

Vehicle Transportation Inspection NSC PMVI 11

January 2020 Update



Goals of the PMVI Standard

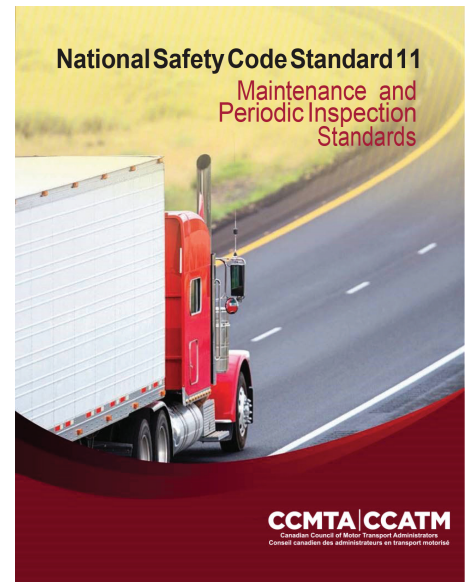
- reduce collisions due to mechanical defects on vehicles
- improve highway safety
- ensure the consistency of periodic inspections across Canada

The PMVI requirements represent one of the most significant amendments to the *National Safety Code* (NSC) since its inception.

Application

This standard generally applies to all commercial vehicles as defined by the NSC:

- trucks
- truck-tractors
- semi- trailers
- trailers and combinations thereof exceeding a registered gross vehicle weight of 4,500 kg (approximately 10,000 lbs)
- buses designed, constructed and used for the transportation of passengers with a designated seating capacity of more than 10, including the driver, but excluding the operation for personal use



General Requirements

Annual inspection: commercial trucks, truck-tractors, semi-trailers, trailers and combinations thereof

Semi-annual inspection: buses

Authorized inspectors, approved facilities: Inspections must be conducted by an authorized inspector in a government establishment, or at an inspection facility approved by a government agency.

Current condition only: A vehicle is to be inspected and determinations made about the pass or fail outcome of the inspection based on the condition of the vehicle at the time of inspection. The inspection is not intended to ensure that a vehicle remains in a safe condition for any particular period after the inspection.

Policy Changes 2020

Decals must be applied by the inspector: Standard 11 B states, *"The previous PMVI decal must then be removed and a current decal indicating compliance with the standard will be placed on the vehicle."* The Standard did not specify who can apply the decal. The wording has been adjusted to indicate the **decal must be applied by the inspector** to avoid cases in which the inspector hands the decal to the driver or vehicle owner in the hope that the decal will eventually be applied.

Forms must be submitted within 15 business days: Several jurisdictions are still unable to utilize a fully electronic PMVI inspection system, since there are PMVI shops that have no access to the Internet. These shops must forward a copy of their completed inspection forms to the jurisdiction (PMVI office). In some cases, this is not done until the inspection has already expired. That makes it rather difficult when the PMVI inspection is questioned (when laying charges, in case of collisions, etc.), since the jurisdiction does not have a true copy of the original inspection report form. This is particularly important when there is no valid copy in the vehicle or in carrier files or even at the PMVI shop (think fraud). **The wording has been changed to indicate that a copy of the inspection must be sent within 15 business days.**

Updates and Corrections 2020

The review resulted in roughly 70 changes. Most of these dealt with issues such as correction of grammar, clarification, renumbering, slight changes to inspection procedures, added requirements for documentation, additions to the "reject if" and "items and methods of inspection" columns, text formatting, and added references.

PMVI Part B 2020 updates: **Changes highlighted in blue**

- Mechanical Parking Brake-Reject if a) Parking brake does not hold in forward **and backward gear.**
- Anti-lock Brake System (ABS) on a Truck or Bus-Note: Every truck or bus manufactured on or after April 1, 2000 with a GVWR above 4,536 kg must be equipped with ABS.
- S-Cam Drum Brake System-Camshaft condition. Reject if movement of camshaft in bushing exceeds 2.0 mm **or O.E.M. Standard.**
- Air Brakes, Caliper. Reject if d) any part is binding, broken, seized, missing or mounted incorrectly or **not equivalent to OEM standard.**



- Air Brakes, **g) Operation. G) missing on vehicles manufactured on or after April 1, 2000.**
- Steering, Steering shaft universal joint & yoke. **Reject if horizontal or vertical movement within the universal joint can be detected by hand.**
- Steering, Power steering system (Hydraulic and Electric). Reject if e) cylinder inoperative, insecure mounting, loose, **or missing.**
- Lamps, Reflex reflector marking. Reject if consist of anything other than alternating red and white retro reflective sheeting that is marked DOT-C3(50 mm wide), DOT-C3 (75 mm wide) or DOT-c4 (100 mm wide) **for the purpose of school buses, consists of anything other than conspicuity markings as specified in the applicable CSA D250 Standard.**
- Lamps, School bus additional Lamps. B) 25% or more of LEDs of any lamp assembly are inoperative. ~~One or more diode(s) of LED lamp fail(s) to illuminate.~~
- Body, Cab and Passenger-Vehicle Body. D) fender-missing, damaged ~~section torn away, section missing or corroded.~~
- Body, Stake pocket/tiedown, cargo securing point or cargo securing device (including portable anchors). ~~Reject if, Note: When a cargo securing point or device is in any of the conditions described above, record the condition on the inspection report, do not reject the vehicle for this condition alone.~~
- Body, Refrigeration/Heater Unit Fuel System, Security and Condition.

Reject if:

- equipment or device is in such an unsafe condition that is a risk to other motorists, the driver, a passenger, pedestrian or cyclist
- equipment or device is *insecure* or *loose*, or in danger of shifting in a way that could impede normal operation of the vehicle
- any section has an exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to the driver, a passenger, pedestrian or cyclist
- *level 3 leak* of any oil, hydraulic fluid or liquid product

Hazardous Condition(s)

- i. any article, component or device is so *insecure* or *loose* that it could become detached from vehicle
- ii. equipment or device is in such an unsafe condition that is a risk to other motorists, the driver, a passenger, pedestrian or cyclist
- iii. any section has an exposed sharp edge, is torn or protrudes out in a manner that could be hazardous to the driver, a passenger, pedestrian or cyclist.
- **Body, Side Windows. Material Type. Reject if AS-3 is only acceptable for side windows to the rear of the driver location.**
- **Body, Supplemental restrain System (SRS). Reject if air bag cover damaged.**
- **Tire Tread Depth.**
 - a) **Front** tires **on any active steering, axle(s) of a motor vehicle.**
 - b) **rear-tire all other tires**
- **Coupling Devices, cast or forged part. Reject if: Material is worn more to beyond the OEM allowable wear specifications than- 5mm from original dimension.**

https://ccmta.ca/images/publications/pdf//CCMTA_NSC_Standard_11_-_January_2020_-_English.pdf