose or damaged;</li> <li>(b) the drive shaft and universal joints shall not <ul style="list-style-type: none"> <li>(i) be damaged;</li> <li>(ii) have any loose, missing or damaged bolts or retainers;</li> </ul> </li> <li>(c) the universal joints shall not be loose or show evidence of free play;</li> <li>(d) the drive shaft slip yokes, stub shaft splines and centre bearings shall not be worn in excess of the manufacturer's specifications.</li> </ul>
<b>7. Windows and mirrors</b>	
	(1) The standards to be met by the windshield, windows and mirrors are as follows:
	<ul style="list-style-type: none"> <li>(a) each mirror shall: <ul style="list-style-type: none"> <li>(i) be securely mounted, and</li> <li>(ii) maintain a set adjustment;</li> </ul> </li> <li>(b) no mirror shall be damaged to the degree to have any significant alteration in its reflective surface;</li> <li>(c) subject to section 69(7) of the <i>Vehicle Equipment Regulation</i> (AR 322/2002), opaque material or any other material shall not be fitted upon or in place of glazing in the windshield or in the 2 front side windows to the left or right of the driver's seat;</li> <li>(d) glazing material shall not: <ul style="list-style-type: none"> <li>(i) be crazed, discoloured or fogged,</li> <li>(ii) have exposed sharp edges,</li> <li>(iii) have any part missing; or</li> <li>(iv) have any cracks though both layers of glasses.</li> </ul> </li> <li>(e) the windshield shall not have any: <ul style="list-style-type: none"> <li>(i) crack through both layers of glass,</li> <li>(ii) crack from one edge to another edge,</li> <li>(iii) intersecting cracks in an area swept by the wipers, or</li> <li>(iv) cracks or star chips greater than 25 millimetres in diameter in an area swept by the wipers.</li> </ul> </li> </ul>

	(f) any window to the left of the driver's seat that is suitable for permitting a hand or arm signal, shall be capable of being opened from the inside.
	(2) In addition to subsection (1), a bus shall meet the following standards:
	(a) any emergency window shall operate smoothly and the seals associated with the emergency window shall be in place and in good condition;
	(b) adequate directions for the use of any emergency window shall be displayed on or adjacent to the emergency window;
	(c) any emergency warning device fitted for the window shall function properly;
	(d) any banding fitted on exposed edges of safety glass shall not be missing, loose or broken.

## FUEL AND EXHAUST

### 8. Fuel

	The standards to be met by the fuel system are as follows:
	(a) the mounting or attachment of the fuel tank and fuel lines shall <ul style="list-style-type: none"> <li>(i) not be missing,</li> <li>(ii) be secure, and</li> <li>(iii) be protected from abrasion or damage.</li> </ul>
	(b) the filler cap shall <ul style="list-style-type: none"> <li>(i) not be missing, and</li> <li>(ii) be secure</li> </ul>
	(c) the fuel system shall not leak;
	(d) any pressurized fuel system shall meet the applicable standards prescribed by the Canadian Gas Association, and regulations under the <i>Safety Codes Act</i> .

### 9. Exhaust

	(1) In this section, "exhaust system" includes exhaust manifolds.
	(2) The standards to be met by the exhaust system are as follows:
	(a) no component of the exhaust system shall be missing, perforated, patched or insecurely mounted;
	(b) no part of the exhaust system shall be closer than 50 millimetres to wiring, any part of a fuel or brake component or any combustible material that is not protected by a shield;
	(c) no component of the exhaust system shall pass through the occupant compartment;
	(d) the exhaust system shall be designed and situated so that an individual who enters or leaves the vehicle cannot be burned by any component;
	(e) no leakage may occur at any point in the exhaust system, except through drain holes provided by the manufacturer;
	(f) an exhaust system shall not be shortened or modified from the original equipment so that it fails to direct the outlet of the system more than 15 cm from the periphery of the occupant, sleeper or luggage compartments past which the exhaust is directed.

## BRAKES

### 10. Friction components

	<p>The standards to be met by the brake friction components are as follows:</p> <p>(a) a drum or disc shall not have any crack on the friction surface, other than a normal heat check crack, that may reach the edge of the drum bore or periphery of the disc;</p>
	<p>(b) a drum shall not have any fasteners missing or loose.</p>
	<p>(c) parking brake friction material shall not be broken, cracked, nor worn thinner than</p> <p>(i) 1.6 millimetres when measured at any point of a bonded lining or pad other than the chamfered area of the lining, or</p> <p>(ii) the dimensions specified by the vehicle manufacturer in the case of a riveted lining or pad.</p>
	<p>(d) a drum or disc shall not have any mechanical damage to the friction surface, other than normal wear;</p>
	<p>(e) a ventilated disc shall not have broken or visibly cracked cooling fins;</p>
	<p>(f) the inside diameter of a drum shall not be greater than</p> <p>(i) the dimension stamped on the drum, or</p> <p>(ii) where the dimension is not stamped on the drum, the manufacturer's wear limit;</p>
	<p>(g) the thickness of a disc shall not be less than</p> <p>(i) the dimension stamped on the disc, or</p> <p>(ii) where the dimension is not stamped on the disc, the manufacturer's wear limit;</p>
	<p>(h) bonded lining shall not be thinner than 1.6 millimetres when measured at the thinnest point;</p>
	<p>(i) the surface of a riveted lining shall not be closer to the rivet head than</p> <p>(i) the dimension specified by the vehicle manufacturer, or</p> <p>(ii) 0.8 millimetres, whichever is greater;</p>
	<p>(j) a riveted lining shall not be thinner than 3.2 millimetres when measured at the thinnest point;</p>
	<p>(k) the riveted lining of an air brake system shall not be thinner than:</p> <p>(i) the dimension specified by the vehicle manufacturer, or</p> <p>(ii) 8 millimetres on a trailer or on the rear axle of a bus, truck or a truck-tractor and 4.8 millimetres on the front axles when measured at the thinnest point other than the chamfered area of the shoe, whichever is greater;</p>
	<p>(l) the bonded brake pad lining of an air brake system shall not:</p> <p>(i) be thinner than 3.2 mm, or</p> <p>(ii) be thinner than the dimension specified by the vehicle manufacturer;</p>
	<p>(m) the riveted brake pad of an air brake system shall not be thinner than:</p> <p>(i) 4.8 mm, or</p> <p>(ii) the dimension specified by the vehicle manufacturer, and</p> <p>(iii) not be less than 1.6 mm above the rivet head.</p>
	<p>(n) brake linings and pads shall not:</p> <p>(i) be cracked or broken loose on its shoe or pad,</p> <p>(ii) show evidence of contamination that could affect braking performance,</p> <p>(iii) be worn to the manufacturer's visual wear indicator; or</p> <p>(iv) be so worn as to indicate a defective drum, disc, caliper or shoe;</p>
	<p>(o) all brakes shall be adjusted to the manufacturer's specifications without brake drag;</p>
	<p>(p) if the vehicle was originally equipped with an automatic adjuster, it shall be maintained and be operating properly.</p>

11. Hydraulic and vacuum assisted brake components	
	(1) In this section, "hydraulic and vacuum assisted brake components" includes cylinders, reservoirs, fittings, valves, supports, hose clamps, connections, air chambers, air cleaners, hoses and tubes of the brake systems.
	(2) The standards to be met by the brake systems are as follows:
	(a) there shall be no hydraulic or vacuum leak when
	(i) vacuum, hydraulic or air boost systems are fully charged, and
	(ii) the service brakes are fully applied or released;
	(b) hose and tubing shall not
	(i) be abraded, restricted, crimped, bulged, cracked, broken or disconnected,
	(ii) rub against any part of the vehicle, or
	(iii) have damaged or missing clamps or supports;
	(c) the brake hose and tubing shall not show any indication of leakage or heavy corrosion scaling;
	(d) the minimum hydraulic fluid level in any reservoir shall
	(i) not be lower than the level specified by the manufacturer, or
	(ii) if no specification is made by the manufacturer, not be more than 10 millimetres below the lowest edge of each filler opening;
	(e) where the system is comprised of power-booster hydraulic brakes, the service brake pedal shall move towards the applied position when the vacuum, air or hydraulic pressure is first depleted by stopping the engine and moderate pressure is applied on the service brake pedal and the engine is then started;
	(f) where the system is equipped with hydraulically-booster hydraulic brakes and an electrically driven hydraulic pump for the reserve power system,
	(i) the pump shall start and run, and
	(ii) the brake pedal shall move toward the applied position when the hydraulic boost is first depleted by stopping the engine and moderate pressure is then applied on the service brake pedal while moving the ignition switch to the "on" position;
	(g) the air cleaner of the vacuum system or air compressor shall not be clogged;
	(h) a hydraulic brake cylinder shall not show evidence of leakage;
	(i) a hydraulic brake piston shall not fail to move when moderate pressure is applied to the brake pedal.
12. Mechanical components	
	The standards to be met by the components of service and parking brake systems are as follows:
	(a) no mechanical or structural part shall be misaligned, worn so as to render it ineffective, missing, frayed, stretched, cracked, broken, binding, seized, disconnected or insecurely attached, and
	(b) no grease retainer shall be missing or leaking.
13. Service brake pedal	
	The standards to be met by the service brake pedal assembly of a hydraulic brake are as follows:
	(a) the service brake pedal shall not move toward the applied position when
	(i) moderate foot force is maintained on the service brake pedal for 10 seconds, and
	(ii) where the brakes are power-booster, the pressure referred to in sub clause (i) is applied while the engine is running;

	(b) where the assembly is equipped with a service brake pedal pad, the service brake pedal pad shall be present, secure and not worn so as to render it ineffective;
	(c) where the assembly is equipped with a service brake pedal anti-skid surface, the service brake pedal anti-skid surface shall not be worn so as to render it ineffective;
	(d) the pedal and other components shall not bind or cause high friction;
	(e) the pedal lever assembly shall be aligned and positioned in accordance with the manufacturer's specifications;
	(f) the total pedal travel shall not exceed 80 percent of the total available travel when (i) heavy foot force is applied to the service brake pedal, and (ii) where the brakes are power-boasted, the pressure referred to in sub clause (i) is applied while the engine is running;
	(g) notwithstanding clause (f), where the vehicle is equipped with a power boost braking system, the foot force applied to the pedal for the purposes of clause (f)(i) shall be a light foot force;
	(h) the hydraulic master cylinder push rod shall be properly adjusted and aligned;
	(i) the brake failure warning lamp shall <del>be</del> operate in accordance with the manufacturer's specifications;
	(j) any vacuum gauge shall be operative;
	(k) with the engine stopped, and with its ignition switch in the "on" position, any low vacuum warning device shall operate.

#### 14. Air brake system

	The standards to be met by the air brake system are as follows:
	(a) hoses, tubes and connections shall not (i) leak or be restricted, abraded, crimped, bulged, cracked or broken, (ii) rub against any part of the vehicle, (iii) have damaged or missing clamps or supports; or (iv) have corrections showing evidence of non-standard field repair;
	(b) the air safety valve shall operate in accordance with the manufacturer's specifications;
	(c) the tractor protection valve shall maintain air in the power unit air system as the manufacturers design allows;
	(d) the air parking and emergency system shall, upon application and release or as a result of a sudden air loss or on a bus if fitted, by activation of the interlock system, fully apply the brakes on application and release positively;
	(e) any compressor drive belt shall (i) be adjusted to the tension specified by the manufacturer; and (ii) not be cut, frayed or worn so as to render it ineffective;
	(f) the air pressure gauge shall be operative;
	(g) the time required to build up air pressure from 350 kPa to 600 kPa shall not exceed 3 minutes when the engine is running at a steady fast idle;
	(h) each air reservoir drain valve shall (i) be actuated, and (ii) function properly when the air system is fully charged and the engine is running;

	(i) the governor cut in pressure shall not be lower than 560 kPa gauge measure and the cut out pressure shall not be higher than 945 kPa gauge measure unless other pressures are specified by the manufacturer;
	(j) compressed air reserve shall be sufficient to permit one full service brake application from the fully charged air brake system without lowering reservoir pressure more than 20 percent when the engine is stopped;
	(k) with the air brake system fully charged, spring brake released and the engine stopped, air pressure drop shall not exceed (i) with the service brakes released, 2 psi per minute on a single unit or 3 psi per minute on a combination; and (ii) with the service brake fully applied, 3 psi per minute on a single unit or 4 psi per minute on a combination;
	(l) any low pressure warning device shall operate when system pressure is reduced to 382 kPa.
<b>15. Parking brake</b>	
	The standards to be met by the parking brake system are as follows:
	(a) the parking brake, when fully applied and not held by foot or hand force or by hydraulic or air pressure, shall hold the vehicle stationary against the engine momentarily while the vehicle is operated in reverse gear and low forward gear at a light throttle setting;
	(b) the mechanism while in the off position shall fully release the brakes;
	(c) when the mechanism is in the fully applied position there shall be reserve travel available.
<b>16. Service brake</b>	
	(1) In this section, a "truck tractor" means a "truck tractor" as defined in the <i>Commercial Vehicle Dimension and Weight Regulation (AR 315/2002)</i> .
	(2) The standards to be met by the service brake system are as follows:
	(a) the vehicle shall be equipped with a service brake system acting on all wheels;
	(b) the vehicle shall not pull to the right or the left when the brake is applied;
	(c) the brake shall release immediately when pressure is released from the pedal;
	(d) braking performance shall be within the <del>of</del> the manufacturer's specifications.
	(3) Subsection (2)(a) does not apply to a 3 axle truck tractor that was manufactured without front wheel brakes.
<b>ENGINE CONTROLS AND STEERING</b>	
<b>17. Engine controls</b>	
	The standards to be met by the engine control system are as follows:
	(a) the engine speed shall drop to idle when the accelerator pedal is released;
	(b) where the engine is equipped with an emergency braking device, the engine shall stop when the control is actuated.
<b>18. Steering column and box</b>	
	The standards to be met by the steering column and box are as follows:
	(a) the steering column and box shall not be loose in their mountings to the body and frame;
	(b) no bolt or nut shall be loose or missing from a mounting;

	(c) the steering shaft coupling and spline shall be secure without excessive (i) visible separation of flex couplings, or (ii) visible sign of wear at the splines or—universal joints;
	(d) where the steering column is equipped with an energy absorbing section, that section shall not appear on visual inspection to be damaged so as to reduce its effectiveness;
	(e) the power steering drive belt shall not be missing, cut, frayed or worn so as to render it ineffective;
	(f) the fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer;
	(g) when the engine is running, (i) the power steering system shall operate as intended, and (ii) the hydraulic system shall not show evidence of active fluid leakage.
<b>19. Wheel alignment</b>	
	The wheels shall be aligned so that the wheels are not visibly out of alignment while all the wheels are on the ground and the front wheels are in the straight ahead position.
<b>20. C-dolly steering</b>	
	(1) In this section “C-dolly” means a C-dolly as defined in the <i>Motor Vehicle Safety Regulations</i> (Canada), as amended from time to time. (2) The standards to be met by the C-dolly steering system are as follows: (a) while the wheels are being turned through a full right and left turn: (i) the operation shall not bind or jam during the cycle, and (ii) the steering stops shall not be missing or improperly adjusted on applicable vehicles; (b) yaw dampening diaphragms shall not be missing, inoperable or leaking; (c) the steering lock shall: (i) not be missing or inoperable; (ii) be centered in the `zero' locked position, and (iii) be equipped with a manual locking system independent of the remote locking system; (d) steering dampers shall not be missing, inoperable or leaking on applicable vehicles; (e) the air pressure regulator shall not be missing or inoperable; (f) the air pressure gauge shall: (i) not be missing, inoperable or inaccurate, and (ii) be equipped with a label indicating the minimum design pressure required to comply with centering force requirements; (g) the C-dolly shall be equipped with an operating plate stating the speed at which the axle locks.
<b>21. Steering linkage</b>	
	(1) In this section and sections 29, 31 and 32, “field welding” and “field welded” describe a method of repair by welding that do not meet the original equipment manufacturer’s design standards.



	(2) The standards to be met by the steering system are as follows: (a) while the front wheels are on the ground in the straight ahead position, and in the case of a vehicle equipped with power boosted steering, with the engine running, and with no movement of the front wheels, free movement of the steering wheel rim shall not exceed (i) 30 degrees or, (ii) where a limit is designated by the manufacturer, that limit;
	(b) there shall be no visible play in a ball and socket joint when measured with hand pressure only;
	(c) while the front wheels are on the ground in the straight ahead position, and in the case of a vehicle equipped with power boosted steering with the engine running, the steering mechanism shall move smoothly when the front wheels are turned from full right to full left and back again;
	(d) in the case of king pins, when the vehicle is supported so that the steering linkage is in its normal attitude, no front wheel shall have: (i) a vertical movement in excess of 2.5 millimetres or the vehicle manufacturer's specifications; and (ii) a rocking play about a horizontal axis in excess of 4.8 millimetres for wheels 510 millimetres and larger, and 3.2 millimetres for wheels under 510 millimetres;
	(e) no component of the steering linkage system shall be loose or damaged;
	(f) no component of the steering linkage system shall be repaired by field welding or modified so as to weaken the linkage system or affect the proper steering of the vehicle;
	(g) no nut, bolt, clamp or cotter pin shall be loose, badly worn or missing;
	(h) there shall be a minimum clearance of 2.5 cm between a steering tire and frame, fender or other part.

## SUSPENSION

### 22. Suspension

	The standards to be met by the suspension are as follows:
	(a) ball joints shall not have play in excess of the manufacturer's specifications;
	(b) the control arm inner pivots shall not have excessive play;
	(c) wheel and axle bearings shall not have excessive wear, play, binding or damage;
	(d) shock absorbers shall not be loose, bent, disconnected, missing, damaged, or show evidence of active fluid leakage;
	(e) front and rear springs, shackles, U-bolts, centre-bolts, radius rods, control arms, torque arm, equalizers, sway-bars stabilizers and their supports and attachments shall not be loose, bent, cracked, broken, disconnected, displaced, perforated by corrosion or missing;
	(f) the rear axle or axles and their wheels shall track properly so as not to adversely affect control of the vehicle;
	(g) where a vehicle is equipped with full air brakes and the engine is started with zero gauge air in the air brake system, air shall not begin to flow into the suspension system until the pressure in the system reaches 450 kPa gauge pressure;

	(h) no air leakage shall occur when air in the suspension system is at normal operating pressure and the pusher or tag axle, if fitted, is tested in the load and reduced load sharing modes;
	(i) where the system has a pusher or tag axle, the pusher or tag axle shall respond to its load sharing control switch or valve when air in the suspension system is at normal operating pressure;
	(j) when air in the suspension system is at normal operating pressure, the vehicle body and chassis frame shall <ul style="list-style-type: none"> <li>(i) be supported clear of all axles, and</li> <li>(ii) appear to be level;</li> </ul>
	(k) suspension joints of a variable load sharing axle with independent suspension shall not be worn beyond the limits specified by the manufacturer;
	(m) the air bag or air line shall not be missing, cut, bruised, crushed, or leaking and the air bag shall not be cracked to the braid or mounted insecurely.

## ELECTRICAL COMPONENTS

### 23. General Requirements

	The standards to be met by the electrical components are as follows:
	(a) the electric components shall be secure on their mounting;
	(b) the horn operating mechanism shall function in accordance with the manufacturer's specifications;
	(c) the electric wiring and any trailer cord shall not be loose so as to contact moving parts, rubbed through the insulation, peeled, cut or deteriorated;
	(d) the battery shall be securely mounted, and shall not be loose, missing or have hold downs missing.

### 24. Windshield wipers and washers

	The standards to be met by the windshield wipers and washers are as follows:
	(a) the windshield washer system shall function in accordance with the manufacturer's specifications;
	(b) each wiper arm and blade assembly shall sweep the area specified by the manufacturer;
	(c) each part of the windshield wiper system shall be in place and in a condition so that its effectiveness is not impaired.

### 25. Heating and defrosting systems

	(1) The standards to be met by the heating system and the defrosting system are as follows:
	(a) the heating system shall function in accordance with the manufacturer's specifications;
	(b) the visible portions of the hoses and piping for the interior heaters routed within the occupant compartment shall not be abraded, cracked or leaking;
	(c) the windshield defroster system shall deliver heated air to the windshield and, where fitted, to the side windows to the left and right of the driver.
	(2) Notwithstanding subsection (1)(c), the windshield defroster system of a bus shall deliver heated air to the windshield, the driver's side window and the door glass panels unless the service door is equipped with frost resistant glass panels.

<b>26. Starting switch</b>	
	The standards to be met by the neutral safety starting switch are as follows:
	(a) the neutral safety starting switch shall not be missing;
	(b) the starter shall operate only when the gear selector or transmission is in the park or neutral position.
<b>27. Lamps and reflectors</b>	
	(1) The standards to be met by lamps and reflectors are as follows:
	(a) each circuit shall light and activate the required lamps on that circuit when the appropriate switch is in the "on" position;
	(b) each indicator lamp shall operate in accordance with the manufacturer's specifications;
	(c) a circuit shall not interfere with another circuit;
	(d) each lamp, lens and reflex reflector shall
	(i) not be missing in whole or in part,
	(ii) not be discoloured,
	(iii) be correctly installed,
	(iv) be securely mounted, and
	(v) operate in accordance with the manufacturer's specifications;
	(e) a lamp shall not be covered with translucent or opaque material,
	(f) a lamp shall not be modified by the attachment of any device to the lamp or the vehicle that reduces
	(i) the effective area of the lens, or
	(ii) the brightness of the light;
	(g) each headlamp shutter or retracting headlamp shall either
	(i) operate over the full range of movement, or
	(ii) be secured in the fully open position;
	(h) all headlamps shall be aligned according to the manufacturer's specifications.
	(i) retroreflective markings shall not be damaged, obscured or contaminated in such a way to render them to be ineffective.
<b>WHEELS AND TIRES</b>	
<b>28. Tires</b>	
	(1) In this section,
	(a) "construction type" means a type of tire carcass and includes
	(i) bias ply,
	(ii) belted bias, and
	(iii) radial ply,
	but does not include variations in tread pattern or in cord material used in building a tire carcass.
	(b) "steering axle" means a "steering axle" under <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002).
	(2) The standards to be met by the tires are as follows:
	(a) all tire pressures shall be maintained in accordance with the manufacturer's specifications;

	(b) subject to subsection (c), the tire of a steering axle shall not be worn so that less than 3.2 millimetres of tread remains in any 2 major adjacent grooves;
	(c) despite clause (b), a tire shall not be worn so that (i) any tread wear indicator contacts the road, (ii) less than 1.6 millimetres of tread remains in any 2 adjacent major grooves;
	(d) a tire shall not have exposed cord;
	(e) a tire shall not have cuts or snags deep enough to (i) expose the cord, or (ii) affect the safety of the tires;
	(f) a tire shall not have any abnormal visible bump, bulge or knot related to tread or side-wall separation or to failure or partial failure of the tire including the bead areas;
	(g) except for a tire designed for recutting and marked by the manufacturer as being so designed, a tire shall not have been regrooved or recut below the original new tire groove depth;
	(h) a retreaded tire shall not (i) be fitted to a steering axle; or (ii) have a peeled surface;
	(i) no tire shall be mounted or inflated to be in contact with any part of the vehicle;
	(j) a tire shall not be of a smaller size than the minimum size specified by the manufacturer or be oversized so that it contacts any vehicle component which may affect the safe operation of the vehicle;
	(k) except where a vehicle has dual rear tires, a vehicle shall not be fitted with both radial ply and bias ply or belted-bias tires unless it is in accordance with the tire manufacturer's specifications;
	(l) a vehicle shall not be fitted with a combination of construction types or sizes on an axle unless that combination is stated to be equivalent by tire industry standards;
	(m) dual tires shall not (i) be in contact with each other, or (ii) differ from each other by more than 13 millimetres in diameter or by more than 38 millimetres in circumference;
	(n) a vehicle shall not be fitted with a tire that (i) bears the wording "not for highway use", "farm use only", "competition circuit use only" or any other wording or lettering indicating that the tire was not designed for highway use, or (ii) bears the letter "SL", "NHS" or "TG" after the tire designation.
	(3) In addition to subsection (2), where a bus is equipped with 1 rear axle and the axle is equipped with 2 tires, neither tire shall be retreaded.
<b>29. Wheels</b>	
	The standards to be met by the wheel studs, hub, rims and wheel bearings installed on axles are as follows:
	(a) a wheel stud, bolt, clamp, nut or lug shall not be loose, missing, damaged, broken, mismatched;
	(b) the nut shall not have insufficient thread engagement

	(c) a disc wheel assembly shall not <ul style="list-style-type: none"> <li>(i) have any visible crack or elongated bolt hole,</li> <li>(ii) have any indication of repair by field welding, or</li> <li>(iii) be so bent or damaged as to affect the safe operation of the vehicle;</li> </ul>
	(d) a wheel rim and lock ring shall not be mismatched, bent, sprung or otherwise damaged so as to affect the safe operation of the vehicle;
	(e) a spacer bend shall not be bent, sprung or otherwise damaged so as to affect the safe operation of the vehicle;
	(f) a cast wheel shall not show evidence of excessive wear in the clamp area;
	(g) wheel spokes shall not be missing, loose, repaired, welded, or broken;
	(h) a hub shall not be: <ul style="list-style-type: none"> <li>(i) repaired by field welding,</li> <li>(ii) cracked, broken, bent, distorted, worn or missing; or</li> <li>(iii) show evidence of active leaking lubricant from the hub seal or from the oil cap.</li> </ul>
<b>LUBRICATION</b>	
<b>30. Lubrication</b>	
	The standard to be met for the lubrication of a commercial vehicle is as follows:
	(a) the vehicle shall be properly lubricated;
	(b) the vehicle shall not have active oil or grease leaks.
<b>TRAILERS</b>	
<b>31. Fifth wheel coupling device</b>	
	(1) The standards to be met by the fifth wheel coupling device lower half are as follows:
	(a) the fifth wheel shall be securely attached to the towing vehicle;
	(b) where a fifth wheel is secured to the vehicle frame by means of U-bolts, positive stops shall be provided to prevent the fifth wheel from shifting on the frame;
	(c) the jaw closure and locking mechanism shall: <ul style="list-style-type: none"> <li>(i) be in good working order; and</li> <li>(ii) not be worn to exceed 6.4 mm, cracked, or broken;</li> </ul>
	(d) the fifth wheel plate or the fifth wheel saddle shall not be cracked, broken or distorted;
	(e) the fifth wheel plate or the fifth wheel saddle shall not be repaired by welding or heating;
	(f) if the fifth wheel is equipped with slider mechanisms, the mechanisms shall: <ul style="list-style-type: none"> <li>(i) lock securely;</li> <li>(ii) not show any signs of failure or worn to be ineffective; and</li> <li>(iii) be equipped with stops;</li> </ul>
	(g) saddle bushings shall not be worn in excess of manufacturer's specifications;
	(h) the fifth wheel device shall be so equipped that the upper and lower halves cannot be separated without a positive manual release.
	(2) The standards to be met by the fifth wheel coupling device upper half are as follows:
	(a) the upper plate shall not be loose, cracked or warped;
	(b) the upper plate king pin shall not be loose, cracked, deformed or have wear in excess of 3.2 millimetres;

	(c) the upper plate king pin shall not be repaired by field welding;
	(d) if fitted, a ball bearing turntable shall not be: (i) cracked or have loose or missing mounting bolts; or (ii) be worn to allow the upper flange half to touch the lower flange half.
<b>32. Trailer hitch, trailer mount and connecting devices</b>	
	The standards to be met by a hitch system are as follows:
	(a) a trailer hitch or towing structure to which a trailer hitch is attached shall be securely mounted;
	(b) latch mechanisms shall close securely;
	(c) a part shall not be missing, cracked, broken, bent, seized or worn; so as to render it ineffective;
	(d) no cast or forged hitch shall show any indication that repairs were effected by means of brazing or field welding;
	(e) no connecting devices provided at the rear of a vehicle for the attachment of a safety chain or cable shall be insecurely fastened, missing, cracked, broken or worn so as to render it ineffective.
<b>33. Rear impact guard</b>	
	The standards to be met by a rear impact guard are as follows:
	(a) the guard shall not be missing, bent, or broken;
	(b) the guard shall not have cracked welds; and;
	(c) the guard shall be mounted securely.

**Schedule 2B – Maintenance Standards for Transportation of Persons with Physical Disabilities on Buses**

<b>1. Mobility aid securement devices</b>	
	Any mobility aid securement and occupant restraint device shall comply with the following:
	(a) each anchorage device shall be secure,
	(b) each component part shall operate as intended, and
	(c) a component part shall not have damage apparent on visual inspection that would reduce its effectiveness.
<b>2. Ramps and lifts general requirements</b>	
	Any ramps or lifts shall be maintained in accordance with the following requirements:
	(a) the means of attachment of the ramp or lift to the vehicle shall be in accordance with the manufacturer's instructions;
	(b) when the ramp or lift is in the stored position, the ramp or lift shall be secured in such a manner as to pose no potential hazard to occupants of the vehicle or other persons;
	(c) the ramp or lift shall be capable of functioning in an ambient temperature of between -40°C and +40°C;
	(d) the functioning of the ramp or lift shall not be impaired by accumulation of water, snow, ice, or sand;
	(e) the guards on the sides of the lift platform or ramp platform shall be a minimum of 50 millimetres in height and shall extend the full length of the platform on each side;
	(f) the outside of the guards of the lift platform or ramp platform shall be clearly marked with: <ul style="list-style-type: none"> <li>(i) 45 degree diagonal yellow retroreflective strips, or</li> <li>(ii) 45 degree diagonal black and yellow reflective strips</li> </ul> of equal width to indicate the presence of the unfolded platform;
	(g) no plate, cover or energy absorbing material required to protect persons from projections or hazards likely to cause injury shall be missing or damaged so as to reduce its effectiveness;
	(h) moving parts shall have adequate guards.
<b>3. Ramp and lift controls</b>	
	The ramp and lift controls shall be maintained in accordance with the following requirements:
	(a) There shall be only one control for the ramp and one control for the lift, and each shall be <ul style="list-style-type: none"> <li>(i) capable of preventing accidental operation of the ramp or the lift, as the case may be, and</li> <li>(ii) stored in a safe place when not being used by the operator;</li> </ul>
	(b) the control shall be in a location that permits the operator to stand anywhere around the edge of, and view the platform when operating the lift;
	(c) the control shall be operable using one hand only, and shall use continuous pressure operation;

	(d) the manual override device shall enable the operator to raise and lower the ramp or the platform, with or without load, and return the ramp or the lift to the stowed position in the case of a power failure, as the case may be;
	(e) the manual override device shall be accessible for use by the operator, and a notice outlining detailed step-by-step instructions for the operating procedure shall be posted alongside the actuation point;
	(f) subject to clause (g), the interlock device of the ramp or lift linked to the vehicle brakes or transmission shall be in a condition to prevent: <ul style="list-style-type: none"> <li>(i) the movement of the bus if the ramp or the lift is not stowed or the ramp door or lift door is not securely closed; or</li> <li>(ii) the deployment of the ramp or lift unless the interlocks or systems are engaged;</li> </ul>
	(g) the interlock device of a transit bus shall prevent kneeling of the bus if the lift is not stowed, the lift door not is securely closed or the interlocks or systems are disengaged.
<b>4. Lift capacity</b>	
	A lift shall be maintained to enable a minimum lifting capacity of 275 kg.
<b>5. Lift platform requirements</b>	
	(1) If the lift has a powered closing lift platform, it shall be maintained so that it will not fold when there is a weight of 34 kg or more on the centre of the platform.
	(2) The lift platform shall be maintained to meet the following requirements: <ul style="list-style-type: none"> <li>(a) it shall be at least 725 millimetres in width and 1.22 metres in length;</li> <li>(b) it shall have a skid-resistant surface and adequate drainage;</li> <li>(c) it shall operate smoothly when activated by the appropriate controls;</li> <li>(d) the roll stop at the inner and outer edges, shall be maintained in a condition such that <ul style="list-style-type: none"> <li>(i) they are approximately in the vertical position when the platform is in the lifting and lowering mode,</li> <li>(ii) they have a minimum of 100 millimetres in height in the raised position,</li> <li>(iii) the outer edge roll stop it retracts when the platform reaches the lower limit of travel, and</li> <li>(iv) the inner edge roll stop retracts when the platform reaches the upper limit of travel;</li> </ul> </li> <li>(e) where the lift platform extends outside the bus body the handrail on each side shall be maintained so that it is <ul style="list-style-type: none"> <li>(i) 750 millimetres to 950 millimetres in height,</li> <li>(ii) at least 200 millimetres in length, and</li> <li>(iii) between 30 and 35 millimetres in diameter,</li> </ul> and the handrail shall remain at a constant height while in operation;</li> <li>(f) where the lift platform extends outside the bus body, it shall be maintained with a restraining device that is positioned not less than 625 millimetres and not more than 950 millimetres above the platform when the platform is in the operating position, to prevent the mobility aid and its occupant from rolling off the platform.</li> </ul>
<b>6. Warning notice</b>	



A notice or pictogram posted on the lift, advising of the caution to stand clear shall be maintained with the lettering;

- (a) at least 25 millimetres in height in the case of a notice and at least 50 millimetres in height if the lettering is accompanied by a pictogram, and
- (b) in a colour that contrasts with the background.

### 7. Ramp requirements

A ramp shall be maintained to meet the following requirements:

- (a) the ramp shall be capable to handle a load of at least- 275 kg placed at the centroid of the ramp, and distributed over an area of 660 x 660 millimetres;
- (b) the maximum gradient of the ramp shall be 1 in 4;
- (c) the ramp shall be at least 760 millimetres wide;
- (d) the surface of the ramp shall be skid-resistant.

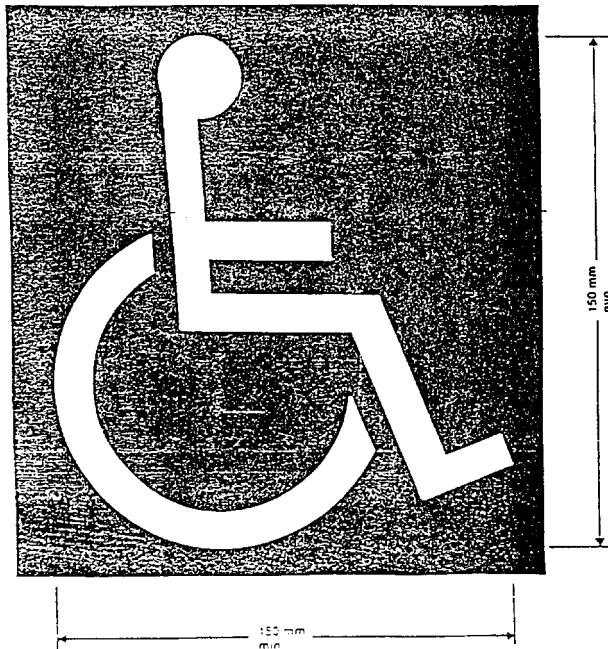
### 8. Storage of ramp in passenger compartment

If the ramp is stored in the passenger compartment, it shall be secured in accordance with the ramp manufacturer's instructions.

### 9. Symbol

- (1) An accessibility symbol posted adjacent to the entrance door and adjacent to other doors used for accessible boarding shall be maintained in good conditions.
- (2) The symbol under subsection (1) shall comply with Figure 1.

Figure 1  
Accessibility Symbol



## Schedule 2C – Maintenance Standards for Handi Buses

1. Definitions	
	In this Schedule:
	(a) "anchor point" means a point or area on a handi-bus to which anchorage is attached;
	(b) "anchorage" means the means of attachment on a mobility aid and e handi-bus_for the purpose of transferring forces between the mobility aid and the vehicle through a MASOR system;
	(c) "belt" means a length of energy-absorbing webbing material used as part of an occupant restraint system;
	(d) "CMVSS" means Canadian Motor Vehicle Safety Standard;
	(e) "CSA" means Canadian Standards Association;
	(f) "forward-facing" means the orientation in which the mobility aid occupant_faces the front of the handi-bus, with the mobility aid reference plane within 10 degree of the longitudinal axis of the vehicle;
	(g) "mobility aid occupant" means an occupant of a handi-bus who uses a mobility aid;
	(h) "mobility aid securement and occupant restraint system" or "MASOR system" means a device or system intended <ul style="list-style-type: none"> <li>(i) to secure a mobility aid in a handi-bus, and</li> <li>(ii) to restrain an occupant seated in a mobility aid during a frontal vehicle impact;</li> </ul>
	(i) "occupant restraint" means a device or system intended to restrain the occupant seated in a mobility aid during a frontal <u>collision</u> of the handi-bus, and includes <ul style="list-style-type: none"> <li>(i) a lap belt for restraining movement of the pelvis (referred to as a Type 1 occupant restraint),</li> <li>(ii) a combination pelvis and upper torso restraint (referred to as a Type 2 occupant restraint), and</li> <li>(iii) an upper torso restraint for use only in conjunction with a pelvis restraint to form a Type 2 occupant restraint (referred to as a Type 2A occupant restraint);</li> </ul>
	(j) "postural support belt" means a length of webbing material used to control either the upper or lower torso of a mobility aid occupant, but not to restrain the occupant during a frontal vehicle impact;
	(k) "seat belt assembly" means any strap, webbing or similar device designed to secure a person in a handi-bus in order to mitigate the results of a collision, and includes all necessary buckles and other fasteners and all hardware;
	(l) "securement point" means a load bearing strong point on a mobility aid intended for use with a MASOR system;
	(m) "webbing" means a narrow fabric woven with continuous filling yarns that has finished edges.
2. MASOR system required	
	A handi-bus shall be maintained with a mobility aid securement and occupant restraint (MASOR) system for each mobility aid position in accordance with CSA Standard Z605.
3. MASOR system requirements	

	<p>(1) The securement system for a MASOR system maintained in accordance with the following requirements:</p> <p style="padding-left: 40px;">(a) shall consist of 2 belts on the front and 2 belts on the back for attachment to the mobility aid securement points, and</p> <p style="padding-left: 40px;">(b) shall incorporate a means of adjustment to remove slack from each mobility aid securement point.</p>
	<p>(2) The securement for a mobility aid shall be maintained independent of the occupant restraint.</p>
	<p>(3) Components of a MASOR system shall be maintained:</p> <p style="padding-left: 40px;">(a) to minimize the possibility of inadvertent release, and</p> <p style="padding-left: 40px;">(b) so that any parts, such as pins or fasteners, that are required for proper operation are secured.</p>
	<p>(4) Threaded fasteners of an occupant restraint shall be maintained with a means of preventing them from vibrating loose.</p>
	<p>(5) Mechanisms for the release of a mobility aid occupant from an occupant restraint shall be maintained so that they do not require engagement or disengagement of threaded fasteners.</p>
	<p>(6) A MASOR system anchor point shall be maintained to permit installation at no more than 16 millimetres above the floor of the handi-bus.</p>
	<p>(7) Devices provided to adjust a MASOR system to fit a mobility aid or an occupant shall be capable of being operated without the use of tools.</p>
	<p>(8) The hardware components of a MASOR system that attach to the mobility aid shall be maintained so that they will not disengage from the securement point if any portion of the system goes slack.</p>
	<p style="padding-left: 40px;">(9) The hardware components of a MASOR system shall be maintained so that any installation or re-installation would not involve:</p> <p style="padding-left: 80px;">(a) removal of material from the mobility aid frame by means such as cutting or drilling,</p> <p style="padding-left: 80px;">(b) deformation of the mobility aid, or</p> <p style="padding-left: 80px;">(c) the use of an adhesive process.</p>
	<p>(10) Hardware components of a MASOR system that, under normal use, make contact with a mobility aid occupant or are handled by an attendant shall be maintained so that they will not have burrs or sharp edges.</p>
	<p>(11) The surface of each securement end fitting shall be smooth, and corners and edges shall be free of burrs and sharp edges.</p>
<p><b>4. Mobility aid and occupant restraint requirements</b></p>	
	<p>(1) A minimum floor space of 685 millimetres x 1.22 metres shall be maintained for each mobility aid.</p>
	<p style="padding-left: 40px;">(2) A handi-bus shall be maintained so that, except for MASOR system components, there is no part of the fixed vehicle structure within the clear zone shown in</p> <p style="padding-left: 80px;">(a) Figure 1 of this Schedule, where a Type 2 occupant restraint is used, or</p> <p style="padding-left: 80px;">(b) Figure 2 of this Schedule, where a Type 1 occupant restraint is used</p>
	<p>(3) Each anchor point for the mobility aid securement system shall be maintained to be capable of withstanding a forward and rearward static loading of 1,600 kg.</p>

	(4) A Type 2 occupant restraint shall be maintained to meet the requirements of CSA Standard Z605 Mobility Aid Securement and Occupant Restraint (MASOR) Systems for Motor Vehicles.
	(5) A Type 2 occupant restraint shall be maintained at each outboard mobility aid position.
	(6) A Type 1 or Type 2 occupant restraint shall be maintained at each inboard mobility aid position.
	(7) Where a Type 2A occupant restraint is used on a mobility aid, it shall be maintained such that the MASOR system must <ul style="list-style-type: none"> <li>(a) pass over either the left or right shoulder of the mobility aid occupant, or</li> <li>(b) be marked to indicate the intended orientation with respect to the right or left shoulder of the mobility aid occupant if the shoulder restraint is designed for only one shoulder.</li> </ul>
	(8) All seat belt assembly components shall be maintained to meet the requirements of CMVSS 209 Seat Belt Assemblies.
	(9) Anchor points for the system shall be maintained to meet the strength requirements of CMVSS 210 Seat Belt Assembly Anchorages, and the upper torso anchor point shall be maintained within the zone shown in Figure 3 of this Schedule.
	(10) If the mobility aid securement system and the occupant restraint system share a common anchor point, they shall be maintained such that the loading requirements under subsections (4) and (9) shall be met simultaneously.
<b>5. Protection materials</b>	
	The padding on stanchions, guard rails, exposed stationary parts of lifts and ramps and grab bars and handles, other than those at an entrance to the handi-bus, shall be maintained of the following or other material that offers equivalent protection: <ul style="list-style-type: none"> <li>(a) a closed-cell urethane foam, rubber or vinyl type material that is at least 5 millimetres thick; or</li> <li>(b) extruded polyvinyl chloride tubing having a minimum nominal thickness of 13 millimetres.</li> </ul>
<b>6. Exhaust system</b>	
	The exhaust system of a handi-bus shall be maintained so that exhaust will be directed away from the body of the bus and from the loading area.
<b>7. Rear bumper</b>	
	The rear bumper of a handi-bus shall be maintained so that it is attached directly to the chassis frame in a manner that permits it to be removed.
<b>8. Doors</b>	
	The ambulatory entrance doors of a handi-bus shall be maintained as follows: <ul style="list-style-type: none"> <li>(a) there shall be an ambulatory entrance door on the right side of the bus, and where only one mobility aid entrance is provided, it shall not be on the left side of the bus;</li> <li>(b) the ambulatory entrance doors shall be maintained with a means to prevent against unintended closing during loading or unloading of passenger;</li> <li>(c) on a split-type door, if one section opens inward and the other opens outward, the door shall be maintained so that the front section opens outward;</li> <li>(d) vertical closing edges of a split-type or jack-knife type door shall be maintained with at least a total of 25 millimetres of flexible material between the two door panels to minimize the possibility of injury to fingers;</li> </ul>

	(e) any emergency exits shall be maintained with a means to secure them against unintended closing during unloading of passengers;
	(f) where an ambulatory entrance door opening is less than 1.93 metres in height, it shall be padded at the top interior edge;
	(g) all doors shall be maintained with a drip moulding above the door opening to direct water to either side of the opening;
	(h) a mobility aid entrance shall be maintained to have the following minimum dimensions, with lift or ramp installed: (i) 760 millimetres in width; (ii) 1.4 millimetres in height.
<b>9. Steps</b>	
	Steps on a handi-bus shall be maintained according to the following requirements:
	(a) the step covering material shall be skid-resistant;
	(b) there shall be a colour stripe, which is in contrast to the background, not less than 38 millimetres and not more than 75 millimetres wide, on the leading edge of the horizontal surface of each step and on the floor surface at the step entrance;
	(c) the dimensions of steps at the ambulatory entrance door shall be as follows: (i) the height of the first step shall not be higher than 380 millimetres from ground level; (ii) the height of steps in the bus shall not exceed 230 millimetres, (iii) the variation in the height of steps in the bus shall not exceed 25 millimetres, (iv) the depth of each step (front to back) shall be at least 215 millimetres, (v) the width of each step (side to side) shall be at least 400 millimetres;
	(d) all steps shall be of the same depth, except for auxiliary steps;
	(e) step nosing at the floor level shall be flush with the floor.
<b>10. Additional lightings</b>	
	A handi-bus shall be maintained with
	(a) a light at the lift door that automatically operates when the door opens and illuminates the lift platform or ramp, and
	(b) a light above or beside each passenger access door that illuminates the steps and operates automatically when the door opens.
<b>11. Floor covering</b>	
	Floor covering material shall be maintained to remain skid-resistant.
<b>12. Seats</b>	
	All passenger seats shall be maintained to comply with the following:
	(a) for a vehicle having a GVWR of less than 7000 kg, the mobility aid position shall be forward facing;
	(b) for a vehicle having a GVWR of 7000 kg or greater, the mobility aid position shall be forward or rearward facing;

	<p>(c) in the case of ambulatory passenger seating:</p> <p>(i) the distance from the front of each seat back to the back of the seat ahead, measured on a horizontal plane at the centre of the seat cushion's surface, shall be at least 685 millimetres,</p> <p>(ii) the minimum rump width allowed for each person shall be at least 380 millimetres,</p> <p>(iii) the height of the seat cushion above the floor shall be not less than 400 millimetres nor more than 480 millimetres,</p> <p>(iv) the depth of the seat shall be not less than 380 millimetres nor more than 430 millimetres,</p> <p>(v) seat cushions shall be level or sloped downwards toward the seat back,</p> <p>(vi) seat backs shall be at least 380 millimetres high;</p>
	<p>(d) in the case of all passenger seating,</p> <p>(i) where a passageway is required for movement of a mobility aid, there shall be a clear width of at least 760 millimetres between fixed objects, and</p> <p>(ii) for each seat designated for use by a person with a physical disability, there shall be at least a Type 1 occupant restraint provided;</p>
	<p>(e) excluding those mounted on seats or doors, the diameter of grab bars or handles shall be</p> <p>(i) not less than 20 millimetres, and</p> <p>(ii) not more than 50 millimetres if unpadded, or</p> <p>(iii) not more than 75 millimetres if padded;</p>
	<p>(f) the interior of the handi-bus shall be free of all non-essential projections that could cause injury;</p>
	<p>(g) any of the following structures that could cause injury to passengers in their seated position shall be equipped with non-rotating padding:</p> <p>(i) stanchions,</p> <p>(ii) grab bars and handles, except those at an entrance to the handi-bus,</p> <p>(iii) guard rails,</p> <p>(iv) exposed stationary parts of lifts and ramps.</p>
13. Emergency equipment	
	The location of emergency equipment shall be clearly marked if it is not visible.
14. Signs	
	<p>(1) A handi-bus shall have affixed to it at the following locations on the handi-bus an accessibility symbol:</p> <p>(a) on the rear of the handi-bus, left of centre;</p> <p>(b) on the front of the handi-bus, right of centre; and</p> <p>(c) on both sides of the body of the handi-bus, just behind the driver's station.</p>
	(2) The accessibility symbol shall comply with CSA Standard CAN/CSA B-651.

Figure 1  
Clear Zone Around a Mobility Aid Position  
when an Upper Torso Restraint is Used

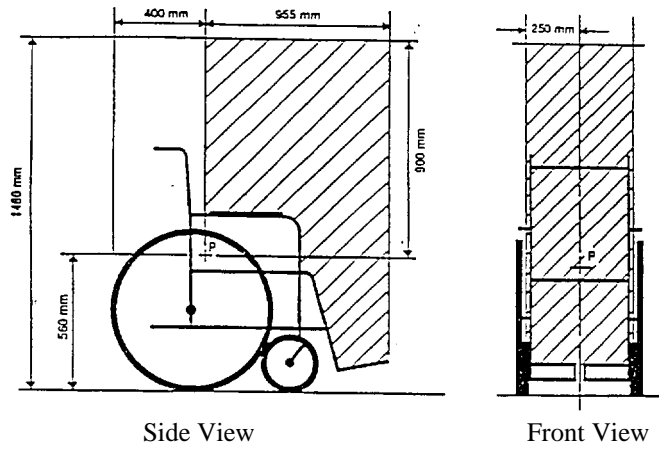


Figure 2  
Clear Zone Around a Mobility Aid Position  
when an Upper Torso Restraint is Not Used

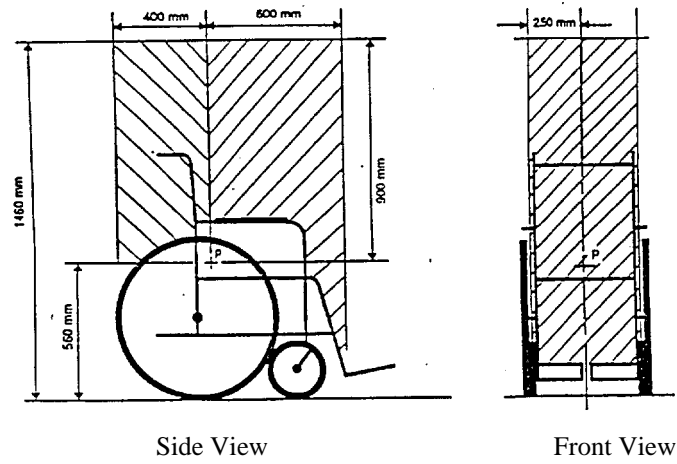
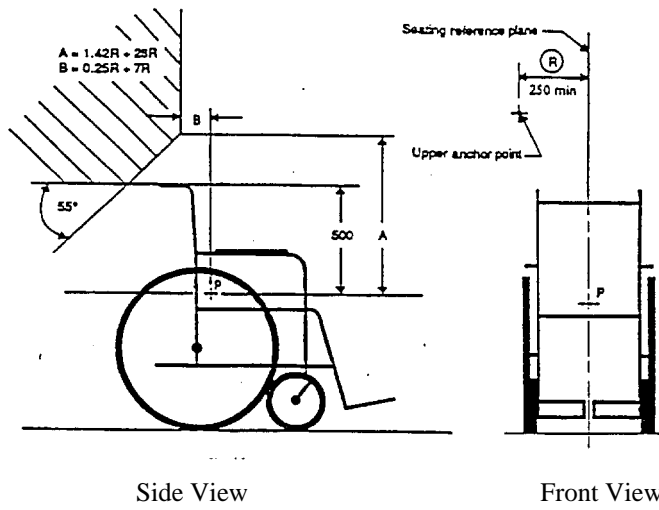


Figure 3  
Location of Anchor Points for an  
Upper Torso Restraint Belt



R= Distance between the seating reference plane and upper anchor point



## Schedule 2D – School Bus Maintenance Standards

<b>1. Application</b>	
	No provision in this Schedule shall be deemed to have the effect of requiring a school bus to be retro-fitted with any equipment, if that equipment was not originally included in that bus when it was manufactured, as long as the bus conformed to the CSA D250 applicable at the time of manufacture.
<b>2. Transportation of Persons with Physical Disabilities</b>	
	Sections 2, 3, 4, 5 and 14 of Schedule 2C apply to a school bus, if it is used to transport persons with physical disabilities.
<b>DIVISION 1 – CHASSIS REQUIREMENTS</b>	
<b>3. Colour</b>	
	(1) The chassis and the front bumper of a school bus shall be black in colour.
	(2) The wheels, rims, and grills of a school bus including the headlight bezels may be the manufacturer's standard painted colour or plating if it does not conflict with subsection (4).
	(3) Subject to subsection (4), the hood, cowl and fenders of a school bus shall be National School Bus Yellow.
	(4) (a) For the purpose of clause (b), the driver's eye location shall be as described for a 95 <sup>th</sup> percentile male driver in SAE J941.  (b) All outside surfaces of a school bus, except glazing material, that are in the direct line of the seated driver's vision shall be painted lusterless black.
<b>4. Exhaust</b>	
	(1) The exhaust system shall be maintained to meet the following requirement:  (a) it shall be attached to the chassis, except that the last tailpipe hanger may be attached to the body;  (b) the cross sectional area of the tailpipe shall not be reduced after it leaves the muffler, and  (c) the exhaust shall be directed behind the rear axle away from the body.
	(2) Despite section 7(2)(f) of Schedule 2A, the tailpipe of a Type B, C or D school bus shall extend at least to the rear edge of the rear bumper but:  (a) it shall not extend further than 25 millimetres beyond the rear edge, and  (b) it shall not be located within 150 millimetres of the left or right of an emergency exit opening.
	(3) Despite subsection (2) and in the event that the tailpipe of the school bus cannot be extended to the rear edge of the rear bumper by obstructions such as fuel tanks, air suspension, and rear luggage compartments, the exhaust may terminate at the right side of the body behind the rear axle but the exhaust shall not exit directly beneath an emergency exist.
<b>5. Instruments and Instrument Panel</b>	
	(1) The following gauges and indicators of a school bus shall function properly:  (a) a speedometer;

	<ul style="list-style-type: none"> <li>(b) an odometer;</li> <li>(c) an ammeter or voltmeter;-</li> <li>(d) an oil pressure gauge or indicator;</li> <li>(e) a coolant temperature gauge or indicator;</li> <li>(f) a fuel gauge;</li> <li>(g) a high-headlamp indicator;</li> <li>(h) a turn signal indicator; and</li> <li>(i) hazard light indicator.</li> </ul>
	(2) If a school bus is equipped with air ride suspension, the bus shall have the air system pressure gauge properly maintained in accordance with the manufacturer's specifications.
<b>6. Steering Gear and Linkage</b>	
	(1) There shall not be any modifications made to the steering apparatus of a school bus.
	(2) A minimum clearance of 50 millimetres shall be maintained between the steering wheel rim and the cowl, instrument panel, windshield, or any other surface of a school bus.
<b>7. Tires</b>	
	(1) All tires of a school bus, including any spare tires shall be of the same size and load rating.
	(2) Any spare tires of a school bus shall be mounted underneath the bus.
<b>DIVISION 2 - BODY REQUIREMENTS</b>	
<b>8. Rear Bumper</b>	
	The rear bumper of a school bus shall be maintained in such a manner that it is properly attached directly to the chassis frame and will prevent hitching and riding thereon.
<b>9. Colour</b>	
	(1) Unless otherwise permitted in this Schedule, the school bus body shall be National School Bus Yellow.
	(2) The rear bumper on a school bus body shall be: <ul style="list-style-type: none"> <li>(a) painted black; or</li> <li>(b) covered with black retro-reflective material.</li> </ul>
	(3) Unless otherwise permitted in this Schedule, the lettering on the exterior of a school bus shall be painted black.
	(4) Despite subsection (1), outside body trims of a school bus may be painted black.
<b>10. Service Door</b>	
	(1) The flexible materials of the vertical closing edges of a service door shall not be missing, damaged, hardened, or worn so as to render ineffective.
	(2) The padding of the service door opening of a school bus shall be maintained to conform with the following requirements: <ul style="list-style-type: none"> <li>(a) a minimum 75 millimetres in width;</li> <li>(b) a minimum 25 millimetres in thickness; and</li> <li>(c) extended the full width of the door opening.</li> </ul>

	(3) The manual emergency release mechanism of a school bus shall be properly maintained so that it can be operated smoothly from the interior and exterior of the bus.
	(4) Subject to section (9), the words “EMERGENCY DOOR RELEASE” displayed adjacent to the manual emergency release mechanism of a school bus, shall be properly maintained so that they are clearly visible and conform with the following requirements: <ul style="list-style-type: none"> <li>(a) the words shall be in black lettering;</li> <li>(b) the lettering shall be at least 25 millimetres high;</li> <li>(c) the stroke width of the lettering shall be at least 4 millimetres or 1/6 of the height of the letter, whichever is wider; and</li> <li>(d) exterior lettering shall have a yellow background in accordance with section 9(1).</li> </ul>
	(5) If the exterior emergency release mechanism is located on an area of the school bus body that is coloured black, the exterior lettering identifying and adjacent to the mechanism shall be white, yellow, or another colour contrasting with the black background.
	(6) The service door of a school bus shall be properly maintained so it can be operated smoothly and meet the following minimum dimensions: <ul style="list-style-type: none"> <li>(a) 1.727 metres high and</li> <li>(b) 584 millimetres wide in the case of a Type A bus or</li> <li>(c) 610 millimetres wide in the case of a Type B, C or D bus.</li> </ul>
<b>11. Emergency Exit – General Requirements</b>	
	(1) All emergency exits of a school bus shall be maintained to meet the original manufacturer’s specifications.
	(2) The emergency door, roof hatch, or window of a school bus above the rear divan seat shall be maintained capable of being opened from the inside and outside of the bus whenever the bus is in operation
	(3) The emergency exit device of a school bus that prevents the operation of the bus if the exit is locked shall function properly.
<b>12. Emergency Doors</b>	
	(1) The rear emergency door of a school bus shall be prevented from swinging to the degree that contact is made with the rear of the bus.
	(2) The positive door-opening device of an emergency door of a school bus shall function properly so it can maintain the door in an open position a minimum of 90 degrees from the bus body.
	(3) The padding of an emergency door of a school bus shall be maintained to meet the following requirements: <ul style="list-style-type: none"> <li>(a) a minimum 75 millimetres wide,</li> <li>(b) a minimum 25 millimetres thick, and</li> <li>(c) extended the full width of the top interior edges of the door opening.</li> </ul>
	(4) There shall be no steps on the exterior leading to the emergency door of a school bus.
<b>13. Safety Equipment</b>	
	(1) All safety equipment of a school bus such as first aid kits, advance warning triangles and fire extinguishers:

	<ul style="list-style-type: none"> <li>(a) shall be located within 2 m of the centre of the top of the driver's seat cushion;</li> <li>(b) shall be secured by bracketing;</li> <li>(c) shall not require the removal or adjustment of any related objects in order to access or to release mechanism of the equipment; and</li> <li>(d) shall not be obstructed in such a manner that the equipment shall be maneuvered from its mounted position in order to use it.</li> </ul>
	<p>(2) Despite subsection (1), the first aid kit, advance warning triangles, and fire extinguisher of a school bus may be stored in a locked compartment</p> <ul style="list-style-type: none"> <li>(a) in a location readily accessible to the driver,</li> <li>(b) with a locking device connected to an automatic audible warning signal that notifies the driver of the locked compartment when the ignition is turned on, and</li> <li>(c) with identification of the equipment clearly labeled on the compartment.</li> </ul>
<b>14. Floor Covering</b>	
	<p>The floor covering in the aisle and entrance areas of a school bus shall be maintained</p> <ul style="list-style-type: none"> <li>(a) to be skid resistant, and</li> <li>(b) not worn or damaged so as to become a hazard to the passengers.</li> </ul>
<b>15. Heater</b>	
	<p>The heater system of a school bus shall be maintained in accordance with the manufacturer's specifications.</p>
<b>16. Signage</b>	
	<p>(1) The words "SCHOOL BUS" with lettering conforming to the following requirements shall appear on the front and rear of the body of a school bus, or on signs attached to the front and rear of the body of the bus</p> <ul style="list-style-type: none"> <li>(a) it shall be black in colour;</li> <li>(b) it shall have a National School Bus Yellow background if the lettering is not on the body;</li> <li>(c) it shall be at least 200 millimetres high with a minimum stroke width of 32 millimetres;</li> <li>(d) it shall be placed as high as possible without reducing its visibility;</li> <li>(e) it shall be above the windshield and the rear window not more than 250 millimetres off the vertical; and</li> <li>(f) it shall be approximately in the same horizontal plane as the eight lamp advanced warning system and within 200 millimetres of the vertical plane of the red signal lamps.</li> </ul>
	<p>(2) The words "DO NOT PASS WHEN RED LIGHTS FLASHING" with lettering conforming to the following requirements shall be displayed on the rear of a school bus:</p> <ul style="list-style-type: none"> <li>(a) it shall be at least 75 millimetres but not more than 125 millimetres in height; and</li> <li>(b) the stroke width of the lettering shall be at least 1/6 of the height of the letter.</li> </ul>
	<p>(3) The words describing the type of fuel used by a school bus shall be indicated on the body, immediately adjacent to the filler pipe.</p>
	<p>(4) Any letters, words, logo or similar signage, other than those required under subsections</p>

	(1) and (2), shall not exceed 100 millimetres in height.
<b>17. Inside Height</b>	
	The inside body height of a Type A2, B, C or D school bus shall be maintained to have a minimum dimension of 1.8 millimetres measured at any point on the longitudinal centre line from the front vertical bow to the rear vertical bow.
<b>18. Alternate Flashing Warning Lamps</b>	
	Any alternate flashing warning lamp system of a school bus shall be properly maintained so it can be operated in accordance with the manufacturer's specifications.
<b>19. Floor Level Side Marker Lamps</b>	
	The marker lamps of a school bus shall be properly maintained so that they operate in accordance with the manufacturer's specifications.
<b>20. Interior Lamps</b>	
	The interior lamps of a school bus shall be properly maintained in order to adequately illuminate the aisle and entrance areas.
<b>21. Exterior Lamps</b>	
	Tail lamps, side marker lamps, clearance lamps and identification lamps of a school bus shall be properly maintained so they will be activated with the daytime running lamp system.
<b>22. Mirrors</b>	
	All mirrors on a school bus shall be properly maintained to ensure they function as intended and in accordance with the manufacturer's specifications.
<b>23. Body Mounting</b>	
	(1) The body of a school bus shall not <ul style="list-style-type: none"> <li>(a) be shifted or separated from the chassis frame, and</li> <li>(b) have any missing, loose or damaged mounts or fasteners.</li> </ul>
	(2) The front of the body of a Type C school bus shall be properly attached and sealed to the chassis cowl in such a manner as to prevent entry of water, dust, or fumes.
<b>24. Noise Suppression</b>	
	(1) This section does not apply to the original manufacturer installed equipment accessories contained in the front section chassis of a Type A bus, if the body of the bus was not manufactured by the front section chassis manufacturer.
	(2) The noise suppression switch of a school bus shall be properly maintained so that the switch will simultaneously disable the following accessories, if the bus is equipped with such accessories: <ul style="list-style-type: none"> <li>(a) windshield and window defroster fans;</li> <li>(b) driver and passenger heater fans;</li> <li>(c) circulation fans;</li> <li>(d) powered roof ventilation;</li> <li>(e) air-conditioning systems;</li> <li>(f) radios and radio speaker.</li> </ul>

	<p>(3) The noise suppression switch of a school bus shall be</p> <p>(a) identified with the words “NOISE SUPPRESS” or “NOISE SUPP” on or adjacent to it, and</p> <p>(b) located within easy reach of a seated driver.</p>
	<p>(4) Speakers used for music or entertainments shall not be located within two passenger seating rows of the driver’s seating position in a school bus.</p>
<b>25. Rub Rails</b>	
	<p>Rub rails of a school bus shall be maintained so that they shall not be</p> <p>(a) missing,</p> <p>(b) damaged to have sharp edges, or</p> <p>(c) visibly separated from the school bus body.</p>
<b>26. Steps</b>	
	<p>(1) Surface of steps in a school bus shall be properly maintained so it</p> <p>(a) remains skid-resistant, and</p> <p>(b) is not worn or damaged so as to become a hazard to the passengers.</p>
	<p>(2) The lamp on the stepwell of a school bus shall be properly maintained to provide adequate illumination.</p>
	<p>(3) Subsection (2) does not apply to a Type A school bus.</p>
<b>27. Stirrup Steps</b>	
	<p>The stirrup step of a Type C or Type D school bus shall be properly maintained in accordance with the manufacturer’s specifications.</p>
<b>28. Stop Arm</b>	
	<p>The stop arm including the tie-in switch to the door mechanism shall operate smoothly and in accordance with the manufacturer’s specifications.</p>
<b>29. Crossing Arm</b>	
	<p>The crossing arm of a school bus shall be properly maintained in order to meet the following requirements:</p> <p>(a) it shall be located at the right front corner of the chassis;</p> <p>(b) it shall extend a minimum of 1.80 m forward of the right front face of the chassis bumper;</p> <p>(c) it shall automatically open to its fully extended position whenever the school bus stop arm is activated;</p> <p>(d) it shall return to its park position when the stop arm is deactivated;</p> <p>(e) it shall be electrically operated or air-operated; and</p> <p>(f) it may incorporate an override system to allow for off-street or confined parking.</p>
<b>30. Sun Visor</b>	
	<p>The sun visor in a Type B, C or D school bus shall be properly maintained in accordance with the manufacturer’s standards.</p>
<b>31. Undercoating</b>	
	<p>The rust proofing compound on the underside of a school bus shall not be missing in whole or</p>

in part, or be cracked, broken or worn so as to render it ineffective.

**32. Ventilation**

The ventilation system including the static type exhaust ventilators and circulation fans shall be properly maintained in accordance with the manufacturer's specifications.

**DIVISION 3 - OTHER REQUIREMENTS**

**33. Manual**

A school bus shall carry an owner's or operator's manual published by the manufacturer.

### Schedule 3 – Trip Inspection Requirements

1. Definitions	
	<p>(1) In this Schedule,</p> <p>(a) “NSC Standard 13” means the following Schedules in Part 2 of the National Safety Code Standard 13 (Trip Inspection) made by the Canadian Council of Motor Transport Administration, and adopted under section 2 of this Schedule</p> <ul style="list-style-type: none"> <li>(i) Schedule 1 (Truck, Tractor and Trailer) dated December 9, 2003;</li> <li>(ii) Schedule 2 (Bus) dated May 20, 2004;</li> <li>(iii) Schedule 3 (Motor Coach - Daily) dated May 19, 2005; and</li> <li>(iv) Schedule 4 (Motor Coach - 30 days or 12,000 km) dated May 19, 2005.</li> </ul> <p>(b) “trip inspection” means a trip inspection conducted under this Schedule and includes:</p> <ul style="list-style-type: none"> <li>(i) a daily trip inspection of a truck, tractor or trailer conducted under section 3(2)(a);</li> <li>(ii) (ii) a daily trip inspection of a bus other than a motor coach conducted under section 3(2)(b);</li> <li>(iii) a daily trip inspection of a motor coach conducted under section 3(2)(c); and</li> <li>(iv) a 30-day or 12,000 km trip inspection of a motor coach conducted under section 4.</li> </ul> <p>(c) “trip inspection report” means a report prepared under section 5.</p> <p>(d) “vehicle identification number” means a number or a mark referred to in section 2(a), (b) of (c) of Schedule 1.</p>
	<p>(2) A “tractor” referred to in the NSC Standard 13 are “truck tractor” for the purpose of section 7 of the Regulation and this Schedule.</p>
2. Adoption of Standard	
	<p>NSC Standard 13 is hereby adopted as amended from time to time and forms part of this regulation.</p>
3. Trip inspection	
	<p>(1) A carrier shall not permit a driver to drive, and a driver shall not drive a commercial vehicle unless the requirements of this section are met.</p>
	<p>(2) The driver or the carrier of the commercial vehicle or the person authorized by the carrier to conduct the inspection under this section shall be satisfied that the vehicle is in a safe operating condition by inspecting, including, but necessarily not limited to the operating condition of:</p> <ul style="list-style-type: none"> <li>(a) with respect to a truck, truck-tractor or trailer, the items specified in Schedule 1 of NSC Standard 13;</li> <li>(b) with respect to a bus other than a motor coach, the items specified in Schedule 2 of NSC Standard 13;</li> <li>(c) with respect to a motor coach, the items specified in Schedule 3 of NSC Standard 13.</li> </ul>
	<p>(3) The trip inspection referred to in subsection (2) shall be conducted prior to first trip of the commercial vehicle and at least once within every 24 hours of operation thereafter.</p>
	<p>(4) Subsection (2) does not apply if the commercial vehicle is engaged in the transportation</p>



	of goods or passengers for the purpose of providing immediate relief in the case of a natural disaster or disaster caused by human intervention.
<b>4. 30-day or 12,000 km Trip inspection</b>	
	(1) A carrier shall not permit a driver to drive, and a driver shall not drive a motor coach unless the requirements of this section are met.
	(2) The person authorized by the carrier of a motor coach to conduct the inspection under this section shall be satisfied that the vehicle is in a safe operating condition by inspecting, including, but not limited to the operating condition of the items specified in Schedule 4 of NSC Standard 13.
	(3) The trip inspection referred to in subsection (2) shall be performed on or prior to the earlier of (a) 30 days, or (b) the motor coach has traveled 12,000 km, after the last trip inspection referred to in subsection (2).
	(4) The trip inspection referred to in subsection (2) shall be conducted (a) while the vehicle is positioned over a pit or raised in a manner that provides adequate access to all of the items subject to the inspection, and (b) by a person holding a subsisting Heavy Equipment Technician trade certificate under the <i>Apprenticeship and Industry Training Act</i> , or a person meeting the requirements specified by the Registrar.
	(5) Subsection (2) does not apply if the commercial vehicle is engaged in the transportation of goods or passengers for the purpose of providing immediate relief in the case of a natural disaster or disaster caused by human intervention.
<b>5. Trip inspection report</b>	
	(1) (a) Subject to clause (b), this section applies to a carrier or driver subject to section 2 of the <i>Drivers' Hours of Service Regulation (AR 317/2002)</i> . (b) Despite clause (a), a carrier or driver other than a carrier or driver of a school bus to which Section 12 (1) of the <i>Drivers' Hours of Service Regulation (AR 317/2002)</i> applies is not required to prepare the trip inspection report for the inspection conducted under section 3.
	(2) A carrier shall require every driver employed or otherwise engaged by the carrier or a person authorized by the carrier to prepare the trip inspection report in accordance with this section.
	(3) The driver or the person authorized by the carrier under subsection (2) shall prepare, for each commercial vehicle driven, the trip inspection report in accordance with this section (a) in a legible written format, or (b) in an electronic format acceptable to the Registrar.
	(4) The trip inspection report shall (a) state the license plate, the vehicle identification number or unit numbers of the vehicle; (b) record the odometer or hubometer reading of the vehicle at the time of the inspection; (c) state the name of the carrier of the vehicle; (d) state the name of the municipality or location of the highway where the vehicle was

	<p>inspected;</p> <p>(e) indicate</p> <p>(i) each defect in the operation of every item required to be inspected under section 2(2) or 3(2), as the case may be, and any other defect that may affect the safe operation of the commercial vehicle, or</p> <p>(ii) that no defect was determined;</p> <p>(f) state the time and date that the report is made;</p> <p>(g) include a statement signed by the person inspecting the vehicle stating that the vehicle has been inspected in accordance with the applicable requirements under this schedule;</p> <p>(h) contain the name and signature of the driver or the person making the report;</p> <p>(i) in the case of a trip inspection under section 4(3),</p> <p>(i) record the brake adjustment measurement,</p> <p>(ii) indicate the nature of all repairs carried out to rectify defects determined during the inspection, and</p> <p>(iii) state the trade certificate number of the Heavy Equipment Technician that conducted the inspection.</p>
	(5) No carrier shall permit a driver to drive, and no driver shall drive, a commercial vehicle unless the driver has the trip inspection report in that driver's possession.
	(6) A driver shall, on the request of a peace officer, produce to the peace officer for inspection the trip inspection report prepared under this section or under section 7(2).
<b>6. Distribution and retention of report</b>	
	(1) Section 15 of the <i>Drivers' Hours of Service Regulation</i> (AR 317/2002) applies, with necessary modifications, to the distribution of a trip inspection report by a driver.
	(2) Section 16 of the <i>Drivers' Hours of Service Regulation</i> (AR 317/2002) applies, with necessary modifications, to the retention of a trip inspection report by a carrier.
<b>7. Reporting Safety Defects</b>	
	<p>(1) Despite section 6, if the driver or person authorized by the carrier to prepare a trip inspection report under section 5 believes or suspects there is a safety defect in the commercial vehicle that was inspected under section 3(2) or section 4(2), the driver or the person authorized by the carrier shall submit the trip inspection report to the carrier</p> <p>(a) without delay if the defect may result in hazard to the health or safety to a person; or</p> <p>(b) in a timely manner in other cases which shall not be more than 20 days after the trip inspection report was completed.</p>
	<p>(2) Despite section 6 and regardless whether or not a trip inspection report is required under section 5, if a driver observed any safety defects, including but not necessarily limited to defects in the items specified in Schedules 1, 2, 3 or 4 of the NSC Standard 13, as the case may be, in the commercial vehicle while driving the vehicle, the driver shall record the safety defects in the trip inspection report or otherwise in a written document and submit it to the carrier responsible for the vehicle, as the case may be</p> <p>(a) without delay if the defect may result in hazard to the health or safety to a person, or</p> <p>(b) in a timely manner in other cases which shall not be more than 20 days after</p>

	completing the trip inspection report or written document was prepared.
8. Corrective action	
	<p>A carrier or a person shall not permit a driver to drive, and a driver shall not drive, a commercial vehicle unless, before doing so, the carrier or the person has</p> <ul style="list-style-type: none"> <li>(a) repaired or corrected items listed on the trip inspection report or written document referred to in section 5 or section 7, as the case may be, which may affect the safe operation of the commercial vehicle and certified on the report that the defect has been corrected, or</li> <li>(b) certified on the report that correction is unnecessary.</li> </ul>

## Schedule 4 – School Bus Operation

### 1. Use of school bus

- (1) Subject to subsection (3), a school board shall only use a school bus to transport students to or from a school.
- (2) In addition to subsection (1), a school bus may be used to
  - (a) transport students, and other persons authorized in writing by the school board, to or from extra-curricular activities of the school if
    - (i) the trip has been authorized in writing by the school principal, and
    - (ii) the driver of the school bus has in the driver's possession on the bus documents evidencing the approval referred to in sub clause (i);
  - (b) to transport an employee of the school board who, in the course of the carrying out of the employee's duties, must travel, if the transporting of that employee is approved by the school board,
  - (c) to transport a preschool child who accompanies the child's parent or guardian while the parent or guardian is driving or being transported in the school bus if,
    - (i) before the preschool child is so transported, the school board has given its written approval setting out the times and conditions, if any, under which the preschool child may be transported,
    - (ii) the child is secured in a child seating assembly that meets the requirements of the *Vehicle Equipment Regulation (AR 322/2002)*, and
    - (iii) the child does not occupy a seat required by a student who is transported on the bus; .
- (3) Despite subsection (1), a school board may use a multifunctional activity bus to transport student for a trip that is other than between the school and the residence of the student.
- (4) In subsection (3), a "multifunctional activity bus" means a bus that meets the requirements of a school bus under this regulation except for the following requirements:
  - (a) an eight lamp advanced warning system under the *Vehicle Equipment Regulation (AR 322/2002)*,
  - (b) a stop arm under the *Vehicle Equipment Regulation (AR 322/2002)*,
  - (c) a crossing arm under this Schedule,
  - (d) a school bus sign,
  - (e) the colour requirements under Schedule 2D of this regulation

### 2. School Bus used for Other Purposes

- (1) If a school board or a person uses a school bus for a purpose not specified in section 1, the school board or the person, as the case may be,
  - (a) shall, in addition to any other applicable provisions under the *Commercial Vehicle Certificate and Insurance Regulation (AR 314/2002)*, meet the operating authority certificate requirements of that regulation.
  - (b) shall not use the bus concurrently for a purpose under section 1.
- (2) Nothing in this section shall be construed so as to prevent a school bus from being operated for the purposes

	<ul style="list-style-type: none"> <li>(a) of having it inspected, repaired, or serviced, or</li> <li>(b) of moving it from one location to another location unless the bus is used for a purpose under section 1.</li> </ul>
<b>3. Vehicle no longer used as a school bus</b>	
	When a school bus is no longer to be used as a school bus, the owner of the bus shall
	<ul style="list-style-type: none"> <li>(a) remove or cover all signs on the bus that make reference to the fact that the vehicle is a school bus, and</li> </ul>
	<ul style="list-style-type: none"> <li>(b) remove the eight lamp advanced warning system and stop arm required under section 31 of the <i>Vehicle Equipment Regulation</i> (AR 322/2002).</li> </ul>
<b>4. Alteration of school bus</b>	
	<ul style="list-style-type: none"> <li>(1) No person shall change, reconstruct or modify the body or seating capacity of a school bus without the written approval of the Registrar.</li> <li>(2) The Registrar may include any terms and conditions in the approval granted under subsection (1)</li> </ul>
<b>5. Prohibitions</b>	
	<ul style="list-style-type: none"> <li>(1) In this section, “guide dog” means a “guide dog” as defined in the <i>Blind Person’s Rights Act</i>.</li> </ul>
	<ul style="list-style-type: none"> <li>(2) When a school bus is used for a purpose under section 1, no person shall convey in or on the school bus <ul style="list-style-type: none"> <li>(a) animals,</li> <li>(b) firearms,</li> <li>(c) explosives,</li> <li>(d) combustible materials or substances, or</li> <li>(e) anything <ul style="list-style-type: none"> <li>(i) of a dangerous or objectionable nature, or</li> <li>(ii) that might endanger the lives or safety of persons in the bus.</li> </ul> </li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>(3) Subsection (2)(a) does not apply if: <ul style="list-style-type: none"> <li>(a) the animal is a guide dog accompanying a person with physical disability;</li> <li>(b) while the bus is in motion, the guide dog will be sitting on the floor under or in front of a passenger’s seat and is not blocking or otherwise obstructing the aisle of the bus, and</li> <li>(c) the maximum number of persons that the bus may carry under section 13 shall be reduced by the number of guide dogs being transported under this clause.</li> </ul> </li> </ul>
<b>6. Fueling</b>	
	When a school bus is used for a purpose under section 1, the driver of the school bus shall not allow any person, other than the driver, in the bus when fuel is put into the fuel tank of the bus.
<b>7. Use of tobacco, etc.</b>	
	<ul style="list-style-type: none"> <li>(1) When a school bus is used for a purpose under section 1, no person shall smoke or use tobacco in any manner in the bus.</li> <li>(2) When a school bus is used for a purpose under section 1, the driver of the school bus shall ensure that no person on the school bus is:</li> </ul>

	<ul style="list-style-type: none"> <li>(a) consuming alcohol,</li> <li>(b) impaired by alcohol or a drug, or</li> <li>(c) smoking or using tobacco in any manner</li> </ul>
<b>8. Loading and unloading pupils</b>	
	<ul style="list-style-type: none"> <li>(1) The driver of a school bus shall not embark or disembark students onto or from a school bus unless <ul style="list-style-type: none"> <li>(a) it is at a place that is safe to do so, and</li> <li>(b) where applicable, it is in compliance with section 43 of the <i>Use of Highway and Rules of the Road Regulation</i> (AR 304/2002).</li> </ul> </li> <li>(2) When the driver of a school bus disembarks a student from the school bus, the driver shall not move the school bus after the disembarking, until the student is observed to have reached a place that is safe from the traffic.</li> </ul>
<b>9. Application of crossing arm</b>	
	Where a student must cross a highway outside of an urban area before embarking onto or after disembarking from a school bus, the driver of the school bus shall, as far as practicable, direct the student to cross the highway in front of the crossing arm of the school bus with the crossing arm in its open position.
<b>10. Exemption from crossing arm requirement</b>	
	<ul style="list-style-type: none"> <li>(a) Where a student must cross a highway inside an urban area before embarking onto or after disembarking from a school bus, the driver of the school bus shall, as far as practicable, direct the student to cross the highway in front of the crossing arm of the school bus with the crossing arm in its open position or at a crosswalk.</li> <li>(b) Despite clause (a), where a student must cross a highway inside an urban area before embarking onto or after disembarking from a school bus, the driver of the school bus shall direct the student to cross the highway at a crosswalk, if the council of the urban area has enacted a bylaw that prohibits the school bus from using the following equipment: <ul style="list-style-type: none"> <li>(i) crossing arm.</li> <li>(ii) stop arm, and</li> <li>(iii) eight lamp advanced warning system.</li> </ul> </li> </ul>
<b>11. Standing, etc., in school bus</b>	
	<p>When the school bus is used for a purpose under section 1, no person shall</p> <ul style="list-style-type: none"> <li>(a) stand in the bus,</li> <li>(b) get up from that person's seat in the bus, or</li> <li>(c) embark onto or disembark from a school bus,</li> </ul> <p>while the bus is in motion.</p>
<b>12. Leaving school bus</b>	
	<p>When the school bus is used for a purpose under section 1, the driver of the school bus shall not leave the school bus unless</p> <ul style="list-style-type: none"> <li>(a) the engine and ignition is turned off,</li> <li>(b) the ignition key is removed, and</li> <li>(c) the parking brake is set.</li> </ul>

## Schedule 5 – Driveaway and Towaway

<b>1. Interpretation</b>	
	<p>In this Schedule,</p> <p>(a) “full mounted” means an operation in which a motor vehicle transports another motor vehicle where all wheels of the transported motor vehicle are on the transporting vehicle.</p> <p>(b) “saddle-mount” means a device that is used in a driveaway or towaway operation to perform the functions of a conventional 5th wheel and is designed and constructed so that it is readily detachable.</p>
<b>2. Means of towing</b>	
	No means of towing other than a tow-bar or saddle-mount connection may be used for towing in a driveaway or towaway operation.
<b>3. Number in combination</b>	
	<p>(1) Not more than 3 vehicles in combination may be towed at the same time by saddle-mounts.</p> <p>(2) Not more than 1 vehicle may be towed at the same time by means of a tow-bar.</p>
<b>4. Carrying vehicles on towed vehicles</b>	
	<p>(1) A vehicle hauling a full-mounted vehicle may not be towed by means of a tow-bar.</p> <p>(2) No vehicle may be full-mounted on a vehicle towed by means of a saddle-mount unless the centre of the rear axle of the full-mounted vehicle lies forward of the center line of the rear axle of the saddle-mounted vehicle.</p>
<b>5. Front wheel restraint</b>	
	The front wheels of a vehicle towed by means of a saddle-mount shall be removed or restrained if, under any condition of turning of the wheels, they would project beyond the widest part of either the towed or towing vehicle.
<b>6. Front end mount</b>	
	A vehicle towed by means of a saddle-mount shall be towed with the front end mounted on the towing vehicle unless the steering mechanism is adequately locked in a straight-forward position.
<b>7. Tracking</b>	
	A saddle-mount shall be designed, constructed, maintained, and installed so that the towed vehicle or vehicles will follow in the path of the towing vehicle without swerving and will not deviate more than 76 mm to either side of the path of the towing vehicle when moving in a straight line.
<b>8. Frame bending</b>	
	Where necessary, blocks shall be inserted inside the frame channel of the towing vehicle to prevent kinking of the frame of the towing vehicle.
<b>9. Location of saddle-mount</b>	
	No saddle-mount shall be located at a point to the rear of the centre line of the rear axle(s) of the towing vehicle.
<b>10. Upper half of saddle-mount</b>	
	(1) The upper half of a saddle-mount shall meet the requirements of this section.

- (2) The upper half shall be securely attached to the axle of the towed vehicle by means of a pivot block and jaw assembly, U-bolts or other means providing at least equivalent security.
- (3) In addition to any fifth wheel or frame type saddle mount, each piggyback unit shall be secured by safety chains of equivalent strength as the saddle.
- (4) The safety chains in subsection (3) shall be
  - (a) attached in such a manner that significant side-to-side motion will be prevented should the saddle mount bracket loosen, and only provide sufficient slack to allow normal articulation between the mounted unit and towing unit,
  - (b) assembled using proper hooks, clevises, or pins, and
  - (c) Transport 7 - Grade 7 chain.



## Schedule 6 – Transportation of Anhydrous Ammonia and Other Fertilizers

1. Definitions	
	<p>In this Schedule,</p> <ul style="list-style-type: none"> <li>(a) "applicator" means an implement of husbandry without motive power               <ul style="list-style-type: none"> <li>(i) that is specially designed for the field application of anhydrous ammonia, and</li> <li>(ii) on which an applicator tank is mounted;</li> </ul> </li> <li>(b) "applicator tank" means a container that               <ul style="list-style-type: none"> <li>(i) has a water capacity of not more than 10 000 litres, and</li> <li>(ii) is mounted on an implement of husbandry;</li> </ul> </li> <li>(c) "container" means a "means of containment" under the <i>Dangerous Goods Transportation Handling Act</i> containing anhydrous ammonia;</li> <li>(d) "daytime" means "daytime" as defined in the <i>Use of Highway and Rules of the Roads regulation</i> (AR 304/2002);</li> <li>(e) "dry spreader trailer" means a hopper type trailer that is designed to transport and apply granular fertilizer;</li> <li>(f) "farm wagon trailer" means an implement of husbandry without motive power               <ul style="list-style-type: none"> <li>(i) on which a container is mounted,</li> <li>(ii) that is designed to be towed by another vehicle,</li> <li>(iii) that has a set of axles or a trailer converter dolly located at or near the front end and that has a set of axles at or near the rear end, and</li> <li>(iv) that primarily carries its weight and any load on its axles and, if a trailer converter dolly is used, on the dolly;</li> </ul> </li> <li>(g) "self-propelled floater implement of husbandry" means a motor vehicle that is designed exclusively for the field application of fertilizers.</li> </ul>
2. Service brakes on trailers	
	<ul style="list-style-type: none"> <li>(1) Subject to sections 3 and 4, no person shall tow an applicator, farm wagon trailer or dry spreader trailer unless the applicator, farm wagon trailer or dry spreader trailer is equipped with brakes in accordance with sections 54 to 56 of the <i>Vehicle Equipment Regulation</i> (AR 322/2002).</li> <li>(2) In addition to subsection (1), any required brakes on an applicator, farm wagon trailer or dry spreader trailer shall comply with applicable provisions in sections 10 to 16 of Schedule 2A, Commercial Vehicle Maintenance Standards of this regulation.</li> </ul>
3. Service brakes on trailers not required	
	<ul style="list-style-type: none"> <li>(1) An applicator or a farm wagon trailer may be towed without the applicator or farm wagon trailer being equipped with service brakes if           <ul style="list-style-type: none"> <li>(a) the applicator or farm wagon trailer has a gross weight that is               <ul style="list-style-type: none"> <li>(i) 2300 kilograms or less and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 2700 kilograms,</li> <li>(ii) more than 2300 kilograms but not greater than 3100 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 3600 kilograms,</li> </ul> </li> </ul> </li> </ul>

- (iii) more than 3100 kilograms but not greater than 3900 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 4500 kilograms,
- (iv) more than 3900 kilograms but not greater than 4300 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 6800 kilograms,
- (v) more than 4300 kilograms but not more than 5100 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 10 000 kilograms, or
- (vi) more than 5100 kilograms but not more than 5900 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 13 600 kilograms,

and

- (b) in the case of an applicator, the applicator and its towing vehicle travel at a speed not exceeding 65 kilometres per hour.
- (2) A dry spreader trailer may be towed without the trailer being equipped with service brakes if the trailer has a gross trailer weight that is
- (a) 5000 kilograms or less,
  - (b) more than 5000 kilograms but not more than 5100 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 10 000 kilograms, or
  - (c) more than 5100 kilograms but not more than 5900 kilograms and it is being towed by a motor vehicle that has a manufacturer's gross vehicle weight rating of at least 13 600 kilograms.

#### 4. Farm wagon trailer

- (1) Subject to subsection (2), no person shall tow a farm wagon trailer or dry spreader trailer without service brakes unless the towing vehicle has a manufacturer's gross vehicle weight rating of at least 2700 kilograms.
- (2) No person shall tow a farm wagon trailer or dry spreader trailer without service brakes if
  - (a) in the case of a farm wagon trailer the container mounted on the trailer has a capacity of 4900 litres or more, or
  - (b) in the case of a dry spreader trailer, the trailer has a capacity in excess of 7,300 kilograms
 unless the manufacturer's gross vehicle weight rating of the towing vehicle is equal to or greater than the gross trailer weight.
- (3) The operator of a vehicle towing a farm wagon trailer or a dry spread trailer shall
  - (a) not travel at a speed that is in excess of 40 kilometres per hour,
  - (b) ensure that the front of the container or the trailer bears the words "Maximum Speed 40 kilometres per hour" in red lettering with at least a 6 millimetre stroke and at least 50 millimetres in height,
  - (c) travel during daytime only.

#### 5. Self-propelled floater implement

No person shall operate a self-propelled floater implement of husbandry on a paved highway at any time during which the implement is carrying a load.

**Amendments to the CV Certificate & Insurance Reg. (AR 314/2002)**

1.	Section 4(1)(d) is amended by deleting “ <i>Commercial Vehicle Maintenance Standards Regulation (AR 118/89)</i> ” and substituting it with “ <i>Commercial Vehicle Safety Regulation (AR ??/2005)</i> ”.
2.	Section 10(2)(a) is repealed and the following is substituted: 10(2)(a) is a school bus when it is used for a purpose under section 2 in Schedule 5 of the <i>Commercial Vehicle Safety Regulation (AR ??/2005)</i> .
3.	Section 18 is repealed.
4.	Section 20(2)(d) is amended by deleting “ <i>Commercial Bus Inspection, Equipment and Safety Regulation (AR 428/91)</i> ” and substituting it with “ <i>Commercial Vehicle Safety Regulation (AR ??/2005)</i> ”.
5.	<p>The following section is added after section 26:</p> <p>26.1 (1) Every school bus that is used for a purpose under section 2 in Schedule 5 of the <i>Commercial Vehicle Safety Regulation (AR ??/2005)</i> must be covered by a policy of automobile insurance providing passenger hazard coverage in at least the following amounts:</p> <p>(a) \$200 000 for bodily injury or death of any one person as a result of any single accident;</p> <p>(b) if the manufacturer's seating capacity of the vehicle was originally designed for 15 passengers or fewer, including the driver, \$500 000 for bodily injury or death of 2 or more persons as a result of any single accident;</p> <p>(c) if the manufacturer's seating capacity of the vehicle was originally designed for 16 passengers or more, including the driver, \$1 000 000 for bodily injury or death of 2 or more persons as a result of any single accident.</p> <p>(2) When requested to do so by the Registrar, the owner of the school bus must direct the insurer to file with the Registrar, as the case may be, evidence of the current policy referred to in subsection (1).</p> <p>(3) Nothing in this section affects the obligations of a person under the <i>Insurance Act</i>.</p>
6.	Section 40(1)(d) is amended by deleting “flag and flares,”.
7.	Section 43(1) is amended by deleting “ <i>Commercial Vehicle Maintenance Standards Regulation (AR 118/89)</i> ” and substituting with “ <i>Commercial Vehicle Safety Regulation (AR ??/2006)</i> ”.

**Amendments to the Commercial Vehicle Dimension & Weight Reg. (AR 315/2002)**

1.	<p>Section 13 is repealed and is substituted by the following:</p> <p>(1) In this section,</p> <p>(a) “license of occupation road” means a road held under license of occupation granted under the <i>Dispositions and Fees Regulation</i> (AR 54/2000).</p> <p>(b) “roadway width” means the width of the traveled surface of a license of occupation road as measured from shoulder to shoulder.</p> <p>(2) In the case of a commercial vehicle operating on a license of occupation road:</p> <p>(a) sections 4 and 9 do not apply;</p> <p>(b) subject to clause (c), sections 14, 15 and 16 apply to the same extent as if the commercial vehicle were being operated pursuant to an over dimensional permit; and</p> <p>(c) Section 14, 15, and 16 do not apply if the commercial vehicle is carrying a load of logs</p> <p>(3) No person shall, on a licence of occupation road, operate a commercial vehicle used to carry logs when the front or rear bunk width of the vehicle exceeds that permitted for the roadway width as determined by the following table:</p> <table border="1" data-bbox="305 884 1258 1144"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">Roadway Width</th> <th colspan="2">Maximum Bunk Width</th> </tr> <tr> <th>Front</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>6 metres or more but less than 7.3 metres</td> <td>3.05 metres</td> <td>2.6 metres</td> </tr> <tr> <td>(b)</td> <td>7.3 metres or more but less than 9.1 metres</td> <td>3.65 metres</td> <td>3.05 metres</td> </tr> <tr> <td>(c)</td> <td>9.1 metres or more</td> <td>4.57 metres</td> <td>3.96 metres</td> </tr> </tbody> </table> <p>(4) Subsection (3) does not apply to an access road, to a landing or to a block.</p>		Roadway Width	Maximum Bunk Width		Front	Rear	(a)	6 metres or more but less than 7.3 metres	3.05 metres	2.6 metres	(b)	7.3 metres or more but less than 9.1 metres	3.65 metres	3.05 metres	(c)	9.1 metres or more	4.57 metres	3.96 metres
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(c)	9.1 metres or more	4.57 metres	3.96 metres																
2.	Section 19(2) is amended by deleting the phrase “operated under the <i>Log Haul Regulation</i> ” and substituting it with “carrying a load of logs”.																		
3.	Section 21 is amended by adding section 13(3) to the list of offence.																		

**Amendments to the Vehicle Equipment Regulation (AR 322/2002)**

1.	<p>Section 1(q) is repealed and the following is substituted:</p> <p>(q) “school bus” means a “school bus” as defined in Section 1 the <i>Commercial Vehicle Safety Regulation</i> (AR xxx/05).</p>
2.	<p>Section 4 is amended by:</p> <p>(a) repealing clause (1)(e);</p> <p>(b) by adding at the end of subsection (4): “or another regulation under this Act”</p>
3.	<p>Section 31 is repealed.</p>
4.	<p>Section 54 is amended by:</p> <p>(a) deleting “A person” and substituting “Unless otherwise exempted by the Act, a regulation under the Act or the <i>Motor Vehicle Safety Act</i> (Canada), a person”</p> <p>(b) adding the following after subsection (4):</p> <p>(5) If a motor vehicle is a type that is exempted from having brakes under the Act, a regulation under the Act or the <i>Motor Vehicle Safety Act</i> (Canada) is converted to a type of motor vehicle that such an exemption does not apply, the motor vehicle thus converted shall comply with subsection (1).</p> <p>(6) Subsection 5 comes into force on January 1, 2007.</p>
5.	<p>Section 56 is repealed and the following is substituted:</p> <p>(1) A person shall not drive or operate a vehicle that tows a trailer unless the trailer has brakes that comply with section 55.</p> <p>(2) The brake of the trailer referred to in subsection (1) shall, if the trailer breaks away:</p> <p>(a) at the time that the trailer breaks away, be automatically applied, and</p> <p>(b) remain applied for at least 15 minutes.</p> <p>(3) Despite subsection (1), a trailer is not required to have brakes if at the time of manufacture, brakes are not required under the <i>Motor Vehicle Safety Act</i> (Canada) or regulations under that Act.</p> <p>(4) Despite subsection (1) and in addition to subsection (2), the following trailers are not required to have brakes:</p> <p>(a) If the towing unit is a private passenger vehicle;</p> <p>(i) a trailer with a maximum gross weight of not more than 910 kilograms; or</p> <p>(ii) a trailer with a maximum gross weight of less than half of the unladen weight of the towing unit,.</p> <p>(b) If the towing unit is a commercial vehicle,</p> <p>(i) a trailer, other than a pole trailer, having a maximum gross weight of not more than 2300 kilograms; if the maximum gross weight of the trailer is less than half of the unladen weight of the towing unit;</p> <p>(ii) a pole trailer having a maximum gross weight of not more than 6800 kilograms; if the maximum gross weight of the trailer is less than half of the unladen weight of the towing unit,</p> <p>(iii) a trailer used to transport agricultural products having a maximum gross weight of not more than 3650 kilograms being towed unladen, or</p>

	<p>(iv) a trailer used to transport agricultural products having a maximum gross weight of not more than 3650 kilograms carrying a load being towed at a speed not in excess of 25 kilometres per hour.</p> <p>(5) Subsection (4) does not apply to a trailer that is manufactured on or after January 1, 2007. [This means the trailers referred in section 4 would require brakes after January 1, 2007, unless brakes were not required under the Canada MVSA at the time of manufacture. This would require retrofitting.]</p> <p>(6) Subsections (4) and (5) are repealed on January 1, 2010.</p>
6.	<p>The following is added after section 71:</p> <p><u>Mirror Standards</u></p> <p>71.1 Where any mirror of a motor vehicle is subject to Standard 111 of the <i>Motor Vehicle Safety Regulation</i> of the <i>Motor Vehicle Safety Act</i> (Canada) applicable at the time of manufacture, such mirror must comply with the Standard.</p>
7.	<p>The following section is added after section 72:</p> <p><u>Mirror view of buses</u></p> <p>72.1 In addition to sections 71.1 and 72, no person shall operate or permit a person to operate a bus unless the bus has</p> <p>(a) at least one mirror that affords to the driver of the bus from the driver's normal operating position a complete view of the interior of the bus, and</p> <p>(b) in the case of a bus that has an exit located other than on the right side of the bus at the front of the bus, at least one mirror that affords to the driver of the bus from the driver's normal operating position a complete view of that other exit and steps leading to that exit.</p> <p>[S.23 of the <i>Commercial Bus Inspection, Equipment and Safety Regulation</i> AR 428/91].</p>
8.	<p>The heading Part 3 Seat Belts is deleted and is replaced by Part 3 Occupant Restraint System.</p>
9.	<p>The heading Part 4 Miscellaneous Vehicles is deleted and is replaced by Part 4 Equipment by Vehicle Types.</p>
10.	<p>The following sub-heading is added after Part 4 Equipment by Vehicle Types: Division 0.1 School Buses.</p>
11.	<p>The followings are added after section 85:</p> <p><u>Lamp Standards</u></p> <p>85.1 (1) The standards under SAE J887 are adopted and apply to warning lamps marked SAE W2 for school buses [from section 4(1)(e)].</p> <p>(2) Sections 4(2) to (4) apply to warning lamps under subsection (1).</p> <p><u>Flashing Lamp and Stop Arm</u></p> <p>85.2 (1) A school bus shall have the an eight lamp advanced warning system with four amber and four red lamps mounted on the outside of the bus in accordance with CSA D250 applicable at the time of the manufacture of the bus [replacing current sections 31(1) and (6)].</p> <p>(2) A school bus shall have a stop arm:</p> <p>(a) mounted on the left side of the bus, and</p> <p>(b) comply with the requirements under the <i>Motor Vehicle Safety Regulation</i> (Canada) Standard 131: School Bus Pedestrian Safety Devices [replacing</p>

current section 31(2)].

- (3) The red flashing lamps on a school bus must do the following:
  - (a) those at the front must flash alternately so that they are visible from in front of the bus;
  - (b) those at the rear must flash alternately so that they are visible from behind the bus [no change from current section 31(3)].
- (4) The amber flashing lamps on a school bus must do the following:
  - (a) those at the front must flash alternately so that they are visible from in front of the bus;
  - (b) those at the rear must flash alternately so that they are visible from behind the bus;
  - (c) all of the amber flashing lamps must turn off when the red flashing lamps on the school bus are turned on [no change from current section 31(4)].
- (5) The stop arm on a school bus and the red flashing lamp on the stop arm
  - (a) must be automatically turned on and remain on while the alternately flashing red lamps on the bus are on, and
  - (b) must be visible from both in front of and behind the bus [no change from current section 31(5)].
- (6) A person who is driving a school bus shall not use the red or amber flashing lamps or a stop arm on the portion of Highway 61 from the intersection of Highway 61 and 3rd Avenue in the Village of Foremost to the point on Highway 61 that is 145 metres south of the intersection [no change from current section 31(7)].

#### Reflective markings

- 85.3 (1) In this section, “reflective markings” means “reflective markings” referred to in section 45(1)(c).
- (2) A school bus must have reflective markings located on its outside body in accordance with the requirements of CSA D250 applicable at the time of manufacture [CSA D250 section 6.5.1].

#### Rear View Mirrors

- 85.4 (1) In the case of a Type B, C, or D School Bus, the interior rear view mirror referred to in section 72(1) shall be at least 150 millimetres high and 760 millimetres wide.
- (2) A school bus shall have two outside rear view mirrors which shall:
    - (i) be heated;
    - (ii) comply with the *Motor Vehicle Safety Regulation (Canada) Standard 111: Mirrors* [CSA D250 6.22.1 and 6.22.2].

#### Bumpers

- 85.5 A school bus shall be equipped with a front bumper that extends beyond the forward most part of the body and to the outer edge of the front sheet metal [CSA\_D250 5.3.2].

#### Gauges

- 85.6 A school bus shall be equipped with the following gauges or indicators attached to its chassis:
- (a) a speedometer;
  - (b) an odometer;

- (c) an ammeter or voltmeter;
- (d) an oil pressure gauge or indicator;
- (e) a coolant temperature gauge or indicator;
- (f) a fuel gauge;
- (g) a high-beam headlamp indicator; and
- (h) a turn signal indicator.

[CSA D250 5.14.1. Note: odometer is already covered in s.73 but it is optional.]

Rub Rails

85.7 A school bus shall have rub rails on its outside body in accordance with CSA D250 applicable at the time of manufacture [CSA D250 6.35].

Seat belt

- 85.8 (1) A person shall not drive or operate a school bus unless it is equipped with a three point seat belt for the driver that meets the requirements of the *Motor Vehicle Safety Act (Canada)* and the regulations under that Act applicable at the time of manufacture [CSA D250 5.26].
- (2) A person shall comply with section 72(2)(a), (4), (5), (6) and (7) respecting the seat belt under subsection (1).
- (3) Subsection (1) operates despite anything to the contrary in section 81(1).

12. The following section is added after 87:

Rear Impact Guard

- 87.1 (1) In this section,
- (a) “low-chassis trailer”, “pulpwood trailer”, “rear impact guard” and “wheels back trailer” have the same meanings as those terms are defined in Standard 223 of the *Motor Vehicle Safety Regulation (Canada)* under the *Motor Vehicle Safety Act (Canada)*;
  - (b) “pole trailer” means a “pole trailer” as defined in section 91.1(d).
- (2) This section applies to a trailer that has a gross vehicle weight rating of 4,536 kg or more other than:
- (a) a low-chassis trailer;
  - (b) a pole trailer;
  - (c) a pulpwood trailer;
  - (d) a wheels back trailer;
  - (e) a trailer designed to be used as temporary living quarters;
  - (f) a trailer designed to interact with, or having work-performing equipment that meets exemption requirements under Standard 223 of the *Motor Vehicle Safety Regulation (Canada)* under the *Motor Vehicle Safety Act (Canada)*;
- (3) A trailer shall be equipped with a rear impact guard in accordance with Standard 223 of the *Motor Vehicle Safety Regulation (Canada)* under the *Motor Vehicle Safety Act (Canada)* applicable at the time of manufacture.
- (4) Despite subsection (3), a trailer that was manufactured on or before August 31, 2007 may be equipped with a rear impact guard in accordance with Standard 224 as amended from time to time and which is made under section 571.223 of the *Code of Federal Regulations (United States)*, Title 49.
- (5) The section comes into effect on September 1, 2007.



13.	The following sub-heading is added after Part 4, Division 1 Trailers: Division 1.1 Log Haul.
14.	<p>The following is added after section 91:</p> <p><u>Definitions</u></p> <p>91.1 In this Division,</p> <ul style="list-style-type: none"> <li>(a) “fluorescent materials” means a material coloured day-glo fire orange or retro-reflective material coloured day-glo fire orange, or red and white.</li> <li>(b) “license of occupation road” means a “license of occupation road” as defined in the <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002).</li> <li>(c) “long logs” means logs more than 4.9 metres in length.</li> <li>(d) “pole trailer” means a trailer that <ul style="list-style-type: none"> <li>(i) is drawn by a towing vehicle to which it is attached by a “reach” or “pole” or by being “boomed” or by some similar method, and</li> <li>(ii) is used for transporting a long or irregularly shaped load capable of sustaining itself as a beam between the supporting connection.</li> </ul> </li> <li>(e) “short logs” means logs 4.9 metres or less in length.</li> <li>(f) “streamer marker” means a bunch of 10 or more lengths of flexible fluorescent material, each length of material being at least 1 metre long and 25 millimetres wide.</li> <li>(g) “two-way headache rack lamps” means a system of lamps that are connected to the brake and signal lamp circuits and mounted on each side of the vehicle, 150 millimetres beyond the width of the load, and which contains <ul style="list-style-type: none"> <li>(i) one lamp on each side of the vehicle with double side construction having an amber clearance lamp facing forward, a red stop-turn tail lamp facing the rear, and with a minimum lens area of 176 square centimetres; or</li> <li>(ii) a set of two simultaneously operating lamps on each side of the vehicle with a minimum combined lens area of 176 square centimetres in each set; and with the two simultaneously operating lamps mounted within 50 millimetres of each other.</li> </ul> </li> </ul> <p><u>Exemptions</u></p> <p>91.2 (1) The following provisions of this regulation do not apply to a commercial vehicle carrying long logs on a license of occupation road:</p> <ul style="list-style-type: none"> <li>(a) Section 13(1);</li> <li>(b) Section 16;</li> <li>(c) Section 18(1) and (3);</li> <li>(d) Section 40;</li> <li>(e) Section 61(1);</li> <li>(f) Section 64;</li> <li>(g) Section 91.3</li> </ul> <p>(2) The following provisions of this regulation do not apply to a pole trailer carrying long logs:</p> <ul style="list-style-type: none"> <li>(a) Section 39</li> <li>(b) Section 40</li> </ul> <p><u>Overhanging load</u></p>

91.3 Despite section 16, a commercial vehicle that carries a load of logs that overhangs the rear of the vehicle by 1.5 metres or more must have:

- (a) a two-way headache rack lamps mounted on the power unit of the vehicle at approximately cab height.
- (b) during night time, 2 lit red lamps attached to the back of the load, with 1 lamp being as close to the right edge and another being as close to the left edge of the load as is practical.
- (c) during daytime, at least 2 streamer markers at the rear of the load, with at least 1 being as close to the right edge and another being as close to the left edge of the load as is practical.

Conspicuity

91.4 (1) Subject to subsection (2), on a commercial vehicle that carries a load of logs, the front and rear bunk stakes on each side of the vehicle must have fluorescent materials, minimum 50 millimetres wide, displayed for a minimum length of 1.5 meters, from the bottom of the bunk stake, on the 3 exposed sides of the stake.

- (2) Subsection (1) does not apply if:
  - (a) the load is 2.6 metres or less in width; or
  - (b) the logs are short logs loaded crosswise.

**Amendments to the Use of Highways & Rules of the Road Reg. (AR 304/2002)**

1.	<p>Section 49 is amended by renumbering it as section 49(1) and adding the following subsection:</p> <p>(2) Subsection (1) does not apply to a vehicle that is subject to section 49.1.</p>
2.	<p>The following section is added after section 49:</p> <p>49.1 (1) In this section, "advance warning triangle" means an "advance warning triangle" under section 4 in Schedule 1 of the <i>Commercial Vehicle Safety Regulation</i> (AR XX/2006)</p> <p>(2) Subject to subsection (3), during the night time a person shall not permit a commercial vehicle to be stationary on a highway outside the limits of an urban area unless:</p> <p>(a) the vehicle hazard warning lamps with which the vehicle is required to be equipped under the <i>Vehicle Equipment Regulation</i> (AR 304/2002) are alight forthwith, if the lamps are functional, and</p> <p>(b) advance warning triangles are placed on the highway in line with the vehicle forthwith</p> <p>(i) at a distance of approximately 30 metres in front of the vehicle, and</p> <p>(ii) at a distance of approximately 30 metres behind the vehicle.</p> <p>(3) At any time, objects are not clearly discernible on the highway at a distance of at least 150 metres ahead due to insufficient light or unfavourable atmospheric conditions, a person shall not permit a commercial vehicle to be stationary on a highway outside the limits of an urban area unless:</p> <p>(a) the lighting equipment including the vehicle hazard warning lamps on the vehicle that is required to be equipped under the <i>Vehicle Equipment Regulation</i> (AR 304/2002) are alight forthwith, if the lighting equipment is functional, and</p> <p>(b) advance warning triangles are placed on the highway in line with the vehicle forthwith</p> <p>(i) at a distance of approximately 75 metres in front of the vehicle, and</p> <p>(ii) at a distance of approximately 75 metres behind the vehicle.</p> <p>(4) Subsections (2)(b) and (3)(b) do not apply to a bus that is stopped on a highway while a passenger, luggage, or freight is being loaded on or taken off the bus.</p>
3.	<p>Section 55(1)(c) is amended by adding "under the <i>Vehicle Equipment Regulation</i> (AR 322/2002)" after "required to be equipped." [This is intended to rectify a minor drafting concern].</p>
4.	<p>The following is added after section 56.</p> <p>Working Lamps</p> <p>56.1 If a vehicle is equipped with a lamp intended to provide illumination when cargo or goods are being loaded onto or unloaded from the vehicle, a person driving the vehicle shall not have the lamp alight when the vehicle is being driven on a highway.</p>