

# Commercial Vehicle Trip Inspection Regulations



Revised 2018

# Commercial Vehicle Trip Inspection Regulations

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# Commercial Vehicle Trip Inspection Regulations

*The purpose of these regulations:*

is to **ensure early identification** of vehicle problems and defects **through daily pre-trip inspection and driver checks** and to prevent the operation of vehicles with conditions **likely to cause, or contribute to a collision or vehicle breakdown.**

Daily vehicle trip inspection **is a continuous process designed** to protect drivers and **alert** carriers to mechanical problems. The **general objective** of daily vehicle trip inspections is to **promote an improved** level of **safety and compliance** in commercial vehicles operating on the highway.

These regulations are based on national standards, referred to as the **National Safety Code Standard 13** (Trip Inspection). **These Regulations come into force on the 13 February 2018** and replace the previous regulation; **“Commercial Vehicle Trip Inspection and Records”**, *made under Section 303 of the Motor Vehicle Act*

# Commercial Vehicle Trip Inspection Regulations

## 1. Citation

1. These regulations may be cited as the:

**“Commercial Vehicle Trip Inspection Regulations”**



# Commercial Vehicle Trip Inspection Regulations

## 2. Definitions

“**Act**” means the Motor Vehicle Act;

“**carrier**” means a person who owns, leases or is responsible for the operation of a commercial vehicle for the purpose of transporting passengers or goods;

“**commercial driver**” means an individual who is driving, in charge of or operating a commercial vehicle;

“**commercial vehicle**”, except as provided in Section 3, means any of the following commercial motor vehicles:

- (i) a truck, truck tractor or trailer, or any combination of them, that exceeds a **registered gross vehicle weight** of 4500 kg,
- (ii) a bus, including a motor couch;

# Commercial Vehicle Trip Inspection Regulations

## 2. Definitions

“**defect**” means an inadequacy in a commercial vehicle that is listed in the column headed Defects” in an inspection schedule;

“**designate**” means a commercial driver or other individual to whom a carrier assigns the duty to conduct Schedule 1. 2 or 3 inspections required by these regulations;

“**electronic recording device**” means an electronic system designed for the purpose of keeping electronic records of inspections in accordance with Sections 16 and 17;

# Commercial Vehicle Trip Inspection Regulations

## 2. Definitions

“**emergency vehicle**” means any of the following vehicles:

- (i) a fire-fighting vehicle, ambulance, police vehicle or other vehicle that is used for emergency purposes,
- (ii) a vehicle being operated by or on behalf of a government agency to provide snow removal or ice control,
- (iii) a vehicle being operated by or on behalf of a public utility to perform emergency repair services;

“**equivalent electronic record**”, in relation to an inspection report, means an electronic record of an inspection that is kept in an electronic recording device;

# Commercial Vehicle Trip Inspection Regulations

## 2. Definitions

**“inspection schedule”** means a written list as set out in Schedule 1, 2, 3 or 4, itemizing the components of a commercial vehicle to be inspected and the defects and major defects associated with each component:

**“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 column headed “Major Defects” in an inspection schedule;

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



# Commercial Vehicle Trip Inspection Regulations

## 2. Definitions

“**motor vehicle inspector**” means an individual appointed as a motor vehicle inspector by the Minister under Section 6 of the Act;

“**recreational vehicle**” means a vehicle that is designed as mobile accommodation and used as transportation for personal and recreational purposes without compensation, and includes a cabin trailer, collapsible cabin trailer, tent trailer and camping trailer.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Exemptions from regulations

3 All of the following commercial vehicles are exempt from these regulations:

(a) a **2-axle or 3-axle commercial vehicle** when being used for any of the following trips, if the driver or the carrier is the producer of the products referred to:

(i) a trip to pick up feed grain or the primary products of a farm, forest, sea or lake,

(ii) a trip to transport feed grain or the primary products of a farm, forest, sea or lake.

(iii) a return trip after transporting feed grain or the primary products of a farm, forest, sea or lake;

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Exemptions from regulations

3 All of the following commercial vehicles are exempt from these regulations (cont.):

(b) an emergency vehicle;

(c) a vehicle when it is 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;

(d) a recreational vehicle.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Conflict with Motor Carrier Act regulations

4 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 motor vehicle inspector, must be followed.

### Prohibition against operating commercial vehicle without inspection

5 (1) A carrier must not permit a commercial driver to drive or operate the carrier's commercial vehicle on a highway **unless the vehicle is inspected as required** by these regulations.

(2) A commercial driver must not drive or operate a commercial vehicle on a highway **unless the vehicle is inspected** as required by these regulations.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Required inspections

**6 (1)** Each commercial vehicle must be inspected at least once every 24 hours in accordance with the inspection schedule specified for the type of commercial vehicle in the following table:

Commercial Vehicle Type	Schedule
Truck	1
Truck Tractor	1
Trailer, other than trailer towed by bus or 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

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**6 (2)** In addition to the 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 **Schedule 4** at least every 30 days or every 12 000 km, whichever occurs first.



# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

7 (1) For each inspection of a commercial vehicle that is performed, a **designate or licensed technician** must prepare a report that contains all of the following information:

- (a) plate number, vehicle identification number (VIN) or unit number of the commercial vehicle;
- (b) if the commercial vehicle is equipped with an odometer, the odometer reading at the time of inspection;
- (c) a list of all defects found during the inspection;
- (d) a list of all major defects found during the inspection;

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

7 (1) For each inspection of a commercial vehicle that is performed, a **designate or licensed technician** must prepare a report that contains all of the following information (continued):

- (e) if no defects are found during the inspection, a statement to that effect;
- (f) if no major defects are found during the inspection, a statement to that effect;
- (g) the carrier's name;
- (h) the date and time of the inspection;
- (i) the city, town, village or highway location where the inspection was performed;
- (j) if prepared in hard copy format, the designate or licensed technician's signature;
- (k) the legibly printed name of the designate or licensed technician.



# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**7(2)** In addition to the information required by subsection (1), a licensed technician conducting an inspection in accordance with Schedule 4 as required by subsection 6(2) must include all of the following information in their report:

- (a) **confirmation** that during the inspection the commercial 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 commercial vehicle's **brake adjustment measurements** at the time of the inspection;
- (c) the **nature of each repair** carried out on the commercial vehicle;
- (d) the **certification number on the licensed technician's** identity card issued by the Director of Programs and Operations under the Apprenticeships and Trades Qualification Act.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Prohibition against operating commercial vehicle on highway without inspection report

8 (1) A carrier must not permit a commercial driver to drive or operate the carrier's commercial vehicle on a highway unless the commercial driver is in possession of:

(a) **the most recent Schedule 1, 2 or 3 inspection report** for the vehicle; and

(b) if subsection 6(2) applies, the most recent Schedule 4 **inspection report** for the vehicle.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Prohibition against operating commercial vehicle on highway without inspection report

8 (2) A commercial driver **must not drive or operate** a commercial vehicle on a highway unless they are in possession of:

(a) the **most recent Schedule 1, 2, or 3** inspection report for the vehicle; and

(b) if subsection 6(2) applies, the most recent Schedule 4 **inspection report** for the vehicle.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**Commercial driver must provide inspection reports to motor vehicle inspector**

9 A commercial driver must provide the inspection reports for the commercial vehicle to a motor vehicle inspector **on the demand of the motor vehicle inspector.**

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Original inspection report to carrier

10 (1) A **designate or licensed technician must forward the original of each inspection report to the carrier of the commercial vehicle no later than 20 calendar days after the date the report is completed.**

(2) An inspection report prepared using an electronic recording device must fulfill the requirements of Sections 16 and 17



**20 Calendar Days**

**Carrier**

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**Designate or licensed technician must report defects and major defects**

11 (1) **In addition** to recording all defects in an inspection report as required by clause 7(1)(c), a designate or licensed technician must report the defects to the carrier before the next required inspection of the commercial vehicle.

(2) **In addition** to recording all major defects in an inspection report as required by clause 7(1)(d), a designate or licensed technician must report the major defects to the carrier immediately.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**Designate or licensed technician must report defects and major defects**

**Defects to be corrected before next inspection**

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

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Prohibition against operating commercial vehicle with major defect on highway

13 (1) A **carrier must not permit** a commercial driver to drive or operate the carrier's commercial vehicle on a highway if the vehicle has any major defects.

(2) A **commercial driver must not drive or operate a commercial vehicle on a highway** if the vehicle has any major defects.



# Commercial Vehicle Trip Inspection Regulations

## Section 14: Removal of Debris, Snow and Ice



# Commercial Vehicle Trip Inspection Regulations

## Section 14: Removal of Debris, Snow and Ice



# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Removal of debris, snow and ice

14 (1) A **carrier must not permit** a commercial driver to drive or operate the carrier's commercial vehicle on a highway unless the vehicle is **cleared of debris, snow and ice before** it is driven or operated on the highway.

(2) A **commercial driver must not drive or operate** a commercial vehicle on a highway unless the vehicle is **cleared of debris, snow and ice before** it is driven or operated on the highway.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Carrier's records

15 (1) In this Section, “**principal place of business**” of a carrier means a place in the Province designated by the carrier as its principal place of business for the purpose of keeping the records required by this Section.

(2) 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:

(a) a record that identifies the commercial vehicle, including all of the following:

- (i) the carrier's company name and vehicle unit number,
- (ii) the make and year of manufacture of the commercial vehicle,
- (iii) the plate number of the commercial vehicle,
- (iv) the name of the person supplying the commercial vehicle, if the vehicle is not owned by the carrier;

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Carrier's records

- 15 (2) (c) **copies of inspection reports** and reports of repairs and maintenance performed on the commercial vehicle, including the date, the nature of the inspection, repair or maintenance and the odometer reading at the time of the inspection, repair or maintenance;
- (d) a record of **any modification** involving axles or suspensions that affects the manufacturer's gross vehicle weight rating or gross axle weight rating of the commercial vehicle;
- (e) all **original inspection reports** forwarded to the carrier by a designate or licensed technician under Section 10.

(3) A record required by subsection (2) must be kept at the carrier's principal place of business for a **period of 6 months** from the date that the vehicle ceases to **be owned or leased by the carrier, or 2 years, whichever is longer**

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**Using electronic recording device to create equivalent electronic record**

16 (1) A carrier **may permit the use of an electronic recording** device to create an equivalent electronic record of an inspection report if all of the criteria set out in subsection (3) are met.

(2) A **designate or licensed technician may use an electronic recording** device to create an equivalent electronic record of an inspection report if all of the criteria set out in subsection (3) are met.

(3) **ALL of the following** are the criteria that must be met to use an electronic recording device as described in subsection (1) or (2):

(a) the information contained in the electronic recording device is the same as the information that would have been provided if the inspection report had been prepared in paper format;

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

**Using electronic recording device to create equivalent electronic record**

- 16 3 (b) the information contained in the electronic recording device can be immediately provided by producing it in any of the formats listed in subsection 17(1), or any combination of those formats;
- (c) a handwritten inspection report can be prepared from the information stored in the electronic device;
- (d) the device automatically records the time and date any time it is disconnected and any time it is reconnected and any time it stores a record.

# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Form of inspection report from equivalent electronic record

17 (1) If an equivalent electronic record is kept for a commercial vehicle, any requirement in these regulations to provide an 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) subject to subsection (2), a print-out or other intelligible output from the electronic recording device;
- (c) subject to subsection (2), a handwritten copy prepared from the information recorded in the electronic recording device;
- (d) email or electronic file transfer.



# Commercial Vehicle Trip Inspection Regulations

## 3. Regulations

### Form of inspection report from equivalent electronic record

17 (2) An inspection report in handwritten, print-out, or other hard-copy format based on information contained in an electronic recording device **must be signed by the designate or licensed technician, 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** use by a designate or licensed technician.

# Commercial Vehicle Trip Inspection Regulations

## 4. Penalties

18 A person who **violates any of the provisions** of these regulations is guilty of an offence and is liable on summary conviction to the penalties provided for a **category B offence** in the Summary Proceedings Act.

### Category B Offence

first offence	\$180.00
second offence	\$237.50
third or subsequent offence	\$352.50

The image shows a 'Summons to Appear' form from the Province of Nova Scotia. The form is titled 'Summons to Appear' and has a reference number '5304823'. It includes fields for the accused's name, address, and date of birth. It also contains a section for the offence, a date for the appearance, and a section for the court. The form is titled 'Summons to Appear' and has a reference number '5304823'.

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER



**Truck, Tractor, Trailer OR  
Combination Exceeding  
Registered GVW of 4500 kg**



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Air Brake System	<ul style="list-style-type: none"> <li>· Audible air leak.</li> <li>· Slow air pressure build-up rate.</li> </ul>	<ul style="list-style-type: none"> <li>· Pushrod stroke of a brake exceeds the adjustment limit.</li> <li>· Air loss rate exceeds prescribed limit.</li> <li>· Inoperative towing vehicle (tractor) protection system.</li> <li>· Low air warning system fails or system is activated.</li> <li>· Inoperative service, parking or emergency brake</li> </ul>
Cab	<ul style="list-style-type: none"> <li>• Occupant compartment door fails to open.</li> </ul>	<ul style="list-style-type: none"> <li>• Any cab or sleeper door fails to close securely.</li> </ul>
Cargo Securement	<ul style="list-style-type: none"> <li>• Insecure or improper load covering (e.g. wrong type or flapping in the wind).</li> </ul>	<ul style="list-style-type: none"> <li>• Insecure cargo.</li> <li>• Absence, failure, malfunction or deterioration of required cargo securement device or load covering.</li> </ul>
Coupling Devices	<ul style="list-style-type: none"> <li>• Coupler or mounting has loose or missing fastener.</li> </ul>	<ul style="list-style-type: none"> <li>• Coupler is insecure or movement exceeds the limit that constitutes an out of Service Criterion</li> <li>• Coupling or locking mechanism is damaged or fails to lock.</li> <li>• Defective, incorrect or missing safety chain/cable.</li> </ul>
Dangerous Goods		<ul style="list-style-type: none"> <li>• Dangerous goods requirements not met.</li> </ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Driver Controls	<ul style="list-style-type: none"> <li>Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.</li> </ul>	
Driver's Seat	<ul style="list-style-type: none"> <li>Seat is damaged or fails to remain in set position.</li> </ul>	<ul style="list-style-type: none"> <li>Seatbelt or tether belt is insecure, missing or malfunctions.</li> </ul>
Electric Brake System	<ul style="list-style-type: none"> <li>Loose or insecure wiring or electrical connection.</li> </ul>	<ul style="list-style-type: none"> <li>Inoperative breakaway device.</li> <li>Inoperative brake.</li> </ul>
<b><i>Emergency Equipment &amp; Safety Devices</i></b>	<ul style="list-style-type: none"> <li>Emergency equipment is missing, damaged or defective.</li> </ul>	
Exhaust System	<ul style="list-style-type: none"> <li>Exhaust leak.</li> </ul>	<ul style="list-style-type: none"> <li>Leak that causes exhaust gas to enter the occupant compartment.</li> </ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Frame and Cargo Body	<ul style="list-style-type: none"><li>▪ Damaged frame or cargo body</li></ul>	<ul style="list-style-type: none"><li>▪ Visible shifted, cracked collapsing or sagging frame member(s)</li></ul>
Fuel System	<ul style="list-style-type: none"><li>• Missing fuel tank cap.</li></ul>	<ul style="list-style-type: none"><li>• Insecure fuel tank.</li><li>• Dripping fuel leak.</li></ul>
General		<ul style="list-style-type: none"><li>• Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.</li></ul>
Glass & Mirrors	<ul style="list-style-type: none"><li>• Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted.</li><li>• Required mirror or glass has broken or damaged attachments onto vehicle body.</li></ul>	

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Heater/Defroster	<ul style="list-style-type: none"><li>• Control or system failure.</li></ul>	<ul style="list-style-type: none"><li>• Defroster fails to provide unobstructed view through the windshield.</li></ul>
Horn	<ul style="list-style-type: none"><li>• Vehicle has no operative horn.</li></ul>	
Hydraulic Brake System	<ul style="list-style-type: none"><li>• Brake fluid level is below indicated minimum level.</li></ul>	<ul style="list-style-type: none"><li>• Parking brake is inoperative</li><li>• Brake boost or power assist is inoperative.</li><li>• Brake fluid leak.</li><li>• Brake pedal fade or insufficient brake pedal reserve.</li><li>• Activated (other than ABS) warning device.</li><li>• Brake fluid reservoir is less than ¼ full.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Lamps and Reflectors	<ul style="list-style-type: none"> <li>• Required lamp does not function as intended.</li> <li>• Required reflector is missing or partially missing.</li> </ul>	<p><i>When lamps are required:</i></p> <ul style="list-style-type: none"> <li>• Failure of both low-beam headlamps.</li> <li>• Failure of both rearmost tail lamps.</li> </ul> <p><i>At all times:</i></p> <ul style="list-style-type: none"> <li>• Failure of a rearmost turn-indicator lamp.</li> <li>• Failure of both rearmost brake lamps.</li> </ul>
Steering	<ul style="list-style-type: none"> <li>• Steering wheel lash (free-play) is greater than normal.</li> </ul>	<ul style="list-style-type: none"> <li>• Steering wheel is insecure, or does not respond normally.</li> <li>• Steering wheel lash (free-play) exceeds required limit.</li> </ul>
Suspension System	<ul style="list-style-type: none"> <li>• Air leak in air suspension system.</li> <li>• Broken spring leaf. <ul style="list-style-type: none"> <li>▪ Suspension fastener is loose, missing or broken.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Damaged* or deflated air bag.</li> <li>• Cracked or broken main spring leaf or more than one broken spring leaf.</li> <li>• Part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component.</li> <li>• Loose U-bolt.</li> </ul> <p><b><i>*patched, cut, bruised, cracked to braid, mounted insecurely.</i></b></p>



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
Tires	<ul style="list-style-type: none"><li>• Damaged tread or sidewall of tire.</li><li>• Tire leaking (if leak can be felt or heard, tire is to be treated as flat).</li></ul>	<ul style="list-style-type: none"><li>• Flat tire.</li><li>• Tire tread depth is less than wear limit.</li><li>• Tire is in contact with another tire or any vehicle component other than mud-flap.</li><li>• Tire is marked “Not for highway use”.</li><li>• Tire has exposed cords in the tread or outer side wall area.</li></ul>
<b><i>Wheels, Hubs and Fasteners</i></b>	<ul style="list-style-type: none"><li>• Hub oil below minimum level. (When fitted with sight glass).</li></ul>	<ul style="list-style-type: none"><li>• Wheel has loose, missing or ineffective fastener.</li><li>• Damaged, cracked or broken wheel, rim or attaching part.</li><li>• Evidence of imminent wheel, hub or bearing failure.</li><li>• Leaking wheel seal.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 1- TRUCK, TRACTOR, OR TRAILER

System and Components	Defect	Major Defect
<i>Windshield Wiper/Washer</i>	<ul style="list-style-type: none"><li>• Control or system malfunction.</li><li>• Wiper blade damaged, missing or fails to adequately clear driver's field of vision.</li></ul>	<p><b><i>When necessary for prevailing weather condition.</i></b></p> <ul style="list-style-type: none"><li>• Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2-BUS

**Bus Daily Inspection**  
**Seating capacity of**  
**more than 10 including**  
**driver**



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Coupling Device	<ul style="list-style-type: none"><li>• Coupler or mounting has loose or missing fastener.</li></ul>	<ul style="list-style-type: none"><li>• Coupler is insecure or movement exceeds prescribed limit.</li><li>• Coupling or locking mechanism is damaged or fails to lock.</li><li>• Defective, incorrect or missing safety chain/cable.</li></ul>
Dangerous Goods		<ul style="list-style-type: none"><li>• Dangerous goods requirements not met.</li></ul>
Doors and Emergency Exits	<ul style="list-style-type: none"><li>• Door, window or hatch fails to open or close securely.</li><li>• Alarm inoperative.</li></ul>	<ul style="list-style-type: none"><li>• <b><i>*Passengers may not be carried</i></b></li><li>• Required emergency exit fails to function as intended. Required emergency exit fails to function as intended.</li></ul> <p><b><i>*vehicle may be moved when no passenger carried.</i></b></p>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Driver Controls	<ul style="list-style-type: none"><li>• Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.</li></ul>	<p><b><i>*(Passengers may not be carried).</i></b></p> <ul style="list-style-type: none"><li>• Accelerator sticking and engine fails to return to idle.</li></ul> <p><b><i>*vehicle may be moved when no passenger carried.</i></b></p>
Driver's Seat	<ul style="list-style-type: none"><li>• Seat is damaged or fails to remain in set position.</li></ul>	<ul style="list-style-type: none"><li>• Seatbelt or tether belt is insecure, missing or malfunctions.</li></ul>
Electric Brake System	<ul style="list-style-type: none"><li>• Loose or insecure wiring or electrical connection.</li></ul>	<ul style="list-style-type: none"><li>• Inoperative breakaway device.</li><li>• Inoperative brake.</li></ul>
Exhaust System	<ul style="list-style-type: none"><li>• Exhaust leak.</li></ul>	<ul style="list-style-type: none"><li>• Leak that causes exhaust gas to enter the occupant compartment.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Exterior Body & Frame	<ul style="list-style-type: none"> <li>• Insecure or missing body parts.</li> <li>• Insecure or missing compartment door.</li> <li>• Damaged frame or body.</li> </ul>	<ul style="list-style-type: none"> <li>• Visibly shifted, cracked, collapsing or sagging frame member(s).</li> </ul>
Fuel System		<ul style="list-style-type: none"> <li>• Missing fuel tank cap.</li> <li>• Insecure fuel tank.</li> <li>• Dripping fuel leak.</li> </ul>
General		<ul style="list-style-type: none"> <li>• Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.</li> </ul>
Glass & Mirrors	<ul style="list-style-type: none"> <li>• Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted.</li> <li>• Required mirror or glass has broken or damaged attachments onto vehicle body.</li> </ul>	<p><b><i>*(Passengers may not be carried).</i></b></p> <ul style="list-style-type: none"> <li>▪ Driver's view of the road is obstructed in the area swept by the windshield wipers.</li> </ul> <p><b>*vehicle may be moved when no passenger carried.</b></p>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Heater/Defroster	<ul style="list-style-type: none"><li>• Control or system failure.</li></ul>	<ul style="list-style-type: none"><li>• Defroster fails to provide unobstructed view through the windshield.</li></ul>
Horn	<ul style="list-style-type: none"><li>• Vehicle has no operative horn.</li></ul>	
Hydraulic Brake System	<ul style="list-style-type: none"><li>• Brake fluid level is below indicated minimum level.</li></ul>	<ul style="list-style-type: none"><li>• Parking brake is inoperative.</li><li>• Brake boost or power assist is inoperative.</li><li>• Brake fluid leak.</li><li>• Brake pedal fade or insufficient brake pedal reserve.</li><li>• Activated (other than ABS) warning device.</li><li>• Brake fluid reservoir is less than ¼ full.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Lamps & Reflectors	<ul style="list-style-type: none"> <li>• Required lamp does not function as intended.</li> <li>• Required reflector is missing or partially missing.</li> <li>• Passenger safety or access lamp does not function.</li> </ul>	<p><b><u>When lamps are required:</u></b></p> <ul style="list-style-type: none"> <li>• Failure of both low-beam headlamps.</li> <li>• Failure of both rearmost tail lamps.</li> </ul> <p><b><u>At all times:</u></b></p> <ul style="list-style-type: none"> <li>• Failure of a rearmost turn-indicator lamp.</li> <li>• Failure of both rearmost brake lamps.</li> </ul>
Passenger Compartment	<ul style="list-style-type: none"> <li>• Stanchion padding is damaged.</li> <li>• Damaged steps or floor.</li> <li>• Insecure or damaged overhead luggage rack or compartment.</li> <li>• Malfunction or absence of required passenger or mobility device restraints.</li> <li>• Passenger seat is insecure.</li> </ul>	<p><b><u>When affected position is occupied:</u></b></p> <ul style="list-style-type: none"> <li>• Malfunction or absence of required passenger or mobility device restraints.</li> <li>• Passenger seat is insecure.</li> </ul>



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Steering	<ul style="list-style-type: none"><li>• Steering wheel lash (free-play) is greater than normal.</li></ul>	<ul style="list-style-type: none"><li>• Steering wheel is insecure, or does not respond normally.</li><li>• Steering wheel lash (free-play) exceeds required limit.</li></ul>
Suspension System	<ul style="list-style-type: none"><li>• Air leak in air suspension system.</li><li>• Broken spring leaf.</li><li>• Suspension fastener is loose, missing or broken.</li></ul>	<ul style="list-style-type: none"><li>• Damaged or deflated air bag.</li><li>• Cracked or broken main spring leaf or more than one broken spring leaf.</li><li>• Part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component.</li><li>• Loose U-bolt.</li></ul>
Tires	<ul style="list-style-type: none"><li>• Damaged tread or sidewall of tire.</li><li>• Tire leaking (if leak can be felt or heard, tire is to be treated as flat).</li></ul>	<ul style="list-style-type: none"><li>• Flat tire.</li><li>• Tire tread depth is less than wear limit.</li><li>• Tire is in contact with another tire or any vehicle component other than mud-flap.</li><li>• Tire is marked "Not for highway use".</li><li>• Tire has exposed cords in the tread or outer side wall area.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 2- BUS

System and Components	Defect(s)	Major Defects
Wheels, Hubs & Fasteners	<ul style="list-style-type: none"><li>• Hub oil below minimum level. (When fitted with sight glass.)</li></ul>	<ul style="list-style-type: none"><li>• Leaking wheel seal.</li><li>• Wheel has loose, missing or ineffective fastener.</li><li>• Damaged, cracked or broken wheel, rim or attaching part.</li><li>• Evidence of imminent wheel, hub or bearing failure.</li></ul>
Windshield Wiper/Washer	<ul style="list-style-type: none"><li>• Control or system malfunction.</li><li>• Wiper blade damaged, missing or fails to adequately clear driver's field of vision.</li></ul>	<p><b><i>When necessary for prevailing weather condition.</i></b></p> <ul style="list-style-type: none"><li>• Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## **SCHEDULE 3 MOTOR COACH DAILY INSPECTION**



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Accessibility Devices	<ul style="list-style-type: none"><li>• Alarm fails to operate.</li><li>• Equipment malfunctions.</li><li>• Interlock system malfunctions.</li></ul>	<ul style="list-style-type: none"><li>• Vehicle fails to return to normal level after "kneeling."</li><li>• Extendable lift, ramp or other passenger-loading device fails to retract.</li></ul>
Air System	<ul style="list-style-type: none"><li>• Audible air leak.</li><li>• Slow air pressure build-up rate.</li></ul>	<ul style="list-style-type: none"><li>• Pushrod stroke of any brake exceeds the adjustment limit.</li><li>• Air loss rate exceeds prescribed limit.</li><li>• Inoperative towing vehicle (tractor) protection system.</li><li>• Low air warning system fails or system is activated.</li><li>• Inoperative service, parking or emergency brake.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Coupling Device	<ul style="list-style-type: none"><li>• Coupler or mounting has loose or missing fastener.</li></ul>	<ul style="list-style-type: none"><li>• Coupler is insecure or movement exceeds prescribed limit.</li><li>• Coupling or locking mechanism is damaged or fails to lock.</li><li>• Defective, incorrect or missing safety chain/cable.</li></ul>
Dangerous Goods		<ul style="list-style-type: none"><li>• Dangerous goods requirements not met.</li></ul>
Doors and Emergency Exits	<ul style="list-style-type: none"><li>• Door, window or hatch fails to open or close securely.</li><li>• Alarm inoperative.</li></ul>	<ul style="list-style-type: none"><li>• <b><i>*Passengers may not be carried</i></b></li><li>• Required emergency exit fails to function as intended. Required emergency exit fails to function as intended.</li></ul> <p><b><i>*vehicle may be moved when no passenger carried.</i></b></p>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Driver Controls	<ul style="list-style-type: none"><li>• Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly.</li></ul>	<p><b><i>*(Passengers may not be carried).</i></b></p> <ul style="list-style-type: none"><li>• Accelerator sticking and engine fails to return to idle.</li></ul> <p><b><i>*vehicle may be moved when no passenger carried.</i></b></p>
Driver's Seat	<ul style="list-style-type: none"><li>• Seat is damaged or fails to remain in set position.</li></ul>	<ul style="list-style-type: none"><li>• Seatbelt or tether belt is insecure, missing or malfunctions.</li></ul>
Emergency Equipment & Safety Devices	<ul style="list-style-type: none"><li>• Emergency Equipment is missing, damaged or defective</li></ul>	
Exhaust System	<ul style="list-style-type: none"><li>• Exhaust leak.</li></ul>	<ul style="list-style-type: none"><li>• Leak that causes exhaust gas to enter the occupant compartment.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Exterior Body & Frame	<ul style="list-style-type: none"> <li>• Insecure or missing body parts.</li> <li>• Insecure or missing compartment door.</li> <li>• Damaged frame or body.</li> </ul>	<ul style="list-style-type: none"> <li>• Visibly shifted, cracked, collapsing or sagging frame member(s).</li> </ul>
Fuel System		<ul style="list-style-type: none"> <li>• Missing fuel tank cap.</li> <li>• Insecure fuel tank.</li> <li>• Dripping fuel leak.</li> </ul>
General		<ul style="list-style-type: none"> <li>• Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation.</li> </ul>
Glass & Mirrors	<ul style="list-style-type: none"> <li>• Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted.</li> <li>• Required mirror or glass has broken or damaged attachments onto vehicle body.</li> </ul>	<p><b>*(Passengers may not be carried).*</b></p> <ul style="list-style-type: none"> <li>▪ Driver's view of the road is obstructed in the area swept by the windshield wipers.</li> </ul> <p><b>*vehicle may be moved when no passenger carried.*</b></p>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Heater/Defroster	<ul style="list-style-type: none"><li>• Control or system failure.</li></ul>	<ul style="list-style-type: none"><li>• Defroster fails to provide unobstructed view through the windshield.</li></ul>
Horn	<ul style="list-style-type: none"><li>• Vehicle has no operative horn.</li></ul>	



# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Lamps & Reflectors	<ul style="list-style-type: none"> <li>• Required lamp does not function as intended.</li> <li>• Required reflector is missing or partially missing.</li> <li>• Passenger safety or access lamp does not function.</li> </ul>	<p><b><u>When lamps are required:</u></b></p> <ul style="list-style-type: none"> <li>• Failure of both low-beam headlamps.</li> <li>• Failure of both rearmost tail lamps.</li> </ul> <p><b><u>At all times:</u></b></p> <ul style="list-style-type: none"> <li>• Failure of a rearmost turn-indicator lamp.</li> <li>• Failure of both rearmost brake lamps.</li> </ul>
Passenger Compartment	<ul style="list-style-type: none"> <li>• Stanchion padding is damaged.</li> <li>• Damaged steps or floor.</li> <li>• Insecure or damaged overhead luggage rack or compartment.</li> <li>• Malfunction or absence of required passenger or mobility device restraints.</li> <li>• Passenger seat is insecure.</li> </ul>	<p><b><u>When affected position is occupied:</u></b></p> <ul style="list-style-type: none"> <li>• Malfunction or absence of required passenger or mobility device restraints.</li> <li>• Passenger seat is insecure.</li> </ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Steering	<ul style="list-style-type: none"> <li>Steering wheel lash (free-play) is greater than normal.</li> </ul>	<ul style="list-style-type: none"> <li>Steering wheel is insecure, or does not respond normally.</li> <li>Steering wheel lash (free-play) exceeds required limit.</li> </ul>
Suspension System	<ul style="list-style-type: none"> <li>Air leak in air suspension system.</li> <li>Broken spring leaf.</li> <li>Suspension fastener is loose, missing or broken.</li> </ul>	<ul style="list-style-type: none"> <li>Damaged<sup>1</sup> or deflated air bag.</li> <li>Cracked or broken main spring leaf or more than one broken spring leaf.</li> <li>Part of spring leaf or suspension is missing, shifted out of place or in contact with another vehicle component.</li> <li>Loose U-bolt.</li> </ul>
Tires	<ul style="list-style-type: none"> <li>Damaged tread or sidewall of tire.</li> <li>Tire leaking (if leak can be felt or heard, tire is to be treated as flat).</li> </ul>	<ul style="list-style-type: none"> <li>Flat tire.</li> <li>Tire tread depth is less than wear limit.</li> <li>Tire is in contact with another tire or any vehicle component other than mud-flap.</li> <li>Tire is marked "Not for highway use".</li> <li>Tire has exposed cords in the tread or outer side wall area.</li> </ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 3-MOTOR COACH

System and Components	Defect(s)	Major Defects
Wheels, Hubs & Fasteners	<ul style="list-style-type: none"><li>• Hub oil below minimum level. (When fitted with sight glass.)</li></ul>	<ul style="list-style-type: none"><li>• Leaking wheel seal.</li><li>• Wheel has loose, missing or ineffective fastener.</li><li>• Damaged, cracked or broken wheel, rim or attaching part.</li><li>• Evidence of imminent wheel, hub or bearing failure.</li></ul>
Windshield Wiper/Washer	<ul style="list-style-type: none"><li>• Control or system malfunction.</li><li>• Wiper blade damaged, missing or fails to adequately clear driver's field of vision.</li></ul>	<p><b><i>When necessary for prevailing weather condition.</i></b></p> <ul style="list-style-type: none"><li>• Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper.</li></ul>

# Commercial Vehicle Trip Inspection Regulations

## SCHEDULE 4 MOTOR COACH 30 Days or 12 000 km



Inspections



*Schedule 4 Application:*

# Commercial Vehicle Trip Inspection Regulations

*Schedule 4 Application:*

This schedule applies only to a Motor Coach equipped with air ride suspension, air brakes and automatic brake adjusters.

*Note:*

- *All conditions listed below are major defects and must be repaired before the vehicle is driven.*
- *Schedule 4 inspections must be conducted while the vehicle is **positioned over a pit or raised in a manner that provides adequate access to all applicable components by a person who holds the appropriate technician certification or qualification.***

# Commercial Vehicle Trip Inspection Regulations

## *1. Air Brake System Major Defect(s)*

- Audible air leak.
- Brake pushrod stroke is at or beyond the 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.

# Commercial Vehicle Trip Inspection Regulations

## *1. Air Brake System Major Defect(s)*

- 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 is defective, damaged or insecure.
- DD3 brake chamber fails to hold vehicle in place during tug test, when all air reservoirs are drained.
- Spring brake is broken or malfunctions.
- Inoperative service, parking or emergency brake.

# Commercial Vehicle Trip Inspection Regulations

## ***2. Exhaust system Major Defect(s)***

- Exhaust leak.
- Exhaust system component insecure, damaged or perforated.

## ***3. Frame and/or Underbody Major Defect(s)***

- Any frame member or fastener is damaged, cracked or insecure.
- Any component mount is damaged or insecure.

## ***4. Fuel system Major Defect(s)***

- Fuel leak.
- Insecure fuel tanks, fuel tank mounts or guards.
- Fuel line or fitting damaged or insecure



# Commercial Vehicle Trip Inspection Regulations

## ***5. Steering Major Defect(s)***

- Steering linkage is damaged or insecure.
- Power steering fluid is leaking, contaminated or low.
- Power steering component damaged or insecure.

## ***6. Suspension System Major Defect(s)***

- 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.

# Commercial Vehicle Trip Inspection Regulations

## ***7. Tires Major Defect(s)***

- Tire inflation less than required.
- Tire treads worn to wear limits.
- Damage to tread or sidewall of tire.
- Retread or rebuilt tire is used on front axle.

## ***8. Wheels and fasteners Major Defect(s)***

- Loose, missing, damaged or ineffective wheel fastener.
- Damaged wheel or wheel component.

# Commercial Vehicle Trip Inspection Regulations

## National Safety Code Standard 13: Daily Trip Inspection CCMTA Interpretation Guide (Q&A)

### Part 1 – General Requirements

#### Q1. Carrier to issue inspection schedules

Can carriers customize schedules?

**A1.** Yes. Schedules may be modified as long as they contain the applicable elements. As per Section (2), footnote 1, carriers may add ‘optional’ items that are not mandated under the schedule but that they deem important to the safe operation of the vehicle, or delete items that are not present or required to be present on the equipment. Strict adherence to the format and layout of the schedules is not required.

For ease of roadside enforcement and to avoid any possibility of confusion on the part of drivers, carriers are encouraged to make any added optional inspection item easily identifiable (e.g. through separate section, different colour).

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection  
CCMTA Interpretation Guide (Q&A)

## **Q2. Reporting of optional items**

Do the reporting requirements of the standard apply to added optional items?

**A2.** No. Any defects related to optional inspection items added to the schedule by the carrier are not subject to the reporting requirements of the standard. As such they do not have to be recorded on the inspection report as per Sections (9) and (11), or repaired as per the provisions of Section (14).

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection  
CCMTA Interpretation Guide (Q&A)

## **Q3. Report to be given to carrier**

Does the requirement under Section (15) for the driver to forward all original inspection reports

to the carrier within 20 calendar days meet the HoS requirements?

**A3.** Yes. It is intended that the requirements be in line with HoS record-keeping provisions.

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection

CCMTA Interpretation Guide (Q&A)

## **Q4. Schedule 4 inspections to be conducted by qualified person**

Who is qualified to perform Schedule 4 inspections as per Section (17)?

**A4.** The qualifications to conduct Schedule 4 inspections are up to each jurisdiction to determine; a number of jurisdictions will require the inspection to be performed by a licensed mechanic, others may allow other types of certification, training or apprenticeship. All jurisdictions agreed to honour other jurisdictions' certification requirements.

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection

CCMTA Interpretation Guide (Q&A)

## **Q5. Air Brake System – Audible air leak**

Under the standard an audible air leak is shown as a defect; however, under the CVSA and PMVI standards certain air leaks (e.g. a leak in an air hose at other than a proper connection) are considered out of service.

**A5.** Any air leak at other than a proper connection, e.g. in a hose or at chamber, is a major defect in line with the CVSA OOS criteria. If the leak is audible, the onus is on the driver to determine if it exceeds the prescribed limit (the carrier has ultimate responsibility to set company policy and train drivers on acceptable limit, referring to CVSA standards, PMVI requirements, air brake training program material, etc.).

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection  
CCMTA Interpretation Guide (Q&A)

## **Q6. Air Brake System – Slow pressure build-up rate**

To which standard does the build-up rate have to comply with?

**A6.** As determined based on PMVI criteria. *(See Note above.)*

## **Q7. Air Brake System – Pushrod stroke of any brake exceeds adjustment limit**

Are drivers expected to crawl under their trucks every day to check the brakes?

**A7.** The requirement is outcome-based: pushrod stroke must not exceed the adjustment limit. How that is arrived at is up to the carrier, ideally through a reliable preventative maintenance program, electronic in-cab or mechanical indicators, by having a mechanic verify the brakes before dispatch, etc.



# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection

CCMTA Interpretation Guide (Q&A)

## **Q8. Air Brake System – Inoperative towing vehicle (tractor) protection system**

How is the driver/person doing the inspection supposed to proceed to verify compliance?

**A8.** The carrier has the ultimate responsibility to set company policy on driver diligence and train drivers on acceptable process.

## **Q9. Air Brake System – Clearance between disc brake pads and rotor exceeds manufacturer's specified limit (Schedule 4)**

Does this section require the wheels to be pulled off the vehicle?

**A9.** When conducting a check of the clearance between disc brake pads and rotor, technicians should follow manufacturer's standards, which may or may not require a wheel pull.

# Commercial Vehicle Trip Inspection Regulations

**National Safety Code Standard 13: Daily Trip Inspection**

**CCMTA Interpretation Guide (Q&A)**

**Q10. Suspension System – Cracked or broken main spring leaf or more than one broken spring leaf-**There seems to be a discrepancy between the CVSA OOS criteria and the Trip Inspection standard (1/4 of leaves broken vs ‘more than one’).

**A10.** It is recognized that there could be such differences between standards and that the TI standard may have higher requirements in some instances.

**Q11. PMVI vs Schedule 4** Does a PMVI inspection qualify as a Schedule 4 inspection?

**A11.** In cases where the timing of a Schedule 4 inspection coincides with a mandated semi-annual PMVI inspection, a PMVI inspection can be accepted in lieu of a Schedule 4 inspection provided Schedule 4 requirements are met including signature and brake pushrod measurement.

# Commercial Vehicle Trip Inspection Regulations

National Safety Code Standard 13: Daily Trip Inspection  
CCMTA Interpretation Guide (Q&A)

**Q12. Motor coach switching of schedules-**Can a motor coach operator switch from Schedule 3 & 4 inspections to Schedule 2 inspections mid-trip?

**A12.** For flexibility purposes, most jurisdictions allow operators the option of reverting to Schedule 2 inspections should a Schedule 4 report expire mid-tour on a charter trip (*please check with individual jurisdiction*).

**Q13. Schedule 4 validity-**For how long is a Schedule 4 valid?

**A13.** A Schedule 4 report is valid for 30 days including the day of inspection or 12,000 km, whichever comes first.

# Commercial Vehicle Trip Inspection Regulations

*Regulations can be found at:*

*<https://www.novascotia.ca/just/regulations/regs/mvcvtrip.htm>*