

N.S. Regulations 235/2026
FILED
Date October 6, 2026
RACHEL L. JONES
REGISTRAR OF REGULATIONS

**In the matter of Section 227 of Chapter 20 of the Acts of 2025,
the *Traffic Safety Act***

-and-

**In the matter of new regulations respecting commercial vehicles, commercial drivers and
carriers
made by the Minister of Public Works**

Order

I, Fred Tilley, Minister of Public Works for the Province of Nova Scotia, pursuant to Section 227 of Chapter 20 of the Acts of 2025, the *Traffic Safety Act*, hereby make new regulations respecting commercial vehicles, commercial drivers and carriers in the form set forth in the attached Schedule "A".

This order is effective on and after the date that Chapter 20 of the Acts of 2025, the *Traffic Safety Act*, comes into force.

Dated and made September 8, 2026, at Halifax Regional Municipality, Province of Nova Scotia.


Honourable Fred Tilley
Minister of Public Works

Schedule “A”

Regulations Respecting Commercial Vehicles, Commercial Drivers and Carriers made by the Minister of Public Works under Section 227 of Chapter 20 of the Acts of 2025, the *Traffic Safety Act*

Part 1: Interpretation

1 Citation

These regulations may be cited as the *Commercial Vehicles, Commercial Drivers and Carriers Regulations*.

2 Definitions

(1) In these regulations,

“Act” means the *Traffic Safety Act*;

“adverse driving conditions” means snow, sleet, fog or other adverse weather or road conditions that were not known, and could not reasonably have been known, to a driver or a carrier dispatching a driver immediately before the driver began driving;

“co-driver” means an individual who is present in a commercial vehicle because they have been or are about to be its driver;

“current trip” means the trip that begins when a driver leaves a home terminal;

“CVSA” means the Commercial Vehicle Safety Alliance, a non-profit corporation with head office in Washington, D.C., United States of America, consisting of representatives of federal, state and provincial government agencies and private industry in the United States, Canada and the Republic of Mexico and established to improve commercial vehicle safety through uniformity, compatibility and reciprocity of commercial motor vehicle inspections throughout North America;

“CVSA inspection” means a CVSA inspection of a commercial vehicle or a driver conducted in accordance with the North American Standard Inspection Program;

“cycle” means 1 of the following periods during which a driver’s on-duty time is accumulated:

- (i) cycle 1, under which on-duty time is accumulated over 7 consecutive days,
- (ii) cycle 2, under which on-duty time is accumulated over 14 consecutive days;

“day”, in relation to a driver’s hours of service, means a 24-hour period that begins at the start time;

“defect”, in relation to a trip inspection, means an inadequacy in a commercial vehicle that is listed in the “Defects” column in the applicable inspection schedule;

“designate” means a commercial driver or other individual to whom a carrier assigns the duty to conduct trip inspections;

“duty status” means any of the following periods of time:

- (i) off-duty time, other than time spent in a sleeper berth,
- (ii) off-duty time spent in a sleeper berth,
- (iii) driving time,
- (iv) on-duty time, other than driving time;

“elapsed time”, in relation to a driver’s hours of service, means the period of time that has elapsed between the end of the driver’s most recent period of 8 or more consecutive hours of off-duty time and the beginning of the next period of 8 or more consecutive hours of off-duty time;

“ELD” means an electronic logging device or technology that automatically records a driver’s driving time and facilitates the recording of the driver’s record of duty status, and that is certified by an accredited certification body under Section 79.1 of the federal regulations;

“electronic recording device” means an electric, electronic or telematic device installed in a commercial vehicle or used by a commercial driver that has 1 of the following capabilities:

- (i) for the purpose of creating a record of duty status, it is capable of accurately recording, in accordance with Section 33, each period of duty status, in whole or in part,
- (ii) for the purpose of creating a trip inspection report, it is capable of keeping an equivalent electronic record;

“equivalent electronic record”, in relation to a trip inspection report, means an electronic record of a trip inspection that is kept in an electronic recording device in accordance with Section 60;

“federal Act” means the *Motor Vehicle Transport Act* (Canada);

“federal regulations” means the *Commercial Vehicle Drivers Hours of Service Regulations* made under the federal Act;

“home terminal” means a carrier’s place of business where a driver ordinarily reports for work and, in Sections 30 to 32 and Appendix B, includes a temporary work site designated by the carrier;

“inspection schedule” means 1 of the following schedules as set out in Appendix C, itemizing the components of commercial vehicles that are required to be inspected in trip inspections and the defects and major defects associated with each component:

- (i) Schedule 1: Truck, Tractor or Trailer Daily Inspections,
- (ii) Schedule 2: Bus Daily Inspections,
- (iii) Schedule 3: Motor Coach Daily Inspections,
- (iv) Schedule 4: Motor Coach (30 days or 12 000 km) Inspections;

“inter-provincial carrier” means a carrier that is engaged in an undertaking that connects a province with any other province or extends beyond the limits of a province;

“licensed technician” means an individual who holds a valid certificate of qualification in the truck and transport mechanic trade under the *Apprenticeship and Trades Qualifications Act*;

“major defect” means an inadequacy in a commercial vehicle that is listed in the “Major Defects” column in the applicable inspection schedule;

“motor coach” mean a bus of monocoque design manufactured to provide intercity, suburban, commuter or charter service and equipped with under-floor baggage storage;

“North American Standard Inspection Program” means the North American Standard Inspection Program established by the CVSA, as amended;

“off-duty time” means any time other than on-duty time;

“oil well service vehicle” means a commercial vehicle that meets all of the following criteria:

- (i) it is specially constructed, altered or equipped to accommodate a specific service requirement associated with the oil or natural gas industry,
- (ii) it is used exclusively in the oil or natural gas industry for transporting equipment or materials to and from oil or natural gas facilities or for servicing and repairing oil or natural gas facilities;

“on-duty time” means the time beginning when a driver starts work or is required by the carrier to be available to work, other than when the driver is waiting to be assigned to work, and ending when the driver stops work or is relieved of responsibility by the carrier, and includes driving time and time spent by the driver doing any of the following activities:

- (i) inspecting, servicing, repairing, conditioning or starting a commercial vehicle,
- (ii) travelling in a commercial vehicle as a co-driver, when the time is not spent in the sleeper berth of the vehicle,
- (iii) participating in the loading or unloading of a commercial vehicle;
- (iv) inspecting or checking the load of a commercial vehicle,
- (v) waiting for a commercial vehicle to be serviced, loaded, unloaded or dispatched,
- (vi) waiting for a commercial vehicle or its load to be inspected and the driver’s requirements assessed, and, if relevant, the time spent taking the required remedial actions,
- (vii) waiting at an en-route point because of an accident or other unplanned occurrence or situation,
- (viii) performing any work for any carrier,
- (ix) performing yard moves of a commercial vehicle within a terminal, depot or port that is not on a public road,
- (x) resting in or occupying a commercial vehicle for any purpose other than one already referred to in this definition, except during any of the following times:
 - (A) time counted as off-duty time in accordance with Section 8,
 - (B) time spent in the sleeper berth of the vehicle,
 - (C) time spent in the vehicle when it is stationary to satisfy the off-duty requirements of Section 9,
 - (D) time spent in the vehicle when it is stationary that is in addition to the off-duty requirements of Section 9;

“out-of-service declaration” means a declaration issued to a driver by the Registrar or a peace officer under Section 43 for a contravention specified in that Section;

“personal use” of a commercial vehicle means use of the commercial vehicle by a driver other than in the course of the business of a carrier;

“principal place of business” of a carrier means a place in the Province designated by the carrier as the place where records of duty status, trip inspection reports, supporting documents and any related relevant records required to be kept by these regulations will be kept;

“record of duty status” means a record in which a driver records the information required under Section 31 for each day;

“reciprocating jurisdiction” means a jurisdiction that is a signatory to an agreement between the Province and jurisdictions in Canada, the United States of America and the Republic of Mexico to conduct CVSA inspections in their respective jurisdictions;

“sleeper berth” means a compartment in or attached to the cab of a commercial vehicle that meets the criteria in Appendix A, that is intended as an area for the driver to sleep or rest in;

“special permit” means an authorization granted to a carrier under Section 20, 21 or 22 to operate a commercial vehicle in accordance with exceptions and variances to these regulations specified in those Sections;

“start time”, in relation to a day, means the hour a driver’s day begins, as designated by a carrier for the duration of the driver’s cycle;

“supporting document” means any of the following documents or information that is received or prepared by a driver in the course of their duties or received or prepared by a carrier:

- (i) an electronic mobile communication record reflecting communications between the driver and the carrier transmitted through a driver call-in or fleet management system,
- (ii) a payroll record, settlement sheet or equivalent document that indicates payments to the driver,
- (iii) a government-issued document indicating the location of the commercial vehicle,
- (iv) reports, receipts, records or other documentation relating to the load of the commercial vehicle, including any bill of lading, itinerary, schedule or equivalent document that indicates the origin and destination of each trip,
- (v) reports, receipts, records or other documentation relating to the servicing, repairing, conditioning, fuelling, inspection or rental of the commercial vehicle,
- (vi) reports, dispatch or trip records, receipts or other documentation indicating the date, time or location of the commercial vehicle during a trip, including arrival and departure times;

“Technical Standard” means the Technical Standard for Electronic Logging Devices, April 11, 2019, published by the Canadian Council of Motor Transport Administrators, as amended;

“trip inspection” means an inspection of a commercial vehicle required by Section 50;

“trip inspection report” means the inspection report required by Section 50.

- (2) For the purposes of these regulations, every reference to “HOS Regulations” in the Technical Standard must be read as a reference to these regulations.

3 Application of regulations to commercial drivers

These regulations apply to commercial drivers only, and any reference to a driver in these regulations is a reference to a commercial driver.

Part 2: Commercial Vehicle Drivers’ Hours of Service

Application of Part 2

4 Commercial vehicles to which Part 2 applies

Part 2 applies with respect to all commercial vehicles other than the following vehicles:

- (a) a 2-axle or 3-axle commercial vehicle or combination of a 2-axle commercial vehicle and a 1-axle trailer being used for any of the following if the driver or the carrier is the producer or user of the products:
 - (i) a trip to pick up feed grain, fertilizer or the primary products of a farm, forest, sea or lake,
 - (ii) a trip to transport feed grain, fertilizer or the primary products of a farm, forest, sea or lake,
 - (iii) a return trip, after transporting an item in subclause (ii), if the vehicle is empty or is transporting a supply item used in the production of a primary product of a farm, forest, sea or lake;
- (b) an emergency vehicle;
- (c) a commercial vehicle being used for snow or ice control on a highway operated on behalf of a government agency;
- (d) a commercial vehicle being used to carry out utility operations in an emergency situation;

- (e) a commercial vehicle being used to provide relief during a public welfare emergency as defined in the *Emergencies Act* (Canada) or during an emergency as defined in the *Emergency Management Act*;
- (f) a bus that is part of a public transit service provided in any of the following:
 - (i) a municipality,
 - (ii) 2 or more bordering municipalities,
 - (iii) within 25 km of the boundary of a municipality or 2 or more bordering municipalities that the transit service serves;
- (g) a commercial vehicle being driven for personal use, if all of the following conditions are met:
 - (i) the commercial vehicle does not have a load,
 - (ii) no trailers are hitched to the commercial vehicle,
 - (iii) the commercial vehicle does not travel farther than 75 km in a day,
 - (iv) the driver records the odometer reading in the record of duty status at the beginning and end of the personal use,
 - (v) the driver is not the subject of an out-of-service declaration;
- (h) any of the following being used for personal or recreational purposes, without compensation:
 - (i) a recreational vehicle,
 - (ii) a recreational trailer,
 - (iii) a motor vehicle towing a recreational trailer;
- (i) a bus not used for transporting passengers for compensation.

Restriction on Driving

5

Responsibility of carrier and driver to restrict driving

A carrier must not request, require or allow a driver to drive and a driver must not drive in any of the following circumstances:

- (a) driving would jeopardize or be likely to jeopardize the safety or health of the public, the driver or the employees of the carrier;
- (b) the driver is the subject of an out-of-service declaration;
- (c) by driving, the driver would not be in compliance with these regulations.

On-duty Time and Off-duty Time

6 Maximum daily driving time and maximum daily on-duty time

Except as otherwise provided in these regulations, a carrier must not request, require or allow a driver to drive and a driver must not drive again in a day after the driver has accumulated

- (a) 13 hours of driving time in the day; or
- (b) 14 hours of on-duty time in the day.

7 Mandatory off-duty time

- (1) Unless a driver has taken at least 8 consecutive hours of off-duty time before driving again, a carrier must not request, require or allow the driver to drive and the driver must not drive again after the driver has accumulated

- (a) 13 hours of driving time; or
- (b) 14 hours of on-duty time.

- (2) A carrier must not request, require or allow a driver to drive and a driver must not drive again if the driver has accumulated 16 hours of elapsed time.

8 Time spent travelling as passenger is off-duty time

Time spent by a driver as a passenger is counted as off-duty time if all of the following conditions are met:

- (a) at the request of the carrier that employs or otherwise engages the driver, the time is spent travelling to the destination where the driver will begin driving;
- (b) the driver takes 8 consecutive hours of off-duty time before the driver begins to drive.

9 Minimum daily off-duty time

- (1) Except as otherwise provided in these regulations, a carrier must ensure that a driver takes and the driver must take at least 10 hours of off-duty time in a day and the 10 hours must include all of the following:
 - (a) 8 consecutive hours of off-duty time;
 - (b) at least 2 hours of off-duty time that is not part of the 8 consecutive hours of off-duty time required by clause (a).

- (2) The minimum 2 hours of off-duty time required by clause (1)(b) may be distributed throughout the day in blocks of at least 30 minutes each.

10 Deferral of daily off-duty time

- (1) Except as prohibited in subsection (2), a driver may defer a maximum of 2 hours of daily off-duty time to the following day if all of the following conditions are met:
 - (a) the off-duty time deferred is not part of the daily 8 consecutive hours of off-duty time required by clause 9(1)(a);
 - (b) the total off-duty time taken in the 2 days is at least 20 hours;
 - (c) the deferred off-duty time is taken consecutively with the daily 8 consecutive hours of off-duty time that the driver takes in the 2nd day;
 - (d) the total driving time accumulated by the driver in the 2 days does not exceed 26 hours;
 - (e) the driver adds a declaration in the “Remarks” section of their record of duty status that
 - (i) states that the driver is deferring off-duty time under this Section, and
 - (ii) clearly indicates whether the driver is driving under day 1 or day 2 of the days affected by the deferral.
- (2) The following drivers must not defer their daily off-duty time under this Section:
 - (a) a driver who is splitting off-duty time in accordance with Section 12 or 13;
 - (b) a driver operating under an oil well service vehicle special permit granted under Section 22.

11 Mandatory off-duty time when driver travelling by ferry

A driver taking a commercial vehicle on a ferry crossing that takes more than 5 hours is not required to take 8 consecutive hours of off-duty time as required by Sections 7 and 9 if all of the following conditions are met:

- (a) all of the following time spent by the driver totals at least 8 hours:
 - (i) time spent in a sleeper berth at the terminal while waiting to board the ferry,
 - (ii) time spent in rest accommodations on the ferry,
 - (iii) time spent in a sleeper berth at a rest stop that is 25 km or less from the point where the vehicle disembarks from the ferry;

- (b) the times listed in clause (a) are recorded in the record of duty status as off-duty time spent in a sleeper berth;
- (c) the driver retains the receipt for the crossing and rest accommodation fees as a supporting document, and the receipt coincides with the record of duty status entries.

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Single driver splitting daily off-duty time

- (1) A driver of a commercial vehicle fitted with a sleeper berth may meet the 8 consecutive hours of mandatory off-duty time required by Section 7 and the minimum 10 hours of daily off-duty time required by Section 9 by accumulating off-duty time in 2 periods, if all of the following conditions are met:
 - (a) neither period of off-duty time is shorter than 2 hours;
 - (b) the total of the 2 periods of off-duty time is at least 10 hours;
 - (c) the off-duty time is spent resting in the sleeper berth;
 - (d) none of the daily off-duty time is deferred to the next day;
 - (e) the total of the driving time in the periods immediately before and after each of the periods of off-duty time is no longer than 13 hours;
 - (f) the total of the on-duty time in the periods immediately before and after each of the periods of off-duty time does not include any driving time after the 14th hour;
 - (g) the elapsed time in the periods immediately before and after each of the periods of off-duty time does not include any driving time after the 16th hour after the driver comes on duty, as calculated under subsection (2).
- (2) The 16th hour referred to in clause (1)(g) is calculated as follows:
 - (a) by excluding any period spent in the sleeper berth that
 - (i) is 2 hours or longer in duration, and
 - (ii) totals at least 10 hours when added to a subsequent period in the sleeper berth; and
 - (b) by including all of the following:
 - (i) all on-duty time,
 - (ii) all off-duty time not spent in the sleeper berth,
 - (iii) all periods of less than 2 hours spent in the sleeper berth,

- (iv) any time spent in the sleeper berth that does not qualify as counting towards meeting the requirements of this Section.
- (3) After a driver takes their split daily off-duty time in accordance with subsection (1), a carrier must not request, require or allow the driver to drive again and the driver must not drive again in accordance with the requirements of Sections 7 and 9 without first taking at least 8 consecutive hours of off-duty time.

13 Team of drivers splitting daily off-duty time

- (1) A team of drivers of a commercial vehicle fitted with a sleeper berth may meet the 8 consecutive hours of mandatory off-duty time required by Section 7 and the minimum 10 hours of daily off-duty time required by Section 9 by accumulating off-duty time in 2 periods, if all of the following conditions are met:
 - (a) neither period of off-duty time is shorter than 4 hours;
 - (b) the total of the 2 periods of off-duty time is at least 8 hours;
 - (c) the off-duty time is spent resting in the sleeper berth;
 - (d) none of the daily off-duty time is deferred to the next day;
 - (e) the total of the driving time in the periods immediately before and after each of the periods of off-duty time is no longer than 13 hours;
 - (f) the total of the on-duty time in the periods immediately before and after each of the periods of off-duty time does not include any driving time after the 14th hour;
 - (g) the elapsed time in the periods immediately before and after each of the periods of off-duty time does not include any driving time after the 16th hour after the driver comes on duty, as calculated under subsection (2).
- (2) The 16th hour referred to in clause (1)(g) is calculated as follows:
 - (a) by excluding any period in the sleeper berth that
 - (i) is 4 hours or longer in duration, and
 - (ii) totals at least 8 hours when added to a subsequent period in the sleeper berth; and
 - (b) by including all of the following:
 - (i) all on-duty time,
 - (ii) all off-duty time not spent in the sleeper berth,
 - (iii) all periods of less than 4 hours spent in the sleeper berth,

- (iv) any time spent in the sleeper berth that does not qualify as counting towards meeting the requirements of this Section.
- (3) After a team of drivers takes their split daily off-duty time in accordance with subsection (1), a carrier must not request, require or allow the team drivers to drive again and the team drivers must not drive again in accordance with the requirements of Sections 7 and 9 without each driver first taking at least 8 consecutive hours of off-duty time.

Cycles

14 Driver must follow cycle 1 or cycle 2

A carrier must require that a driver follow either cycle 1 or cycle 2 and a driver must follow either cycle 1 or cycle 2.

15 Mandatory off-duty time in 14-day period

Subject to the longer minimums required by Sections 18 and 19 for when a cycle is reset or switched, a carrier must not request, require or allow a driver to drive and a driver must not drive again unless the driver has taken at least 24 consecutive hours of off-duty time in the previous 14 days.

16 Maximum on-duty time for cycle 1 driver

A carrier must not request, require or allow a driver who is following cycle 1 to drive and a driver who is following cycle 1 must not drive again after the driver has accumulated 70 hours of on-duty time during any of the following:

- (a) any 7 consecutive days;
- (b) the cycle that was ended or switched from, for a driver who has reset their cycle in accordance with Section 18 or switched their cycle in accordance with Section 19.

17 Maximum on-duty time for cycle 2 driver

A carrier must not request, require or allow a driver who is following cycle 2 to drive and a driver who is following cycle 2 must not drive again in their current cycle after the driver has accumulated

- (a) 120 hours of on-duty time during any of the following:
 - (i) any 14 consecutive days, or

- (ii) the cycle that was ended or switched from, for a driver who has reset their cycle in accordance with Section 18 or switched their cycle in accordance with Section 19; or
- (b) 70 hours of on-duty time, unless the driver takes at least 24 consecutive hours of off-duty time.

18 Off-duty time before cycle reset

- (1) A driver may end their current cycle and begin a new cycle that is the same as their current cycle if the driver first takes the following off-duty time:
 - (a) for cycle 1, at least 36 consecutive hours;
 - (b) for cycle 2, at least 72 consecutive hours.
- (2) After a driver takes the off-duty time required by subsection (1), the driver begins a new cycle, the accumulated hours are set back to zero and the driver's hours begin to accumulate again.

19 Off-duty time before cycle switched

- (1) A carrier must not request, require or allow a driver to switch and a driver must not switch from one cycle to the other without first taking the following off-duty time before driving again:
 - (a) to switch from cycle 1 to cycle 2, at least 36 consecutive hours;
 - (b) to switch from cycle 2 to cycle 1, at least 72 consecutive hours.
- (2) After a driver takes the off-duty time required by subsection (1), the driver begins the other cycle, the accumulated hours are set back to zero and the driver's hours begin to accumulate again.

Types of Special Permits

20 Special permits for research or pilot projects

- (1) The Registrar may issue a special permit to a carrier for the purpose of a research or pilot project if the safety and health of the public, the driver and the employees of the carrier are not jeopardized or are unlikely to be jeopardized.
- (2) An applicant for a special permit under this Section must include a detailed work plan with their application that includes at least all of the following information for the proposed research or pilot project:
 - (a) the nature of the project;

- (b) the objectives of the project;
 - (c) the competence of the applicant to participate in the project;
 - (d) the criteria and method for measuring results;
 - (e) the safety implications and the approach to addressing any possible risks identified;
 - (f) the duration of the project;
 - (g) the manner of and timing for reporting results.
- (3) Sections 6 to 19 and 27 to 50 do not apply to a carrier and its drivers while operating under a special permit issued under this Section, but Sections 23 to 26 apply with any modifications that the circumstances require.

21 Special permits for commercial vehicles other than oil well service vehicles

- (1) The Registrar may issue a special permit to a carrier for a commercial vehicle, other than an oil well service vehicle, if all of the following conditions are met:
- (a) off-duty time required under these regulations needs to be reduced or driving time and on-duty time required under these regulations needs to be increased for any of the following purposes:
 - (i) to allow a driver following a regular itinerary to reach their home terminal or destination,
 - (ii) to allow the delivery of perishable goods,
 - (iii) to accommodate a significant temporary increase in the transportation of passengers or goods by the carrier;
 - (b) the safety and health of the public, the driver and the employees of the carrier are not jeopardized or are unlikely to be jeopardized.
- (2) A special permit issued under this Section may include only the following variances from the requirements of these regulations:
- (a) reducing the 2 additional hours of daily off-duty time required by clause 9(1)(b);
 - (b) increasing the maximum daily driving time and on-duty time required by Section 6 by up to a total of 2 hours.

22 Special permits for oil well service vehicles

- (1) The Registrar may issue a special permit to a carrier for an oil well service vehicle if all of the following conditions are met:

- (a) the driver has successfully completed training directly related to safety requirements associated with operating within the field services sector of the oil or natural gas industry;
 - (b) the safety and health of the public, the driver and the employees of the carrier are not jeopardized or are unlikely to be jeopardized.
- (2) Sections 14 to 19 do not apply to a carrier and its drivers when operating under a special permit issued for an oil well service vehicle under this Section, but the special permit must require that the driver take, and the driver must take, all of the following off-duty time instead:
 - (a) at least 3 periods of off-duty time during any 24 consecutive days that are
 - (i) at least 24 consecutive hours each, and
 - (ii) taken consecutively or separated by on-duty time;
 - (b) at least 72 consecutive hours of off-duty time after the driver finishes driving under the special permit and before the driver begins driving again.
- (3) Waiting time and standby time at an oil or natural gas well site or ancillary facility are not included as on-duty time for a driver operating under an oil well service vehicle special permit if all of the following conditions are met:
 - (a) the driver performs no work during the time;
 - (b) the time is fully and accurately recorded in the record of duty status as off-duty time and denoted as waiting or standby time in the "Remarks" section;
 - (c) the time is not included in the 8 consecutive hours of mandatory off-duty time required by Section 7 or the daily 8 consecutive hours of off-duty time required by Section 9.
- (4) When a driver who has been driving under an oil well service vehicle special permit begins to drive again under Sections 14 to 19, they begin to accumulate hours in the cycle.
- (5) None of the daily off-duty time for a driver operating under an oil well service vehicle special permit may be deferred to the next day.

Requirements for All Special Permits

23 Applying for special permit

- (1) A carrier may apply to the Registrar for a special permit by providing all of the following information and documents to the Registrar:
 - (a) the name of the carrier;

- (b) all of the following for each driver who will operate a commercial vehicle under the special permit:
 - (i) name,
 - (ii) driver's licence number and province where the licence was issued;
 - (c) a list of the commercial vehicles that will be operated by the carrier under the special permit;
 - (d) a list of all accidents involving the carrier or any of its drivers that occurred during the previous 6 months, if the laws of the province, state or country in which the accidents occurred require the accidents to be reported to police;
 - (e) the duration requested by the carrier for the special permit;
 - (f) the schedule requested by the carrier for operating under the special permit;
 - (g) the reasons for the application and evidence supporting the reasons;
 - (h) a copy of each special permit issued to the carrier under these regulations or regulations under the former Act in the previous 5 years;
 - (i) a signed declaration that discloses all of the following:
 - (i) any application made under these regulations or regulations under the former Act by the carrier for a special permit,
 - (ii) any application for a special permit made by the carrier to any provincial or territorial Registrar in the previous 6 months under any province's regulations respecting commercial drivers' hours of service;
 - (j) if trucks will be operated under the special permit, a detailed description of the load for which the permit will apply;
 - (k) if buses will be operated under the special permit, a detailed description of the route for which the permit will apply;
 - (l) for a special permit issued under Section 20, the work plan required by subsection 20(2);
 - (m) any additional information the Registrar requires to evaluate whether the granting of a special permit would jeopardize or would likely jeopardize the safety or health of the public, the driver or the employees of the carrier.
- (2) A carrier applying for a special permit must make all of the following information available to the Registrar on request for each driver who will operate a commercial vehicle under the special permit:
- (a) records of duty status for the previous 6 months;

- (b) supporting documents or records of on-duty times for the previous 6 months.

24 Information specified in special permit

The Registrar must specify all of the following in a special permit:

- (a) the reasons for issuing the permit;
- (b) the duration of the permit, which must not exceed 1 year;
- (c) exceptions and variances to the provisions of these regulations that apply under the special permit, in accordance with these regulations;
- (d) any terms or conditions that in the Registrar's opinion are required for the protection of the safety or health of the public, the driver or the employees of the carrier.

25 Obligations of special permit holders

- (1) A carrier to whom a special permit is issued must do all of the following:
 - (a) require that a copy of the special permit be placed in each commercial vehicle operating under the permit;
 - (b) provide the Registrar with a list of the commercial vehicles that will be operating under the permit and keep the Registrar informed of any changes to the list;
 - (c) make all of the following information for the period that the permit is in effect immediately available to the Registrar on request for each driver who operates a commercial vehicle under the permit:
 - (i) record of duty status,
 - (ii) supporting documents and any related relevant records;
 - (d) notify the Registrar without delay of any accident involving any of the commercial vehicles operating under the permit, if the laws of the province, state or country in which the accident occurred require that the accident be reported to the police.
- (2) A carrier must ensure that a driver driving under a special permit issued to the carrier drives and a driver driving under a special permit must drive in accordance with the terms and conditions of the special permit.

26 Amending, suspending or cancelling special permits

The Registrar may amend, suspend or cancel a carrier's special permit in any of the following circumstances by giving the carrier written notice:

- (a) the carrier or any of its drivers contravenes these regulations or any condition of the special permit;
- (b) the Registrar determines that the safety and health of the public, the driver or the employees of the carrier are jeopardized or are likely to be jeopardized.

Emergencies and Adverse Driving Conditions

27 Extending driving time in emergency

Despite any other provision of these regulations, a driver who requires more driving time in an emergency may do any of the following to reach a destination that provides safety for the occupants of the commercial vehicle and for the other road users or the security of the commercial vehicle and its load:

- (a) drive longer than the maximum driving times and on-duty times required by these regulations;
- (b) take less than the off-duty times required by these regulations.

28 Extending driving time in certain conditions

- (1) A driver who encounters adverse driving conditions while driving a commercial vehicle may drive longer than the maximum 13 hours of driving time and the maximum 14 hours of daily on-duty time required by Sections 6 and 7 and reduce the 2 hours of daily off-duty time required by Section 9 by the amount of time needed to complete the trip if all of the following conditions are met:
 - (a) the driving, on-duty and elapsed times in the cycle are not extended more than 2 hours;
 - (b) the driver takes the 8 consecutive hours of mandatory off-duty time required by Section 7;
 - (c) the trip could have been completed under normal driving conditions without extending the driving, on-duty and elapsed times and reducing off-duty time.
- (2) A driver who has to complete the towing of a vehicle stopped on a highway and return to the home terminal may drive longer than the maximum 13 hours of driving time and the maximum 14 hours of daily on-duty time required by Sections 6 and 7

and reduce the 2 hours of daily off-duty time required by Section 9 by the amount of time needed to complete the recovery if all of the following conditions are met:

- (a) the driving, on-duty and elapsed times in the cycle are not extended more than 2 hours;
- (b) the driver can reach the location of the stopped vehicle under normal road conditions in accordance with the prescribed hours;
- (c) the driver takes the 8 consecutive hours of mandatory off-duty time required by Section 7 on completion of the recovery.

29 Recording reason for extending or reducing time in record of duty status

A driver who exceeds their driving time, on-duty time or elapsed times or reduces their off-duty time for any reason under Section 27 or 28 must record the reason for doing so in the “Remarks” section of the record of duty status.

Records of Duty Status

30 Time recorded as local time

Time recorded by a driver in a record of duty status must be recorded using the local time at the driver’s home terminal.

31 Requirement to fill out record of duty status

- (1) Except as provided in subsection (2), a carrier must require a driver to fill out and each driver must fill out a record of duty status each day that accounts for all of the driver’s on-duty time and off-duty time for that day.
- (2) The requirement to fill out a record of duty status in subsection (1) and Sections 32 to 36 do not apply if all of the following criteria are met:
 - (a) the driver is not driving under a special permit;
 - (b) the driver operates or is instructed by the carrier to operate a commercial vehicle within a radius of 160 km of the home terminal;
 - (c) the driver returns to the home terminal each day to begin a minimum of 8 consecutive hours of off-duty time;
 - (d) for at least 6 months after the date the records were created, the carrier maintains accurate and legible records for each driver for each day showing either:
 - (i) all of the following:

- (A) the driver's duty status and elected cycle,
- (B) the hour that each duty status begins and ends,
- (C) the total number of hours spent in each status, or
- (ii) the hour that each segment of on-duty time starts and ends and the total on-duty time, and all of the following conditions are met:
 - (A) the driver's elapsed time does not exceed 16 hours,
 - (B) the driver's total on-duty time does not exceed 14 hours,
 - (C) the driver maintains accurate and legible records for each day showing the hour that each segment of on-duty time starts and ends and the total on-duty time,
 - (D) the records required by paragraph (C) for the previous 7 days are kept in the commercial vehicle for inspection.

32

Content of record of duty status

- (1) A carrier must require that a driver legibly enters and the driver must legibly enter all of the following information in a record of duty status for a day at the beginning of the driver's first on-duty time for the day:
 - (a) the date;
 - (b) their start time, if other than midnight;
 - (c) the driver's name;
 - (d) the names of any co-drivers;
 - (e) the cycle the driver is following, other than for a driver who is driving under a special permit for an oil well service vehicle;
 - (f) the number plate or unit number of each commercial vehicle operated by the driver;
 - (g) for each commercial vehicle operated by the driver, the odometer reading when the driver begins driving;
 - (h) the names and addresses of all of the following:
 - (i) the home terminal,
 - (ii) the principal place of business of each carrier that employs or otherwise engages the driver during the day;

- (i) if the carrier or driver was not required to keep a record of duty status immediately before the beginning of the day, in the “Remarks” section of the record of duty status, the number of hours of off-duty time and on-duty time that were accumulated by the driver each day during the previous 14 days;
 - (j) for a driver who has deferred off-duty time under Section 10, the declaration in the “Remarks” section of the record of duty status in accordance with clause 10(1)(e).
- (2) A carrier must require that a driver records and a driver must record all of the following information in a record of duty status as the information becomes known:
 - (a) the time the driver spends in each duty status during the day, in accordance with Appendix B;
 - (b) in the “Remarks” section, the name of the municipality, or the location on a highway or in a community, and the name of the province or state where each of the driver’s duty status changes occurred during the day.
- (3) In recording the information under subsection (2), if a driver’s driving time is interrupted by a number of periods of other on-duty time of shorter than 1 hour each, the periods of driving time may be combined and the periods of other on-duty time may be combined.
- (4) A carrier must require that a driver records and a driver must record all of the following in a record of duty status at the end of each day:
 - (a) the total time the driver spends in each duty status during the day;
 - (b) the total distance driven by the driver during the day, excluding any distance driven for the driver’s personal use;
 - (c) the odometer reading of each commercial vehicle operated by the driver at the end of the day;
 - (d) the name of the municipality or legal subdivision and the name of the province or state where a change in duty status occurs or, if the change in duty status occurs at a location other than a municipality or legal subdivision, 1 of the following for the location:
 - (i) the highway number and the nearest kilometre marker as well as the name of the nearest municipality or legal subdivision,
 - (ii) the highway number and the nearest service plaza as well as the name of the nearest municipality or legal subdivision,
 - (iii) the numbers of the highways that meet at the nearest intersection as well as the name of the nearest municipality or legal subdivision.

- (5) A carrier must require that a driver signs and a driver must sign the record of duty status completed by the driver, attesting to the accuracy of the information recorded in it.

33 Using electronic recording devices

A driver may use an electronic recording device in a commercial vehicle for recording their duty status if all of the following conditions are met:

- (a) the information contained in the electronic recording device is the same as the information that would have been provided if it had been submitted as a record of duty status in paper format;
- (b) the driver can immediately provide the information for the previous 14 days to the Registrar or a peace officer, when requested, by producing it in any of the following ways or combination of the following ways:
 - (i) on a digital display screen of the electronic recording device,
 - (ii) in handwritten form,
 - (iii) on a printout or other intelligible output;
- (c) the device is capable of displaying all of the following information:
 - (i) the driving time and other on-duty time for each day the device is used,
 - (ii) the total on-duty time accumulated and the total on-duty time remaining in the cycle the driver is following,
 - (iii) the changes in duty status in chronological order and the time that each change occurred for each day the device is used;
- (d) the driver can prepare a handwritten record of duty status from the information stored in the device for each day the device is used, if requested by a peace officer;
- (e) the device automatically records the time and date any time it is disconnected from the vehicle and any time it is reconnected to the vehicle and stores the record;
- (f) the device records the time the driver spent in each duty status;
- (g) any hard copy of the record of duty status that is generated from the information stored in the device is signed on each page by the driver, attesting to its accuracy;
- (h) the carrier provides blank record of duty status forms in the vehicle for the driver's use.

34 Possession of records of duty status and supporting documents by drivers

A driver who is required to fill out a record of duty status must not drive and a carrier must not request, require or allow the driver to drive unless the driver has all of the following in their possession:

- (a) a copy of the records of duty status for the previous 14 days;
- (b) for a driver driving under a special permit for an oil well service vehicle, a copy of the records of duty status for each of the 3 periods of 24-hour off-duty time required by clause 22(2)(a) during any 24 consecutive days;
- (c) the record of duty status for the current day, completed up to the time that the driver's duty status last changed;
- (d) any supporting documents and any related relevant records that the driver received during the current trip.

35 Distributing and keeping records of duty status

- (1) Except as provided in subsection (2) for a driver employed or otherwise engaged by more than 1 carrier in a day, a carrier must ensure that a driver sends and a driver must send the original record of duty status and supporting documents to the home terminal no later than 20 days after the driver completes the record of duty status.
- (2) A carrier must ensure that a driver sends, and a driver who is employed or otherwise engaged by more than 1 carrier in a day must send all of the following to the specified home terminal no later than 20 days after the driver completes a record of duty status:
 - (a) the original of the record of duty status to the home terminal of the first carrier the driver worked for that day;
 - (b) a copy of the record of duty status to the home terminal of each other carrier the driver worked for that day;
 - (c) the original supporting documents to the home terminal of the carrier the driver was driving for when the documents were created or received.
- (3) A carrier must do all of the following with the records of duty status and supporting documents of the drivers it employs or otherwise engages:
 - (a) deposit them at its principal place of business no later than 30 days after the date they are received;
 - (b) keep them at its principal place of business for the period specified in subsection 67(1), in chronological order for each driver.

36 Tampering and falsifying record of duty status

- (1) A carrier must not request, require or allow a driver to keep and a driver must not keep more than 1 record of duty status for each day.
- (2) A carrier must not request, require or allow any person to do any of the following and a person must not do any of the following:
 - (a) enter inaccurate information in a record of duty status, whether it is handwritten or produced using an electronic recording device;
 - (b) falsify, mutilate or deface a record of duty status or supporting documents.

37 Inter-provincial carriers and ELDs

- (1) Despite Sections 31 and 33, an inter-provincial carrier must ensure that each commercial vehicle that it operates is equipped with an ELD that meets the requirements of the Technical Standard, and must ensure that it is mounted in a fixed position while the vehicle is operated and is visible to the driver when the driver is in the normal driving position, with the exception of commercial vehicles that are
 - (a) operated by a carrier under a permit obtained under Section 61 of the federal regulations;
 - (b) operated by a carrier to which an exemption has been issued under the Act;
 - (c) the subject of a rental agreement of no longer than 30 days that is not an extended or renewed rental of the same vehicle; or
 - (d) manufactured before model year 2000.
- (2) The carrier must require the driver to record, and the driver must record for each day, in accordance with these regulations and the Technical Standard, all the information associated with their record of duty status as their duty status changes.
- (3) Subsections (1) and (2) do not apply if all of the following criteria are met:
 - (a) the driver drives or is instructed by the carrier to drive a commercial vehicle within a radius of 160 km of the home terminal;
 - (b) the driver returns to the home terminal each day to begin a minimum of 8 consecutive hours of off-duty time;
 - (c) the carrier maintains accurate and legible records showing, for each day, the cycle the driver followed and on-duty times and keeps those records and the supporting documents related to those records for a minimum period of 6 months after the day on which each record was recorded.

- (4) If a carrier authorizes a driver to operate a commercial vehicle for yard moves within a terminal, depot or port that is not on a public road, the carrier must ensure that the driver's ELD has been configured so that the driver can indicate those moves.
- (5) A driver must manually input or verify all of the following information on the ELD:
- (a) the date and the start time, if different from midnight, and their driver identification number;
 - (b) the cycle that the driver is following;
 - (c) the commercial vehicle number plates as well as the unit number or trailer number, if applicable;
 - (d) the names and the addresses of all of the following:
 - (i) the home terminal,
 - (ii) the principal place of business of each carrier that employs or otherwise engages the driver during the day;
 - (e) the commercial vehicle's location description, if it is not automatically drawn from the ELD's geo-location database;
 - (f) if the driver was not required to keep a record of duty status immediately before the beginning of the day, the number of hours of off-duty time and on-duty time that were accumulated by the driver each day during the 14 days immediately before the beginning of the day;
 - (g) any deferral of off-duty time under Section 10;
 - (h) if the driver was working for more than 1 carrier during the current day or the previous 14 days
 - (i) for each day during the 14 days immediately before the current day, the total number of hours for each duty status that were accumulated by the driver, and the beginning and end time of each 16-hour period of elapsed time, and
 - (ii) the start and end times of each duty status in the current day, before the use of the ELD;
 - (i) any annotation necessary to complete the record of duty status.
- (6) A carrier must not request, require or allow a driver to use, and a driver must not use, more than 1 ELD at the same time for the same period.
- (7) A carrier must ensure that each commercial vehicle that it operates carries an ELD information package containing a current version of all of the following documents:

- (a) a user's manual;
 - (b) an instruction sheet for the driver describing the data transfer mechanisms supported by the ELD and the steps required to generate and transfer the data with respect to the driver's hours of service to a peace officer;
 - (c) an instruction sheet for the driver describing the measures to take in the event that the ELD malfunctions;
 - (d) a sufficient number of records of duty status to allow the driver to record the information required under Section 32 for at least 15 days.
- (8) The carrier must ensure that the driver records the information related to their record of duty status and the driver is required to record that information in a complete and accurate manner.

38 Malfunction

- (1) A carrier must ensure that any ELD installed or used in a commercial vehicle that it operates is in good working order and is calibrated and maintained in accordance with the manufacturer's or seller's specifications.
- (2) If a driver of a commercial vehicle becomes aware that the ELD is displaying a malfunction code set out in Table 4 of Schedule 2 of the Technical Standard, the driver must notify the carrier that is operating the commercial vehicle as soon as the vehicle is parked.
- (3) A driver must record all of the following information in the record of duty status on the day on which they noticed a malfunction:
 - (a) the malfunction as set out in Table 4 of Schedule 2 of the Technical Standard;
 - (b) the date and time when the malfunction was noticed;
 - (c) the time when notification of the malfunction was transmitted to the carrier.
- (4) A driver must record the code referred to in clause (3)(a) in each record of duty status following the day on which the code was noticed, until the ELD is repaired or replaced.
- (5) A carrier must repair or replace a malfunctioning ELD
 - (a) within 14 days after the day on which it was notified of the ELD malfunction code by a driver or otherwise became aware of it; or
 - (b) upon the driver's return to the home terminal from a planned trip if that return is longer than the 14-day period in clause (a).

- (6) A carrier must maintain a register of ELD malfunction codes for ELDs installed or used in commercial vehicles that it operates for which a malfunction was noticed, and that register must contain all of the following information:
- (a) the name of the driver who noticed the malfunction code;
 - (b) the name of each driver that used the commercial vehicle following the discovery of the malfunction code until the ELD was repaired or replaced;
 - (c) the make, model and serial number of the ELD;
 - (d) the number plate of the commercial vehicle in which the ELD is installed or used, or the vehicle identification number;
 - (e) the date when the malfunction code was noticed and the location of the commercial vehicle on that date, as well as the date when the carrier was notified or otherwise became aware of the code;
 - (f) the date the ELD was replaced or repaired;
 - (g) a concise description of the actions taken by the carrier to repair or replace the ELD.
- (7) A carrier must retain the information set out in subsection (6) for each ELD for which a malfunction was noticed for a period of 6 months from the day on which the ELD is replaced or repaired.

39

Accounts

A carrier must create and maintain a system of accounts for ELDs that is in compliance with the Technical Standard and that meets both of the following criteria:

- (a) it allows each driver to record their record of duty status in a distinct and personal account;
- (b) it provides for a distinct account for the driving time of an unidentified driver.

40

Certification of record of duty status

Immediately after recording the last entry for a day, a driver must certify the accuracy of their record of duty status.

41

Verification of records of duty status

- (1) A carrier must verify the accuracy of the certified records of duty status that are forwarded by a driver according to the supporting documents provided and must require from the driver any changes necessary to ensure the accuracy of the records.

- (2) On receiving any required changes from a carrier, a driver must accept or reject the changes, make any necessary changes and recertify the accuracy of their record of duty status and forward the amended records of duty status to the carrier.

Driver Compliance

42 Monitoring by carriers

- (1) A carrier must monitor each of its drivers to ensure that the driver complies with these regulations.
- (2) For each driver it employs or otherwise engages, a carrier must, at the time of hiring or engaging the driver and annually after that, obtain a driver's abstract issued by the Registrar that includes all of the following information that is in the Registrar's records about the driver:
 - (a) name and date of birth;
 - (b) the class of licence held;
 - (c) a list of any warnings, convictions or suspensions imposed on the driver in the Province or a reciprocating jurisdiction;
 - (d) details of any collisions the driver has been involved in in the Province or a reciprocating jurisdiction.
- (3) For each driver it employs or otherwise engages, a carrier must keep both of the following records for the periods specified in subsection 67(2):
 - (a) the most recent driver's abstract obtained in accordance with subsection (2);
 - (b) a record of the qualifications held and courses undertaken by the driver that are relevant to the driver's work.
- (4) A carrier that determines that a driver who is employed or otherwise engaged by the carrier has not complied with these regulations must take immediate remedial action, issue a notice of non-compliance to the driver and record all of the following:
 - (a) the date the non-compliance occurred;
 - (b) the date the notice of non-compliance was issued;
 - (c) the remedial action taken.

43 Out-of-service declarations

- (1) The Registrar or a peace officer may issue an out-of-service declaration for a driver in any of the following circumstances:

- (a) the driver contravenes clause 5(a);
 - (b) the driver fails to comply with any of the driving time or off-duty time requirements
 - (i) in Sections 6 to 19, or
 - (ii) for a special permit;
 - (c) the driver is unable or refuses to produce the record of duty status, supporting documents and any other related relevant records required by Sections 34 and 41 to be in their possession;
 - (d) there is evidence that shows that the driver has done any of the following in contravention of Section 36:
 - (i) completed more than 1 record of duty status,
 - (ii) entered inaccurate information in a record of duty status,
 - (iii) falsified information in a record of duty status;
 - (e) in contravention of Section 36, the driver has mutilated or defaced a record of duty status or a supporting document in such a way that the Registrar or peace officer cannot determine whether the driver has complied with the driving time and off-duty time requirements
 - (i) in Sections 6 to 19, or
 - (ii) for a special permit;
 - (f) the driver uses an ELD that meets either of the following, and the Registrar or a peace officer is unable to determine whether the driver has complied with the driving time and off-duty time requirements of Sections 11 to 19 or of a term or condition of a permit:
 - (i) the ELD has a disabled, deactivated, disengaged, jammed or otherwise blocked or degraded signal transmission or reception,
 - (ii) the ELD has been re-engineered, reprogrammed or otherwise tampered with so that it does not accurately record and retain the data that is required to be recorded and retained.
- (2) An out-of-service declaration issued under subsection (1) must be issued in writing to both the driver and the carrier who employs or otherwise engages the driver and must include all of the following:
- (a) the reasons the driver has been issued the declaration;
 - (b) the length of time the declaration applies, in accordance with subsection (3).

- (3) An out-of-service declaration issued for a driver prohibits the driver from operating a commercial vehicle, including operating a commercial vehicle for personal use, and applies for the following applicable length of time:
- (a) for 10 consecutive hours, if the driver contravenes clause 5(a) or (b);
 - (b) for 10 consecutive hours, if the driver contravenes Section 6;
 - (c) for the number of hours needed to correct the failure, if the driver fails to comply with the off-duty time requirements of any of Sections 6 to 19;
 - (d) for an out-of-service declaration under clause (1)(c), until the driver produces the records required by Sections 34 and 41;
 - (e) subject to any further hours required to comply with subsection (4), for 72 consecutive hours, if the driver contravenes Section 36.
- (4) An out-of-service declaration referred to in clause (3)(e) continues to apply beyond the 72 hours specified in that clause until all of the following requirements are met:
- (a) the driver makes any necessary changes to correct the record of duty status;
 - (b) the driver provides the record of duty status to the Registrar or peace officer;
 - (c) the Registrar or peace officer is able to determine whether the driver has complied with these regulations.

Peace Officer Inspections

44 Authority to enter premises for inspection

- (1) During business hours, a peace officer may enter a home terminal or principal place of business, other than living quarters, to inspect records of duty status, supporting documents and any related relevant records.
- (2) At any time, a peace officer may stop and enter a commercial vehicle, except for its sleeper berth, to inspect records of duty status and supporting documents.
- (3) At any time, a peace officer may stop a commercial vehicle and enter its sleeper berth to verify that the sleeper berth meets the criteria in Appendix A.

45 Obstructing peace officer or making false statements to Registrar or peace officer

- (1) A person must not knowingly make any false or misleading statements either orally or in writing to the Registrar.

- (2) A person must not obstruct or hinder or knowingly make any false statements to a peace officer who is engaged in and carrying out duties and functions under these regulations.

46 Records of duty status and supporting documents produced by driver

- (1) In this Section,
 - “driver” includes a co-driver.
- (2) At the request of a peace officer, a driver must immediately produce all of the following for inspection for the current trip and the previous 14 days:
 - (a) records of duty status;
 - (b) supporting documents and any related relevant records;
 - (c) any special permit that the driver has driven under.
- (3) At the request of a peace officer, a driver must retrieve the information stored by any electronic recording device installed in a commercial vehicle for each day the device was used.
- (4) If the records requested by the peace officer are in electronic format, the driver must produce either the display or a printout of the records and, if requested by the peace officer to transmit the records of duty status, must transmit them by the transfer method identified by the peace officer that is provided for in the Technical Standard and is supported by the ELD.
- (5) At the request of a peace officer, a driver must immediately give the peace officer a copy of all of the following for the previous 14 days, or the originals of all of the following if it is not possible in the circumstances to make copies:
 - (a) any of the documents or information they may be required to produce under subsection (2);
 - (b) records of driving time of an unidentified driver;
 - (c) the documents referred to in subsection 77(7) of the federal regulations;
 - (d) the register of ELD malfunction set out in subsection 78(6) of the federal regulations;
 - (e) the information recorded under subsection 37(2) or under subsection 87(2) of the federal regulations.
- (6) A peace officer must provide a receipt for any information given to the peace officer under subsection (5).

- (7) A carrier must transmit to the peace officer the electronic records of duty status in the format, and using 1 of the transfer methods, prescribed in the Technical Standard.

47 Records of duty status and supporting documents produced by carrier

- (1) At the request of a peace officer, a carrier must immediately make all of the following available for inspection during business hours at a place specified by the peace officer:
- (a) records of duty status;
 - (b) supporting documents and any related relevant records;
 - (c) records of driving time of an unidentified driver;
 - (d) the documents referred to in subsection 37(2);
 - (e) the register of ELD malfunctions;
 - (f) any special permit that a driver employed or otherwise engaged by the carrier has been driving under during the period the information is requested for.
- (2) A peace officer must do all of the following with any records of duty status, supporting documents and related relevant records and special permits received under subsection (1):
- (a) immediately return any unexpired special permits;
 - (b) provide the carrier with a receipt for any expired special permits and other information;
 - (c) return all expired special permits and other information no later than 14 days after the date the peace officer received them.

Part 3: Commercial Vehicle Trip Inspections

Application and Interpretation of Part 3

48 Commercial vehicles to which Part 3 applies

Part 3 applies with respect to all commercial vehicles other than the following vehicles:

- (a) a 2-axle or 3-axle commercial vehicle or combination of a 2-axle commercial vehicle and a 1-axle trailer being used for any of the following trips, if the driver or the carrier is the producer or user of the products:
 - (i) a trip to pick up feed grain, fertilizer or the primary products of a farm, forest, sea or lake,
 - (ii) a trip to transport feed grain, fertilizer or the primary products of a farm, forest, sea or lake,
 - (iii) a return trip after transporting an item in subclause (ii), if the vehicle is empty or is transporting a supply item used in the production of a primary product of a farm, forest, sea or lake;
- (b) an emergency vehicle;
- (c) a commercial vehicle being used for snow or ice control on a highway operated on behalf of a government agency;
- (d) a commercial vehicle being used to carry out utility operations in an emergency situation;
- (e) a commercial vehicle being used to provide relief during a public welfare emergency as defined in the *Emergencies Act* (Canada) or during an emergency as defined in the *Emergency Management Act*;
- (f) any of the following vehicles being used for personal or recreational purposes, without compensation:
 - (i) a recreational vehicle,
 - (ii) a recreational trailer,
 - (iii) a motor vehicle towing a recreational trailer,
 - (iv) a bus.

49

Conflict with *Motor Carrier Act* regulations

If there is a conflict between a provision of these regulations and a provision in any regulations made under the *Motor Carrier Act*, the provision that would result in the higher level of safety, as determined by a peace officer must be followed.

Trip Inspections and Reports

50 Required trip inspections

- (1) A commercial vehicle must be inspected by a designate or licensed technician at least once in every 24 hours in accordance with the inspection schedule specified for the type of vehicle in the following table:

Commercial Vehicle Type	Inspection Schedule
truck	1
truck tractor	1
trailer, other than trailer towed by bus, including motor coach	1
any combination of truck, truck tractor and trailer	1
bus, other than motor coach equipped with air ride suspension, air brakes and automatic brake adjusters	2
trailer towed by bus, including motor coach	2
motor coach equipped with air ride suspension, air brakes and automatic brake adjusters	3

- (2) In addition to the trip inspection required by subsection (1), a motor coach equipped with air ride suspension, air brakes and automatic brake adjusters must be inspected by a licensed technician in accordance with the inspection schedule in Schedule 4 at least every 30 days or every 12 000 km, whichever occurs first.
- (3) A carrier must provide a copy of the applicable trip inspection schedule for a commercial vehicle to the driver of the vehicle.
- (4) A driver and any co-driver must have in their possession a copy of the applicable trip inspection schedule for the commercial vehicle and produce the schedule on request to a peace officer.

51 Trip inspection must include inspection of items set out in inspection schedule

A trip inspection must include an inspection of all of the items set out in the applicable inspection schedule that are installed or required to be installed in the commercial vehicle.

52 Contents of trip inspection report

- (1) An individual completing a trip inspection must record all of the following in a trip inspection report:
- (a) the number plate number of the commercial vehicle;

- (b) the vehicle identification number or the unit number assigned by the carrier;
 - (c) for a commercial vehicle that is equipped with an odometer, the odometer reading at the time of the trip inspection;
 - (d) a list of all defects found during the trip inspection;
 - (e) a list of all major defects found during the trip inspection;
 - (f) if no defects are found during the trip inspection, a statement to that effect;
 - (g) if no major defects are found during the trip inspection, a statement to that effect;
 - (h) the carrier's name;
 - (i) the date and time of the trip inspection;
 - (j) the city, town, village or highway location where the trip inspection was performed;
 - (k) if prepared in hard-copy format, the signature of the designate or licensed technician;
 - (l) the legibly printed name of the designate or licensed technician.
- (2) In addition to the information required by subsection (1), a licensed technician conducting a trip inspection of a motor coach as required by subsection 50(2) must include all of the following information in their report:
- (a) confirmation that during the trip inspection the vehicle was positioned over a pit or raised in a manner that provided adequate access to all of the items to be inspected;
 - (b) the vehicle's brake adjustment measurements at the time of the trip inspection;
 - (c) the nature of each repair carried out on the vehicle;
 - (d) the certification number on the licensed technician's identity card issued under the *Apprenticeships and Trades Qualification Act*.
- (3) While driving or otherwise in charge of a commercial vehicle, a driver must do all of the following:
- (a) monitor the vehicle's condition in accordance with the applicable inspection schedule;
 - (b) if defects are observed, do both of the following as soon as practicable:
 - (i) record the defects on the trip inspection report;

- (ii) report the defects to the carrier.

53 Prohibition against driving a commercial vehicle without trip inspection report

A driver must not drive and a carrier must not permit a driver to drive a commercial vehicle on a highway unless the driver is in possession of the following applicable trip inspection report:

- (a) the most recent trip inspection report for the vehicle for a trip inspection conducted in accordance with Schedule 1, 2 or 3;
- (b) for a vehicle that subsection 50(2) applies to, the most recent trip inspection report for the vehicle for a trip inspection conducted in accordance with Schedule 4.

54 Providing trip inspection reports to carrier

A designate or licensed technician who completes a trip inspection report must forward the original trip inspection report, or an equivalent electronic record of the trip inspection report, to the carrier no later than 20 calendar days after the report is completed.

Defects

55 Reporting defects to carrier

A designate or licensed technician who completes a trip inspection report for a commercial vehicle must report any defects noted in the report to the carrier, as follows:

- (a) for a defect noted in the trip inspection report, before the vehicle's next required trip inspection;
- (b) for a major defect noted in the trip inspection report, immediately.

56 Defects to be corrected before next trip inspection

A carrier must ensure that all defects reported by a designate or licensed technician are corrected before the commercial vehicle's next required inspection.

57 Prohibition against driving with major defect

A driver must not drive and a carrier must not permit a commercial driver to drive a commercial vehicle on a highway if the vehicle has a major defect.

Debris, Snow and Ice

58 Removal of debris, snow and ice

A driver must not drive and a carrier must not permit a commercial driver to drive a commercial vehicle on a highway unless the vehicle has been cleared of debris, snow and ice before it is driven.

Commercial Vehicle Trip Inspection Records

59 Records kept by carrier

For each commercial vehicle that a carrier owns, leases or is responsible for operating, the carrier must keep or cause to be kept all of the following records at its principal place of business for the applicable period specified in subsection 67(3) or (4):

- (a) a record that identifies the commercial vehicle, including all of the following information about the vehicle:
 - (i) the carrier's company name and vehicle unit number assigned by the carrier,
 - (ii) the make and year of manufacture,
 - (iii) the number plate number,
 - (iv) the vehicle identification number,
 - (v) if it is not owned by the carrier, the name of the person supplying the vehicle;
- (b) a copy of each trip inspection report and report of repairs and maintenance performed on the commercial vehicle, including the date and nature of the inspection, repair or maintenance and the odometer reading at the time of the inspection, repair or maintenance;
- (c) a record of any modification involving axles or suspensions that affects a gross vehicle weight rating or gross axle weight rating;
- (d) all originals or equivalent electronic records of trip inspection reports forwarded to the carrier.

60 Using electronic recording device to create equivalent electronic record

An electronic recording device may be used to create an equivalent electronic record for an inspection only if all of the following conditions are met:

- (a) the information contained in the device is the same as the information that would have been provided if the trip inspection report had been prepared in paper format;
- (b) the information contained in the device can be immediately provided by producing it in any of the formats listed in subsection 61(1) or any combination of those formats;
- (c) a handwritten inspection report can be prepared from the information stored in the device.

61 Form of inspection report from equivalent electronic record

- (1) If an equivalent electronic record is kept for a commercial vehicle, any requirement in these regulations to provide a trip inspection report for the vehicle is met by providing the report in any of the following formats, or any combination of them:
 - (a) a digital display on the screen of the electronic recording device;
 - (b) a printout or other intelligible output from the electronic recording device, signed in accordance with subsection (2);
 - (c) a handwritten copy prepared from the information recorded in the electronic recording device, signed in accordance with subsection (2);
 - (d) a copy sent by e-mail or electronic file transfer.
- (2) A trip inspection report in handwritten, printout or other hard-copy format based on information contained in an electronic recording device must be signed by the designate or licensed technician who completed the trip inspection report confirming that the hard copy is an accurate representation of the information contained in the electronic recording device.
- (3) A carrier who uses electronic recording devices must also provide blank hard-copy inspection forms for use by a designate or licensed technician.

Part 4: Inspections and Maintenance by Carrier

Application and Interpretation of Part 4

62 Definition of “maintain”

In Part 4,

“maintain”, in relation to a vehicle or its equipment, includes to service, repair and replace the vehicle or equipment.

63 Commercial vehicles to which Part 4 applies

Part 4 applies with respect to all commercial vehicles other than 1 of the following vehicles that is used for personal or recreational purposes, without compensation:

- (a) a recreational vehicle;
- (b) a recreational trailer;
- (c) a motor vehicle towing a recreational trailer;
- (d) a bus.

Inspections and Maintenance

64 Carrier's requirement to inspect and maintain its commercial vehicles

A carrier must systematically inspect and maintain or cause to be systematically inspected and maintained all of the commercial vehicles that it owns, leases or is responsible for operating and ensure all of the following:

- (a) all equipment in its commercial vehicles is in safe and proper operating condition at all times and is maintained in compliance with Part 3 of the *Vehicle Equipment, Safety and Inspection Regulations* made under the Act;
- (b) replacement parts for equipment in its commercial vehicles meet all of the following criteria:
 - (i) they are designed for the particular application for which they are used,
 - (ii) they are properly installed,
 - (iii) if practicable, they are certified by a recognized standards testing organization.

65 Lubrication

A carrier must ensure that each commercial vehicle that it owns, leases or is responsible for operating is both

- (a) properly lubricated; and
- (b) free of oil and grease leaks.

66 Inspection and maintenance records

For each commercial vehicle that a carrier owns, leases or is responsible for operating, the carrier must keep or cause to be kept all of the following records at

its principal place of business for the applicable period specified in subsection 67(3) or (4):

- (a) an identification of the commercial vehicle, including all of the following:
 - (i) company number, if so marked,
 - (ii) make, model and year of manufacture,
 - (iii) number plate number,
 - (iv) vehicle identification number,
 - (v) tire size,
 - (vi) for a vehicle that is not owned by the carrier, the name of the person who owns the commercial vehicle;
- (b) a means to indicate the nature and due date of the various inspection and maintenance operations to be performed;
- (c) a record of inspections and maintenance indicating the date and nature of each;
- (d) a lubrication record;
- (e) a record of modifications involving axles or suspensions that affect a gross vehicle weight rating or gross axle weight rating.

Record Retention

67 Retention periods for carrier's records

- (1) A record of duty status or supporting document for a driver kept by a carrier in accordance with subsection 35(3) must be kept for at least 6 months from the date the record was created.
- (2) A driver's records kept by a carrier in accordance with subsection 42(2) must be kept while the driver is employed or otherwise engaged by the carrier.
- (3) Except as provided in subsection (4), each of the following records kept by a carrier must be kept for at least 2 years from the date that the record was created:
 - (a) a trip inspection record kept in accordance with Section 59;
 - (b) an inspection and maintenance record kept in accordance with Section 66;
 - (c) a CVSA inspection record kept in accordance with Section 73;
 - (d) supporting documents and any related relevant records;

- (e) any special permit issued to the carrier.
- (4) For a commercial vehicle that ceases to be under a carrier's control, a record referred to in subsection (3) must be kept for at least 6 months after the date that the commercial vehicle ceases to be under the carrier's control.

Part 5: CVSA Inspections

Application and Interpretation of Part 5

68 Definitions for Part 5

In Part 5,

“critical inspection item defect” means a critical inspection item defect as defined in the CVSA out-of-service criteria;

“CVSA decal” means a decal issued for and affixed to a commercial vehicle by a CVSA inspector indicating that the commercial vehicle has been found to be free of critical inspection item defects during a Level 1 or Level 5 inspection;

“CVSA inspector” means an individual who has been certified to conduct a CVSA inspection in the Province or in a reciprocating jurisdiction;

“CVSA out-of-service criteria” means the criteria set out in the North American Out-of-Service Criteria established by CVSA for determining when a commercial driver or a commercial vehicle is out of service;

“Level 1 Inspection” means a CVSA inspection that includes an examination of all of the following:

- (i) the credentials of the carrier and the driver,
- (ii) the record of the driver's duty status,
- (iii) the mechanical condition of the commercial vehicle,
- (iv) any hazardous materials or dangerous goods that may be present in the commercial vehicle;

“Level 5 Inspection” means a CVSA inspection of the mechanical condition of the commercial vehicle and any hazardous materials or dangerous goods that may be present in the commercial vehicle;

“out of service”, in relation to a commercial vehicle or a driver, means out of service in accordance with the CVSA out-of-service criteria.

69

Commercial vehicles to which Part 5 applies

Part 5 applies with respect to all commercial vehicles other than the following vehicles:

- (a) any of the following vehicles being used for personal or recreational purposes, without compensation:
 - (i) a recreational vehicle,
 - (ii) a recreational trailer,
 - (iii) a motor vehicle towing a recreational trailer,
 - (iv) a bus;
- (b) an emergency vehicle.

Inspections and Records

70

CVSA Inspection of commercial vehicle and driver

- (1) A CVSA inspection may be conducted only by a CVSA inspector who is a motor vehicle inspector.
- (2) A CVSA inspection must be conducted in accordance with the North American Standard Inspection Program.
- (3) Except as provided in subsection 72(2), a CVSA inspector may conduct a CVSA inspection of a commercial vehicle or a driver at any time and at any location.
- (4) At the request of a CVSA inspector, a driver must permit the CVSA inspector to conduct a CVSA inspection of the driver's credentials and documents and of the commercial vehicle that they are driving and cooperate as required with the inspection.

71

Out-of-service determinations

- (1) If, after conducting a CVSA inspection, a CVSA inspector determines that a commercial vehicle is out of service,
 - (a) the commercial vehicle must either
 - (i) be towed or transported away for repairs, or
 - (ii) the repairs must be conducted on site; and
 - (b) the commercial vehicle must not be driven until repairs of the critical inspection item defects are completed.

- (2) If, after conducting a CVSA inspection, a CVSA inspector determines that a driver is out of service, the driver must not drive a commercial vehicle until they resolve the issue or issues that resulted in the out-of-service determination.

72 CVSA decal

- (1) If, after conducting a Level 1 or Level 5 inspection of a commercial vehicle, a CVSA inspector determines that the commercial vehicle is free of critical inspection item defects, the CVSA inspector must affix a valid CVSA decal to the commercial vehicle.
- (2) Unless a critical inspection item defect is observed by a CVSA inspector, a commercial vehicle with a valid CVSA decal affixed to it is exempt from the requirement in the North American Standard Inspection Program to undergo a Level 1 or Level 5 inspection.

73 Carrier must keep CVSA inspection records

A carrier must keep records of all of the following for each of its commercial vehicles at its principal place of business:

- (a) any CVSA inspections;
- (b) any repairs and maintenance conducted as a result of CVSA inspections.

Appendix A: Criteria for Sleeper Berths

A sleeper berth must meet all of the following criteria:

- (a) it is designed to be used as sleeping accommodation;
- (b) it is located in the cab of the commercial vehicle or immediately adjacent to the cab and is securely fixed to it;
- (c) it is not located in or on a semi-trailer or a full trailer;
- (d) if it is located in the cargo space, it is securely compartmentalized from the remainder of the cargo space;
- (e) for a bus,
 - (i) it is located in the passenger compartment,
 - (ii) it is at least 1.9 m in length, 60 cm in width and 60 cm in height,
 - (iii) it is separated from the passenger area by a solid physical barrier that is equipped with a door that can be locked,
 - (iv) it provides privacy for the occupant, and
 - (v) it is equipped with a means to significantly limit the amount of light entering the area;
- (f) for a commercial vehicle other than a bus, it is rectangular in shape with the following minimum dimensions:
 - (i) 1.9 m in length, measured on the centre line of the longitudinal axis,
 - (ii) 60 cm in width, measured on the centre line of the transverse axis, and
 - (iii) 60 cm in height, measured from the sleeping mattress to the highest point of the area;
- (g) it is constructed so that there are no impediments to ready entrance to or exit from it;
- (h) there is a direct and readily accessible means of passing from it into the driver's seat or compartment;
- (i) it is protected against leaks and overheating from the vehicle's exhaust system;
- (j) it is equipped to provide adequate heating, cooling and ventilation;
- (k) it is reasonably sealed against dust and rain;

- (l) it is equipped with a mattress that is at least 10 cm thick and adequate sheets and blankets so that the occupant can get restful sleep;
- (m) it is equipped with a means of preventing the occupant from being ejected from it when the commercial vehicle is decelerating that is designed, installed and maintained to withstand a total force of 2700 kg applied toward the front of the vehicle and parallel to the longitudinal axis of the vehicle.

Appendix B: Duty Status Information for Record of Duty Status

(S. 32, *Commercial Vehicles, Commercial Drivers and Carriers Regulations*)

Duty Status

_____ name _____ date

Cycle 1 (7 days) _____ OR Cycle 2 (14 days) _____

(Hour that day begins—use local time at home terminal)

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total Hours
1. Off-duty time other than time spent in a sleeper berth																										
2. Off-duty time spent in a sleeper berth																										
3. Driving time																										
4. On-duty time other than driving time																										
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	

Remarks

Total distance driven _____

Signature _____

Instructions for Recording Duty Status

Filling out grid

Fill out the grid as follows:

- (1) for each duty status,
 - mark the beginning time and the end time
 - draw a continuous line between the time markers

- (2) in the last column on the right of the grid, enter the total number of hours of each period of duty status (total of all periods must be 24 hours)

Change in duty status remarks

For each change in duty status, record the following in the Remarks section:

- the name of the municipality and the province or state where the change occurred
- OR
- the location on a highway or in a community and the name of the province or state where the change occurred

Appendix C: Inspection Schedules

Schedule 1: Truck, Tractor or Trailer Daily Inspections (Items to be inspected are numbered below, with the defects and major defects identified.)			
#	Item to be Inspected	Defects	Major Defects
1	air brake system	- audible air leak - slow air pressure build-up rate	- pushrod stroke of any brake exceeds adjustment limit - air loss rate exceeds prescribed limit - inoperative towing vehicle (tractor) protection system - low air warning system fails or system activated - inoperative service, parking or emergency brake
2	cab	occupant compartment door fails to open	cab or sleeper door fails to close securely
3	cargo securement	insecure or improper load covering, such as wrong type of covering or covering flapping in wind	- insecure cargo - absence, failure, malfunction or deterioration of required cargo securement device or load covering
4	coupling devices	coupler or mounting has loose or missing fastener	- coupler insecure or movement exceeds the maximum of tolerance allowed - coupling or locking mechanism damaged or fails to lock - defective, incorrect or missing safety chain/cable
5	dangerous goods		requirements of <i>Transportation of Dangerous Goods Regulations</i> not met
6	driver controls	accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	

Schedule 1: Truck, Tractor or Trailer Daily Inspections (Items to be inspected are numbered below, with the defects and major defects identified.)			
#	Item to be Inspected	Defects	Major Defects
7	driver seat	• seat damaged or fails to remain in set position	• seatbelt or tether belt insecure, missing or malfunctions
8	electric brake system	• loose or insecure wiring or electrical connection	• inoperative breakaway device • inoperative brake
9	emergency equipment and safety devices	• emergency equipment missing, damaged or defective	
10	exhaust system	• exhaust leak	• leak that causes exhaust gas to enter the occupant compartment
11	frame and cargo body	• damaged frame or cargo body	• visibly shifted, cracked, collapsing or sagging frame member(s)
12	fuel system	• missing fuel tank cap	• insecure fuel tank • dripping fuel leak
13	general		• serious damage or deterioration that is noticeable and may affect vehicle's safe operation
14	glass and mirrors	• required mirror or window glass fails to provide required view to driver as result of being cracked, broken, damaged, missing or maladjusted • broken or damaged attachments of required mirror or glass to vehicle body	
15	heater/defroster	• control or system failure	• defroster fails to provide unobstructed view through windshield.
16	horn	• vehicle has no operative horn	

Schedule 1: Truck, Tractor or Trailer Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
17	hydraulic brake system	• brake fluid level below indicated minimum level	• parking brake inoperative • brake boost or power assist inoperative • brake fluid leak • brake pedal fade or insufficient brake pedal reserve • activated (other than ABS) warning device • brake fluid reservoir less than $\frac{1}{4}$ full
18	lamps and reflectors	• required lamp does not function as intended • required reflector missing or partially missing	<i>When lamps required:</i> • failure of both low-beam headlamps • failure of both rearmost tail lamps <i>At all times:</i> • failure of rearmost turn-indicator lamp • failure of both rearmost brake lamps
19	steering	• steering wheel lash (free-play) greater than normal	• steering wheel insecure, or does not respond normally • steering wheel lash (free-play) exceeds required limit
20	suspension	• air leak in air suspension system • broken spring leaf • suspension fastener loose, missing or broken	• damaged (including patched, cut, bruised, cracked to braid), insecurely mounted, or deflated air bag • cracked or broken main spring leaf or more than 1 broken spring leaf • part of spring leaf or suspension missing, shifted out of place or in contact with another vehicle component • loose U-bolt

Schedule 1: Truck, Tractor or Trailer Daily Inspections			
(Items to be inspected are numbered below, with the defects and major defects identified.)			
#	Item to be Inspected	Defects	Major Defects
21	tires	• damaged tread or sidewall of tire • tire leaking (other than tire leak classified as major defect)	• flat tire including tire leak that can be felt or heard • tire tread depth less than wear limit • tire in contact with another tire or any vehicle component other than mud flap. • tire is marked "Not for highway use" • tire has exposed cords in the tread or outer side wall area
22	wheels, hubs and fasteners	• hub oil below minimum level (when fitted with sight glass)	• wheel has loose, missing or ineffective fastener • damaged, cracked or broken wheel, rim or attaching part • evidence of imminent wheel, hub or bearing failure • leaking wheel seal
23	windshield wiper/washer	• control or system malfunction • wiper blade damaged, missing or fails to adequately clear driver's field of vision	<i>When necessary for prevailing weather conditions:</i> • wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

Schedule 2: Bus Daily Inspections			
(Items to be inspected are numbered below, with the defects and major defects identified.)			
#	Item to be Inspected	Defects	Major Defects
1	accessibility devices	• alarm fails to operate • equipment malfunctions • interlock system malfunctions	• vehicle fails to return to normal level after "kneeling" • extendable lift, ramp or other passenger-loading device fails to retract

Schedule 2: Bus Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
2	air brake system	- audible air leak - slow air pressure build-up rate	- pushrod stroke of any brake exceeds adjustment limit - air loss rate exceeds prescribed limit - inoperative towing vehicle (tractor) protection system - low air warning system fails or system activated - inoperative service, parking or emergency brake
3	cargo securement	insecure or improper load covering	- insecure cargo - absence, failure, malfunction or deterioration of required cargo securement device or load covering
4	coupling devices	coupler or mounting has loose or missing fastener	- coupler insecure or movement exceeds prescribed limit - coupling or locking mechanism damaged or fails to lock - defective, incorrect or missing safety chain/cable
5	dangerous goods		requirements of <i>Transportation of Dangerous Goods Regulations</i> not met
6	doors and emergency exits	- door, window or hatch fails to open or close securely - alarm inoperative	required emergency exit fails to function as intended
7	driver controls	accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	accelerator sticks and engine fails to return to idle
8	driver seat	seat damaged or fails to remain in set position	seatbelt or tether belt insecure, missing or malfunctions
9	electric brake system	loose or insecure wiring or electrical connection	- inoperative breakaway device - inoperative brake

Schedule 2: Bus Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
10	emergency equipment and safety devices	emergency equipment missing, damaged or defective	
11	exhaust system	exhaust leak	leak that causes exhaust gas to enter the occupant compartment
12	exterior body and frame	- insecure or missing body parts - insecure or missing compartment door - damaged frame or body	visibly shifted, cracked, collapsing or sagging frame member(s)
13	fuel system		- missing fuel tank cap - insecure fuel tank - dripping fuel leak
14	general		serious damage or deterioration that is noticeable and may affect the vehicle's safe operation
15	glass and mirrors	- required mirror or window glass fails to provide required view to driver as a result of being cracked, broken, damaged, missing or maladjusted - broken or damaged attachments of required mirror or glass to vehicle body	driver's view of the road obstructed in area swept by windshield wipers
16	heater/defroster	control or system failure	defroster fails to provide unobstructed view through the windshield.
17	horn	vehicle has no operative horn	

Schedule 2: Bus Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
18	hydraulic brake system	• brake fluid level is below indicated minimum level	• parking brake is inoperative • brake boost or power assist is not operative • brake fluid leak • brake pedal fade or insufficient brake pedal reserve • activated (other than ABS) warning device • brake fluid reservoir is less than $\frac{1}{4}$ full
19	lamps and reflectors	• required lamp does not function as intended • required reflector is missing or partially missing • passenger safety or access lamp does not function	<i>When lamps are required:</i> • failure of both low-beam headlamps • failure of both rearmost tail lamps <i>At all times:</i> • failure of a rearmost turn-indicator lamp • failure of both rearmost brake lamps
20	passenger compartment	• stanchion padding is damaged • damaged steps or floor • insecure or damaged overhead luggage rack or compartment • malfunction or absence of required passenger or mobility device restraints • passenger seat is insecure	<i>When affected position is occupied:</i> • malfunction or absence of required passenger or mobility device restraints • passenger seat is insecure
21	steering	• steering wheel lash (free-play) greater than normal	• steering wheel insecure, or does not respond normally • steering wheel lash (free-play) exceeds required limit

Schedule 2: Bus Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
22	suspension system	- air leak in air suspension system - broken spring leaf - suspension fastener loose, missing or broken	- air bag damaged (including patched, cut, bruised, cracked to braid), insecurely mounted or deflated - cracked or broken main spring leaf or more than 1 broken spring leaf - part of spring leaf or suspension missing, shifted out of place or in contact with another vehicle component - loose U-bolt
23	tires	- damaged tread or sidewall of tire - tire leaking	- flat tire - tire tread depth less than wear limit - tire in contact with another tire or any vehicle component other than mudflap - tire marked "Not for highway use" - tire has exposed cords in tread or outer side wall area
24	wheels, hubs and fasteners	- hub oil below minimum level (when fitted with sight glass) - leaking wheel seal	- wheel has loose, missing or ineffective fastener - damaged, cracked or broken wheel, rim or attaching part - evidence of imminent wheel, hub or bearing failure
25	windshield wiper/washer	- control or system malfunction - wiper blade damaged, missing or fails to adequately clear driver's field of vision	<i>When necessary for prevailing weather condition:</i> wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

Schedule 3: Motor Coach Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
1	accessibility devices	- alarm fails to operate - equipment malfunctions - interlock system malfunctions	- vehicle fails to return to normal level after “kneeling” - extendable lift, ramp or other passenger-loading device fails to retract
2	air brake system	- audible air leak - slow air pressure build-up rate	- any indication of brake adjustment problem - air loss rate exceeds prescribed limit - inoperative towing vehicle (tractor) protection system - low air warning system fails or system activated - inoperative service, parking or emergency brake
3	coupling devices	coupler or mounting has loose or missing fastener	- coupler insecure or movement exceeds prescribed limit - coupling or locking mechanism damaged or fails to lock - defective, incorrect or missing safety chain/cable
4	dangerous goods		requirements of <i>Transportation of Dangerous Goods Regulations</i> not met
5	doors and emergency exits	- door, window or hatch fails to open or close securely - alarm inoperative	required emergency exit fails to function as intended
6	driver controls	accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	accelerator sticks and engine fails to return to idle
7	driver seat	seat damaged or fails to remain in set position	

Schedule 3: Motor Coach Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
8	emergency equipment and safety devices	emergency equipment missing, damaged or defective	
9	exhaust system	exhaust leak	leak that causes exhaust gas to enter occupant compartment
10	exterior body	- insecure or missing body parts - insecure or missing compartment door	
11	fuel system		- missing fuel tank cap - insecure fuel tank - dripping fuel leak
12	general		serious damage or deterioration that is noticeable and may affect vehicle's safe operation
13	glass and mirrors	- required mirror or window glass fails to provide required view to driver as a result of being cracked, broken, damaged, missing or maladjusted - broken or damaged attachments of required mirror or glass to vehicle body	driver's view of road obstructed in area swept by windshield wipers
14	heater/defroster	control or system failure	defroster fails to provide unobstructed view through windshield
15	horn	vehicle has no operative horn	

Schedule 3: Motor Coach Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
16	lamps and reflectors	- required lamp does not function as intended - passenger safety or access lamp does not function	<i>When lamps are required:</i> - failure of both low-beam headlamps - failure of both rearmost tail lamps <i>At all times:</i> - failure of rearmost turn-indicator lamp - failure of both rearmost brake lamps
17	passenger compartment	- stanchion padding damaged - damaged steps or floor - insecure or damaged overhead luggage rack or compartment - malfunction or absence of required passenger or mobility device restraints - passenger seat insecure	<i>When affected position is occupied:</i> - malfunction or absence of required passenger or mobility device restraints - passenger seat insecure
18	steering	steering wheel lash (free-play) greater than normal	- steering wheel insecure, or does not respond normally - steering wheel lash (free-play) exceeds required limit
19	suspension system	air leak in air suspension system	air bag damaged (patched, cut, bruised, cracked to braid), mounted insecurely or deflated
20	tires	- damaged tread or sidewall of tire - tire leaking (other than leak classified as major defect)	- flat tire or tire leak that can be felt or heard - tire tread depth less than wear limit - tire in contact with another tire or any vehicle component other than mudflap - tire marked "Not for highway use" - tire has exposed cords in tread or outer side wall area

Schedule 3: Motor Coach Daily Inspections

(Items to be inspected are numbered below, with the defects and major defects identified.)

#	Item to be Inspected	Defects	Major Defects
21	wheels, hubs and fasteners	• hub oil below minimum level (when fitted with sight glass) • leaking wheel seal	• wheel has loose, missing or ineffective fastener • damaged, cracked or broken wheel, rim or attaching part • evidence of imminent wheel, hub or bearing failure
22	windshield wiper/washer	• control or system malfunction • wiper blade damaged, missing or fails to adequately clear driver's field of vision	<i>When necessary for prevailing weather conditions:</i> • wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

Schedule 4: Motor Coach (30 days or 12 000 km) Inspections

(Items to be inspected are numbered below, with the major defects identified.)

#	Item to be Inspected	Major Defects
1	air brake system	• audible air leak • brake pushrod stroke at or beyond adjustment limit • clearance between disc brake pads and rotor exceeds manufacturer's specified limit • wedge brake shoe movement exceeds manufacturer's specified limit • excessive discharge of fluids from air reservoir • air compressor, mounts or attachments damaged or defective • compressor drive-belt loose or damaged • air line or fitting damaged or insecure • air tank defective, damaged or insecure • air tank drain or moisture ejector device inoperable • brake chamber, brake linkage or other brake component defective, damaged or insecure • spring brake broken or malfunctions • inoperative service, parking or emergency brake

Schedule 4: Motor Coach (30 days or 12 000 km) Inspections

(Items to be inspected are numbered below, with the major defects identified.)

#	Item to be Inspected	Major Defects
2	exhaust system	• exhaust leak • exhaust system component insecure, damaged or perforated
3	frame and/or underbody	• any frame member or fastener damaged, cracked or insecure • any component mount damaged or insecure
4	fuel system	• fuel leak • insecure fuel tanks, fuel tank mounts or guards • fuel line or fitting damaged or insecure
5	steering	• steering linkage damaged or insecure • power steering fluid leaking, contaminated or low • power steering component damaged or insecure
6	suspension system	• air leak or malfunction of air suspension system or component • damage or deterioration of any suspension component, including - spring and air bag - axle- or frame-attaching component - axle supporting or aligning component - suspension or component fastener - shock absorber or attachments
7	tires	• tire inflation less than required • tire treads worn to wear limits • damage to tread or sidewall of tire • retread or rebuilt tire used on front axle
8	wheels and fasteners	• loose, missing, damaged or ineffective wheel fastener • damaged wheel or wheel component