



## GENERAL INFORMATION

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Section **1 – General Information**

Date: *April 22, 2022*

Replacing: *October 29, 2015*

### History of the Vehicle Inspection Program

The Vehicle Inspection Program in British Columbia is a privately delivered program that is regulated under the Motor Vehicle Act and Regulations and the Inspection Standards (Safety and Repair) Regulation. This program is monitored by the Ministry of Transportation and Infrastructure, Commercial Vehicle Safety and Enforcement Branch. The Vehicle Inspection Program is comprised of the Commercial Vehicle Inspection Program (CVIP) and the Private Vehicle Inspection Program (PVIP).

All Canadian jurisdictions have implemented a commercial vehicle inspection program. National standards were introduced by the Canadian Council of Motor Transport Administrators in 1988 under National Safety Code Standard 11, Part B.

The PVIP was implemented to ensure non-commercial vehicles comply with BC's laws. This program includes, but is not limited to vehicles that are; imported, rebuilt, altered, re-constructed and vehicles subject to roadside enforcement.

### Acts, regulations and standards referred to in this guide

CMVSS – Canadian Motor Vehicle Safety Standards

CTA – Commercial Transport Act

CTAR – Commercial Transport Act Regulations

CSA – Canadian Standards Association

MVA – Motor Vehicle Act

MVAR – Motor Vehicle Act Regulations

VIG – Vehicle Inspection Guide

VIM – Vehicle Inspection Manual

**Note:** The Inspection Standards (Safety and Repair) Regulation, as referenced to in the *Motor Vehicle Act Regulations*, is referred to throughout this guide as the Vehicle Inspection Manual (VIM).

The website for all BC Statutes and Regulations is: [www.bclaws.ca](http://www.bclaws.ca)

Vehicle Inspection Manual information and access is available at [www.vsis.ca](http://www.vsis.ca)

## Vehicle Inspection Guide

### Acronyms and Terms Used in this Guide

ACOR	Air Care On-Road Program	<a href="http://www.th.gov.bc.ca/ACOR/">www.th.gov.bc.ca/ACOR/</a>
AI	Authorized Inspector	Defined in the MVAR as an Authorized Person
AVI	Area Vehicle Inspector	
BCeID	BC Electronic Identification	<a href="http://www.bceid.ca">www.bceid.ca</a>
CCMTA	Canadian Council of Motor Transport Administrators	<a href="http://www.ccmta.ca">www.ccmta.ca</a>
CTA	Commercial Transport Act	<a href="http://www.bclaws.ca">www.bclaws.ca</a>
CTAR	Commercial Transport Act Regulations	<a href="http://www.bclaws.ca">www.bclaws.ca</a>
CVIP	Commercial Vehicle Inspection Program	
CVSE	Commercial Vehicle Safety and Enforcement	<a href="http://www.cvse.ca">www.cvse.ca</a>
Decal	Inspection Certificate of Approval	
DIF	Designated Inspection Facility	
DOT	US Department of Transportation	
VSBC	Vehicle Safety BC Portal	<a href="https://vehiclesafetybc.gov.bc.ca">https://vehiclesafetybc.gov.bc.ca</a>
GVWR	Gross Vehicle Weight Rating	Assigned by vehicle manufacturer
I-CAR	Inter-Industry Conference on Auto Collision Repair Insurance Corporation of British Columbia	<a href="http://www.i-car.com">www.i-car.com</a>
ICBC		<a href="http://www.icbc.com">www.icbc.com</a>
LGWV	Licensed Gross Vehicle Weight	As noted on the vehicle registration documents
MVA	Motor Vehicle Act	<a href="http://www.bclaws.ca">www.bclaws.ca</a>
MVAR	Motor Vehicle Act Regulations	<a href="http://www.bclaws.ca">www.bclaws.ca</a>
NSC	National Safety Code	<a href="http://www.cvse.ca">www.cvse.ca</a> and click on National Safety Code
OEM	Original Equipment Manufacturer	
PMP	Preventative Maintenance Program	
PVIP	Private Vehicle Inspection Program	
SAE	Society of Automotive Engineers	
VIM	Vehicle Inspection Manual	<a href="http://www.vsis.ca">www.vsis.ca</a>
VIN	Vehicle Identification Number	
VIP	Vehicle Inspection Program	<a href="http://www.cvse.ca">www.cvse.ca</a> and click on Vehicle Inspections
VSA	Vehicle Sales Authority	<a href="http://www.mvsabc.com">www.mvsabc.com</a>

# Vehicle Inspection Guide

## Definitions

- “Altered”** means a vehicle that has been developed differently or has been made different from OEM;
- “Highway”** “Highway” includes every road, street, lane or right of way designed or intended for use by the general public for the passage of vehicles, and every private place or passageway to which the public, for the purpose of the parking or servicing of vehicles, has access or is invited, and every highway within the meaning of the *Transportation Act*, but does not include an industrial road.
- “Irreparable”** means a motor vehicle that,  
(a) as a result of being written off by an insurer, has its title transferred to the insurer, who in turn transfers the title to a person under an agreement that states that the person may use or resell it only for parts or scrap, or  
(b) has its title transferred to a person who is in the business of wrecking used motor vehicles and who intends to use the motor vehicle for parts or scrap;
- “Modified”** means a vehicle that has had partial component or body changes from OEM;
- “Notice and Order”** means a compliance order issued by a peace officer to correct a vehicle defect within a prescribed time frame. Proof of repairs and/or a complete vehicle inspection conducted at a Designated Inspection Facility is required to satisfy a Notice and Order.
- “Replicar”** means a motor vehicle manufactured to resemble a previously known make and constructed entirely of new components
- “Replikit”** means a motor vehicle designed to resemble a previously known make and constructed of new or refurbished parts.
- “Salvage”** means a motor vehicle that is not an irreparable vehicle and that  
(a) while unsafe to drive has its title transferred, or  
(b) has been written off by an insurer, whether or not its title has been transferred to the insurer;
- “Specialty Vehicle”** means a vehicle  
(a) built using new components that may or may not have been manufactured by the assembler, and  
(b) unique in appearance

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“**Structural Integrity Parts**” means the components that are designed as stress and load bearing members.

### Powers of Peace Officers and Police

CVSE Peace officers are empowered by legislation to exercise the powers and duties of a peace officer for the purpose of enforcing the MVA, MVAR and other BC statutes.

Designated Inspection Facilities (DIF) and Preventative Maintenance Facilities will be visited by a peace officer for the purpose of auditing the facility. The audit consists of a review of the premises and tools, all inspection records and the quantity and quality of inspections conducted at the facility. During regular business hours, peace officers shall be granted access to the facility to determine the level of compliance with the applicable acts and regulations. Peace officers may inspect any vehicle on, at or in the DIF premises. A peace officer may issue violation tickets to a facility or Authorized Inspector for non-compliance with the MVAR.

### Cost of Vehicle Inspections

The fee charged for the inspection of a vehicle is set by the inspection facility. Vehicle owners are encouraged to obtain a quote prior to commencement of the inspection.

### Getting to the Inspection Facility

Temporary Operation Permits may be available for vehicle owners whose vehicle requires an inspection prior to licensing or registration. These permits are available from ICBC Autoplan Agents. Temporary Operation Permits will only be issued in accordance with MVAR Division 14 and are not issued to vehicles with an outstanding Notice and Order or enforcement prohibition.

### Standards of Inspection

All vehicle inspections, commercial or private, are conducted to the standards identified in the *Motor Vehicle Act*, the *Motor Vehicle Act Regulations*, the British Columbia Vehicle Inspection Manual, and all applicable bulletins and notices issued by CVSE. Those regulations may encompass other vehicle standards applicable to the specific vehicle inspection. Due diligence is required on the part of the Authorized Inspector to ensure all standards are met. All inspections conducted under these programs must be conducted within an approved and licenced inspection facility.

### Commercial Vehicle Inspection Program (CVIP)

Vehicles **included** in the CVIP:

- commercial vehicles with a licensed gross vehicle weight of more than 8200 kg,
- commercial trailers or semi-trailers as defined under the Commercial Transport Act,
- commercial trailers with floater plates,
- vehicles required to operate under the authority of the Passenger Transportation Act (limousines, buses, taxis),
- buses (including school buses in respect of which a permit has been issued under Division 11) defined as a vehicle designed to carry more than 10 persons,
- vehicles, other than motorcycles, owned or leased by a driver training school,
- farm vehicles with a licensed gross vehicle weight greater than 17,300 kg (or farm logging vehicles with a licensed gross vehicle weight over 8,200 kg).

Vehicles **exempt** from the CVIP:

- vehicles licensed under Section 8 of the MVA (farm tractors),
- vehicles licensed under Section 9 of the MVA (industry/farm fleet),
- vehicles licensed under Section 10 of the MVA as a tractor, grader, loader, shovel roller, mixer or other self-propelled road building or industrial machinery not included in Schedule 1 to Division 25 of the MVAR that has a licensed GVW of greater than 17,300,
- vehicles licensed under Section 38, 41, 42 or 44 of the MVA (demonstration license, transporter's license, manufacturer's license or repairman's plate),
- vehicles operated under Section 21 of the MVA (registered and plated outside of the province and in BC for touring purposes only for a period not greater than 6 months or for purposes other than touring for a period not greater than 30 days),
- vehicles exempted by the Director CVSE conditionally or unconditionally,
- farm vehicles, other than buses, with a licensed gross vehicle weight of 17,300 kg or less, and
- vehicles operating under a Non-Resident Permit (Section 6(7) of the CTA) or a Temporary Operation Permit (Division 14 of the MVAR).

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Depending on the type and size of commercial vehicle, CVIP inspection may be required semi-annually or annually, as shown in the following chart:

### Commercial Passenger Vehicles

Vehicles licensed under the Passenger Transportation Act	Semi-annual
Buses	Semi-annual
Buses licensed and insured as farm vehicles	Annual

### Commercial Trucks

Trucks and Truck Tractors from 8,201 kg LGVW to 17,300 kg LGVW except logging trucks	Annual
Trucks and Truck Tractors 17,301 kg LGVW and over	Semi-annual
Logging trucks 8,201kg LGVW and over except farm vehicles	Semi-annual
X-plated industrial machines of 17,301 kg LGVW and over, with these body styles: compressor, derrick, pumper, conveyor, drill rig, crane, seismograph, drill	Annual
Trucks and Truck Tractors operating under quarterly permits	Annual or semi-annual depending on type and LGVW of vehicle
Emergency vehicles 8,201 kg LGVW and over	Annual
Farm vehicles 17,301 kg LGVW and over	Annual
Driving school vehicles	Annual

### Commercial Trailers

Dump Trailer – a dump box designed to disgorge its load out of the top, bottom, front, side or back from the axles it rides on or by being moved to another piece of equipment (i.e. Transfer Trailer)	Semi-annual
Logging Trailer – any trailer capable of hauling logs that is attached to a vehicle registered as a logging truck or a trailer designed or modified to transport logs (i.e. Flat Deck Trailer with stakes)	Semi-annual
Other than log or dump	Annual
Floater plates	Annual or semi-annual depending on type

### Out of Province Commercial Vehicles

Where a bilateral agreement with another jurisdiction has been made in accordance with Division 25 of the MVAR, out of province commercial vehicles which have proof of a current and valid inspection in their home jurisdiction will be exempted from BC inspection requirements. Any out of province commercial vehicle subjected to a BC vehicle inspection must meet all applicable standards.

### Private Vehicle Inspection Program (PVIP)

PVIP inspections are a one-time inspection conducted prior to registering the motor vehicle in BC.

Effective April 1, 2015, as part of the New West Partnership (NWP) Agreement, British Columbia, Alberta, Saskatchewan and Manitoba regulators have agreed to a formal exemption for some vehicles imported from an NWP jurisdiction.

Details are published in the CVSE Compliance Circular No. 08-19

[https://www.cvse.ca/CTPM/Com\\_circulars/2019/20191122-Circular-08-19-Out-of-Province-Inspection-Exemption.pdf](https://www.cvse.ca/CTPM/Com_circulars/2019/20191122-Circular-08-19-Out-of-Province-Inspection-Exemption.pdf)

Vehicles **included** in the PVIP:

- motor vehicles imported to BC with a net weight of 3500 kgs or less;
- any vehicle (including motorcycles) that:
  1. has been rebuilt from salvage,
  2. has been altered or modified as described in MVAR 25.20, or
  3. is considered a 'replicar', 'replikit', 'ubilt', or 'specialty vehicle' according to MVAR definitions (see Notice #3-2008).
- Trailers built from new or used parts with a licensed gross vehicle weight over 1400 kg that do not display a MVSA statement of compliance; and
- any vehicle ordered to have an inspection by a peace officer.

Vehicles **exempt** from or **not included** in the PVIP:

- new vehicles not registered or licensed in another jurisdiction,
- some vehicles imported from Alberta, Saskatchewan or Manitoba. See Compliance Circular No. 08-19



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[https://www.cvse.ca/CTPM/Com\\_circulars/2019/20191122-Circular-08-19-Out-of-Province-Inspection-Exemption.pdf](https://www.cvse.ca/CTPM/Com_circulars/2019/20191122-Circular-08-19-Out-of-Province-Inspection-Exemption.pdf)

- some trailers (see Notice 02-19)
- motorcycles,
- all-terrain vehicles, as defined in Motor Vehicle (All Terrain) Act,
- implements of husbandry and farm tractors,
- motor vehicles with the following body styles:
  - amphibious
  - truckster
  - forklift
  - golf cart
  - ice surfer
  - lifter
  - loader
  - tractor
  - mower
  - snowmobile and snow vehicle

### Imported Vehicles

Transport Canada does not restrict the importation of vehicles older than 15 years, however all provincial jurisdictions require a provincial inspection of these vehicles before they can be registered and licensed for highway use to ensure compliance with provincial regulations and safety standards.

These vehicles may not have been manufactured for the Canadian market and may lack some required safety devices or equipment. Some of these vehicles may require modification or additional equipment installed to meet the applicable standards (CMVSS / MVA / MVAR).

Additional information is available on the Commercial Vehicle Safety and Enforcement website. Go to [www.cvse.ca](http://www.cvse.ca) for more information.

### Salvaged, Modified and Reconstructed Vehicles

Part 3 of Division 25 of the *Motor Vehicle Act Regulations* pertains to Salvaged, Modified, and Reconstructed vehicles. Definitions can be found in Section 25.20.

Before a vehicle that has been declared salvaged or reconstructed can pass a mechanical inspection at a DIF, a Body Integrity Inspection Report (CVSE0031) and a Structural Integrity Declaration Report (CVSE0032) must be completed. The completed forms must be attached to, and becomes part of, the Private Vehicle Inspection Report (CVSE0013).

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It is very important that facilities and AI's follow the Structural Integrity Inspection process.

This process is defined by the CVSE Vehicle Inspection Program. For more information, refer to the CVSE website at [www.cvse.ca](http://www.cvse.ca) then click on Vehicle Inspections and Standards.

Once the inspection is complete and the decal is applied to the vehicle, please ensure that the decal number is recorded on the Structural Integrity Declaration Report, and a copy of both the CVSE0031 and CVSE0032 are attached to the Private Vehicle Inspection Report for filing.

### Inspection Results

#### Passed Inspections

When a vehicle passes an inspection at a DIF, the owner receives a copy of the vehicle inspection report and a certificate of approval (decal) is placed on the vehicle. The inspection report must be presented to the insurance broker. The vehicle inspection report must be retained in the vehicle, along with the registration and license documents, as proof of inspection in BC.

#### Failed Inspections

If the vehicle fails inspection, a failed inspection report must be entered online and a copy provided to the vehicle owner.

**Note:** Altering or falsifying an inspection report is an offence under the *Motor Vehicle Act Regulations*.

### Classification of Vehicles – Regulated and Non-regulated

The following information is to be used as a reference tool to establish the preliminary classification of a vehicle. The definitions are taken from Transport Canada's website.

Users are directed to the Canadian Motor Vehicle Safety Act and associated regulations as established by Transport Canada for updated definitions and safety standards applicable to their respective class of vehicle. The legislation will supersede any conflict between these definitions and descriptions and current federal or provincial legislation.

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It is very important that the Authorized Inspector correctly identifies the vehicle because the correct sections of the Vehicle Inspection Manual must be followed. (i.e. a three wheeled motorcycle or a three wheeled vehicle.)

**Note:** Some vehicle types listed below may not be acceptable for registration in BC or use on BC highways.  
See the information about Transport Canada definitions shown above.

### Regulated Vehicles

- Motorcycle** A vehicle from one of these sub-classes: enclosed motorcycle, open, limited speed motorcycle or motor tricycle, that:
- a) is designed to travel on not more than three wheels in contact with the ground,
  - b) has a minimum wheel rim diameter of 250 mm (9.84 in), and
  - c) has a minimum wheelbase of 1,016 mm (40 in).
- Motorcycles *do not* include: a power-assisted bicycle, a restricted-use motorcycle, a passenger car, a truck, a multi-purpose passenger vehicle, a competition vehicle, a vehicle imported temporarily for special purposes, or a three-wheeled vehicle.
- Open Motorcycle** A motorcycle that:
- a) has steering handlebars that are completely constrained from rotating in relation to the axle of one wheel in contact with the ground,
  - b) is designed to travel on two wheels in contact with the ground,
  - c) has a minimum seat height, when the vehicle is unladen, of 650 mm, and
  - d) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest.
- Motor Tricycle** A motorcycle other than an antique reproduction vehicle, that:
- a) is designed to travel on three wheels in contact with the ground,
  - b) has seating on which all occupants must sit astride,
  - c) has a LGVW of 1,000 kg or less, and
  - d) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest.

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Enclosed Motorcycle	<p>A motorcycle that:</p> <ul style="list-style-type: none"><li>a) has steering handlebars that are completely constrained from rotating in relation to the axle of only one wheel in contact with the ground,</li><li>b) is designed to travel on two wheels in contact with the ground,</li><li>c) has a minimum seat height, when the vehicle is unladen, of 650 mm, and</li><li>d) has a structure partially or fully enclosing the driver and passenger that is an integral part of the vehicle chassis.</li></ul>
Limited Speed Motorcycle	<p>A motorcycle that:</p> <ul style="list-style-type: none"><li>a) has steering handlebars that are completely constrained from rotating in relation to the axle of only one wheel in contact with the ground,</li><li>b) has a maximum attainable speed of 70 km/h or less, measured in accordance with ISO 7117-1981, Road Vehicles – measurement method for the maximum speed of motorcycles,</li><li>c) has a minimum seat height, when the vehicle is unladen, of 650 mm, and</li><li>d) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest.</li></ul>
Restricted Use Motorcycle	<p><b><i>*These vehicles cannot be licensed in BC. *</i></b></p> <p>A motorcycle, including an all-terrain vehicle designed primarily for recreational use, other than a power-assisted bicycle, a competition vehicle, and a vehicle imported temporarily for special purposes, that:</p> <ul style="list-style-type: none"><li>a) has steering handlebars,</li><li>b) is designed to travel on not more than four wheels in contact with the ground,</li><li>c) does not have as an integral part of the vehicle a structure to enclose the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest,</li><li>d) bears a label, permanently affixed in a conspicuous location, stating in both official languages that the vehicle is a restricted-use motorcycle or an all-terrain vehicle and is <u>not intended for use on public highways</u>, and</li><li>e) electric motor output must exceed 100 watts on electric powered vehicles.</li></ul>

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All-terrain Vehicle	<p><b><i>*These vehicles cannot be licensed in BC. *</i></b></p> <p>A wheeled or tracked vehicle other than a snowmobile or work vehicle, that is designed primarily for recreational use or for the transportation of property or equipment, used exclusively on an undeveloped road, rights of way, marshland, open country or other unprepared surfaces.</p>
Low-Speed Vehicle (Neighborhood Zero Emission Vehicle)	<p>A vehicle other than a restricted-use motorcycle or a vehicle temporarily imported for special purposes, that:</p> <ul style="list-style-type: none"> <li>a) is designed for use primarily on streets and roads where access and the use of other classes of vehicles are controlled by law or agreement,</li> <li><u><i>* Reference Motor Vehicle Act Regulation Division 24.06 for BC definition and Division 24 – Part 3 for ‘Safety and Equipment Requirements’*</i></u></li> <li>b) travels on four wheels,</li> <li>c) is powered by an electric power train (an electric motor and, if present, a transmission) that is designed to allow the vehicle to attain a speed of 32 km/h but not more than 40 km/h in a distance of 1.6 km on a paved, level surface,</li> <li>d) does not use fuel as an on-board source of energy, and</li> <li>e) has a LGVW of less than 1,361 kg.</li> </ul>
Three Wheeled Vehicle	<p>A vehicle other than a competition vehicle, an antique reproduction vehicle, a motorcycle, a restricted-use motorcycle, a trailer or a vehicle imported temporarily for a special purpose, that:</p> <ul style="list-style-type: none"> <li>a) is designed to travel on three wheels in contact with the ground,</li> <li>b) has no more than four designated seating positions, and</li> <li>c) has a LGVW of 1,000 kg or less.</li> </ul>
Truck	<p>A vehicle designed primarily for the transportation of property or special-purpose equipment, but does not include a competition vehicle, a crawler-mounted vehicle, a three-wheeled vehicle, a trailer, a work vehicle, a vehicle imported temporarily for special purposes, that is designed for operation exclusively off-road or a low-speed vehicle.</p>

**Note:** The typical difference between a motor tri-cycle and a three wheeled vehicle is that the motor tri-cycle has steering handlebars and the occupants sit astride, while a three wheeled vehicle has a steering wheel and the occupants sit in conventional seats.

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### Non-Regulated Vehicles

These vehicles **cannot** be licensed.

Power- Assisted A vehicle that:

Bicycle

- a) has steering handlebars and is equipped with pedals,
- b) is designed to travel on not more than three wheels in contact with the ground,
- c) is capable of being propelled by muscular power,
- d) has an electric motor with the following characteristics:
  - i) has a continuous power output rating, measured at the shaft of the motor, of 500 W or less,
  - ii) if engaged by the use of muscular power, power assistance immediately ceases when the muscular power ceases,
  - iii) if engaged by the use of an accelerator controller, power assistance immediately ceases when the brakes are applied, and
  - iv) is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground.
- e) **bears a label** that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle as defined by the *Canadian Motor Vehicle Safety Act*.

\* An importer must supply evidence of conformance to the above definition.

Competition Vehicles

A vehicle that is designed for use exclusively in closed course competition and:

- a) bears a label affixed by the manufacturer stating, in both official languages, that the vehicle is a competition vehicle and is for use exclusively in closed course competition, or
- b) is accompanied by a signed declaration clearly indicating that the vehicle is a competition vehicle and is for use exclusively in closed course competition.

\* An importer must supply evidence of conformance to the above definition.

Mobility Aid for the Disabled

A vehicle with 3 and/or 4 wheels, an electric or gas engine, a seat and/or backrest and/or armrests. They are imported as mobility devices for the disabled person or persons with limited mobility.

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\* If the seat is of the bicycle type (i.e. occupant sitting astride) and the power source exceeds 100 W, the vehicle is considered a restricted use motorcycle, and not a mobility aid.

Dune Buggy	A strictly off-road vehicle with a steering wheel.
Segway	A self-balancing device designed for personal transportation in a pedestrian environment. The self-balancing and propulsion of the device is achieved through a series of gyroscopes, electronic controls and electric motors. The handlebars on the Segway are not for steering purposes. Steering is accomplished by rotating a control located on the left handle, which changes the rotational speed of one wheel with respect to the other.
Miscellaneous Motorized Vehicles	A vehicle, powered by an electric or gas motor that does not have handlebars or a steering wheel.

## ACOR

ACOR is a mobile emission inspection program operated province-wide by the Ministry of Transportation and Infrastructure. Teams of certified ACOR inspectors conduct roadside tests of heavy diesel commercial vehicles, testing for excessive smoke emissions.

ACOR protects public health and helps provide safe, clean air by enforcing British Columbia's diesel emission standards.