

Introduction

COMMERCIAL VEHICLE MAINTENANCE AND INSPECTION

Every commercial driver and vehicle operator in Canada shares the responsibility to use roads and highways in a responsible manner. Every vehicle should be driven and maintained in a manner that ensures driver, passenger and vehicle safety for all road users. Commercial vehicles and fleets are a prominent and significant component of Canada's highway users. As such the operators of these fleets have a particularly important contribution to make to highway safety.

Commercial vehicle operations have become increasingly complex and demanding. Drivers must demonstrate skills for operating and manoeuvring large and heavy vehicles and ensuring their passengers and cargo arrive safely at their destination. Maintenance personnel are trained to keep the complex systems on today's trucks and buses in excellent working order. It is critical the truck and bus industry continue to achieve the high safety standards they have demonstrated over the years.

This manual has been written for interprovincial and international carriers. It has been written to provide enough information to assist travel within and across provincial/territorial and international boundaries in compliance with the inspection requirements found in each province/territory or country. There may be some minor variations as they apply to the requirements which are outlined in this manual between jurisdictions, and as such users of the manual are urged to contact the jurisdictional representatives listed at the end of this guide to establish any deviations which may affect their operation in a particular province or territory.

THE STANDARDS

There are four separate and distinct types of commercial vehicle inspections which are contained in three of the National Safety Code standards. The specific vehicle maintenance and inspection standards which are components of the NSC are:

- 1) Maintenance [NSC #11, Part A]
- 2) Periodic Motor Vehicle Inspection (PMVI) [NSC #11, Part B]
- 3) Commercial Vehicle Safety Alliance (CVSA) On-Road Inspections [NSC #12]
- 4) Daily Vehicle Trip Inspection [NSC #13].

These types of inspections can be distinguished by their frequency requirement, the responsibility for inspection (carrier, driver or enforcement authorities), by the number of vehicle systems and components to be inspected, and by the method by which government agencies verify compliance.

The following table illustrates in general terms the different requirements of each of the standards covered in this manual.

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	NSC Standard 11A – Maintenance	NSC Standard 11B – PMVI	NSC Standard 12 – CVSA	NSC Standard 13 – Trip Inspection
Frequency	Regular (Monthly)	Annual and Semi- Annual	Random	Daily
Inspection Conducted by	Carrier/Operator	Inspectors (Government approved)	Inspectors (Gov't/Police)	Driver
# of Vehicle Systems and Parts Inspected	10 systems 100 components (approximately)	10 systems 100 components (approximately)	14 critical safety items/ systems	20 items (approximately)
Compliance Verification	Audit of Carrier Facility	On-road and Audit	On-road	On-road and Audit

All three standards and the legislation which supports them in Canadian jurisdictions are inter-related. Each standard imposes different requirements on carriers and drivers with the goal of ensuring only safe equipment gets on the road.

This manual provides background on each of the standards, along with the requirements, the differences between the standards, and some useful advice on how to comply with the maintenance and inspection requirements which have been mandated legislatively in every jurisdiction in Canada. Vehicle safety inspections and required maintenance programs have a significant impact on trucking or bus operations. Failure to adequately maintain and inspect commercial vehicles may result in fines and a suspension of operating privileges.

Canadian jurisdictions are working to upgrade their requirements to the updated standards contained in this manual. Every attempt has been made to capture the regulatory principles which have been agreed to by the jurisdictions of Canada. However due to the constantly changing nature of government regulation it is impossible to guarantee absolute accuracy in the requirements for any one jurisdiction. As such, readers are encouraged to secure the actual regulatory requirements by contacting the jurisdictional representatives shown at the end of this manual.

Similarly, the forms in this manual have only been included to assist carriers and owner operators in preparing maintenance and inspection programs. If in doubt with respect to any information contained in this guide, assistance or clarification should be sought from the government departments listed at the end of this manual.

The standards undergo periodic review by the CCMTA Standing Committee on Compliance and Regulatory Affairs. All interested individuals are encouraged to participate.

If you have any questions or concerns in relation to the standards contained in this manual, please contact CCMTA.