

Various terms and acronyms are used throughout this standard. These terms have specific and consistent meanings as they relate to conducting periodic inspections, and identifying defective conditions. The purpose of defining these terms is to support consistent interpretation and application of the language used in this standard. The terms that are defined below are highlighted whenever they appear in each section to remind the reader that the condition is one of those that is specifically defined. This reminder also appears in the footer of each page of this document. The meaning of each of the terms, for the purposes of conducting inspections according to this standard, is as follows:

<b>Abnormally Worn</b>	Unusual, excessive or exceptional wear of a vehicle component, indicative of the presence of some deterioration or defect in that component, or in a related part of a vehicle. This term is used selectively in this standard for a component or system where some wear is normal, and does not directly have any effect on vehicle safety. It is expected that the inspector knows the amount of wear, and the type of wear, that is typical (normal) based on the age and operation of a vehicle.
<b>ABS</b>	Anti-lock Braking System
<b>ANSI</b>	The American National Standards Institute, and standards developed by ANSI which have been adopted in jurisdictional equipment regulations.
<b>Applicable Requirements</b>	The applicable requirements of the relevant jurisdiction, (i.e.: province or territory). This phrase is used in situations where one or more provinces, or territories, have a different standard, requirement or criteria. It is expected that the inspecting technician will know what the requirements are in the jurisdiction where they perform inspections.
<b>Aurally Inspect</b>	Inspect by listening.
<b>Bus</b>	A motor vehicle designed to carry more than 10 persons
<b>CGA</b>	Canadian Gas Association
<b>CMVSS</b>	The Canadian Motor Vehicle Safety Standards (CMVSS) and their supporting Technical Standards Documents. These are Canadian manufacturing standards for vehicles which are developed and updated by Transport Canada and which are referenced in jurisdictional equipment regulations.
<b>CNG</b>	Compressed Natural Gas
<b>Collector Motor Vehicle</b>	As defined in the Motor Vehicle Act Regulations – Division 22A.
<b>Commercial Passenger Vehicle</b>	A motor vehicle operated on a highway by or on behalf of a person who charges or collects compensation for the transportation of passengers in that motor vehicle.

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## Definitions and Acronyms

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<b>CSA</b>	The Canadian Standards Association, an association that develops standards that apply to vehicles, (i.e.: CSA B51, B109, B620, D250, D409, D435, D436 etc.). These standards are updated on a periodic basis and are often referenced in jurisdictional equipment regulations.
<b>CVSA</b>	<p>The Commercial Vehicle Safety Alliance, a voluntary organization comprised primarily of on-road enforcement officers from Canada, United States and Mexico. The CVSA administers the North American Standard Out-of-Service Criteria (OOSC) that are similar, but not identical, to the Hazardous Conditions defined in this standard.</p> <p>The basis for any differences in these conditions stems from the fact that the OOSC apply at a road side inspection while the Hazardous Conditions apply in a shop setting.</p>
<b>Damaged</b>	Any unintended condition, or condition caused by means other than normal use, that is likely to impair normal function.
<b>DOT</b>	Department of Transportation (US)
<b>E Code</b>	Compliance, use and/or installation markings found on European manufactured devices. Indicated by an “E” inside a circle. E code markings do not necessarily indicate CMVSS compliance.
<b>FMVSS</b>	Federal Motor Vehicle Safety Standards. These are U.S. manufacturing standards for vehicles which are developed and updated by the National Highway Traffic Safety Administration of the Department of Transport.
<b>FTR</b>	First Time Registered
<b>Fuzzing</b>	Fibrous, hair-like particles on surface of material or substance.
<b>Hazardous Condition</b>	<p>A condition that is so dangerous or unsafe that it requires corrective action before the vehicle can return to service and be permitted to operate. A vehicle with a hazardous condition is considered too unsafe to be driven and in some jurisdictions driving a vehicle with a hazardous condition is prohibited.</p> <p><b>NOTE: In most cases driving a vehicle with a condition that causes it to fail an inspection is a violation. Driving a vehicle with a hazardous condition is an additional and more serious offence.</b></p>
<b>I-CAR</b>	Inter-Industry Conference on Auto Collision Repair
<b>Industry Standard</b>	Installation, modification or repair methods described in industry-accepted recommended practices published by the Society of Automotive Engineers (SAE), recommended practices published in the Technology and Maintenance Council (TMC) of the American Trucking Associations, standards developed and published by Canadian Standards Association (CSA), and other similar documents from similar organizations.

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<b>Inoperative</b>	A vehicle component or system does not operate the way it ordinarily operates; it operated when the vehicle was manufactured, or it is required to operate for normal and safe vehicle operation.
<b>Insecure</b>	An item is beginning to become detached due to deterioration of the means of mounting. This can also mean that a method of attachment has been used that is in itself unsafe by being unable to withstand normal vehicle operation, or is not at least equivalent to the OEM standard method of attachment.
<b>JIS</b>	Japanese Industrial Standard
<b>LED</b>	Light Emitting Diode
<b>LPG</b>	Liquid Propane Gas
<b>Loose</b>	An item is detached, or no longer fully attached, due to failure or deterioration of one or more means of attachment.
<b>Manufacturer</b>	The manufacturer of the vehicle, the manufacturer of a major vehicle component or system, or manufacturer of aftermarket parts that are direct replacements for OEM parts. Examples of major components or systems include, but are not limited to: engines, transmissions, axles, brake systems, steering systems, suspension systems, etc.
<b>Missing</b>	An item is absent (such as 'removed' or 'detached') that: is ordinarily present on the vehicle; was present on the vehicle when the vehicle was manufactured, or is required for normal and safe vehicle operation.
<b>Modified (collector) Motor Vehicle</b>	as defined in the Motor Vehicle Act Regulations – Division 22A.
<b>MVAR</b>	Motor Vehicle Act Regulations of British Columbia.
<b>MVSA</b>	Motor Vehicle Safety Act (Canada)
<b>Nitrous Oxide</b>	A pressurized Nitrous Oxide System (NOS) that usually consists of a canister or tank and delivery lines that provide the injection of nitrous oxide gas to an internal combustion motor.
<b>NSM</b>	National Safety Mark
<b>OEM</b>	'Original Equipment Manufacturer' and refers to the 'brand name' manufacturer of the vehicle.

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## Definitions and Acronyms

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<b>OEM Standard</b>	The manufacturing methods, component or assembly quality, and performance level, set by the manufacturer of a vehicle, or vehicle component, to ensure a vehicle is able to safely perform at its intended level, and to ensure the vehicle complies with the relevant CMVSS (or FMVSS) requirements. It includes component quality, performance levels, repair methods, durability, safety, and the service methods outlined in the warranty and service literature provided for the use and maintenance of a vehicle. Parts supplied by OEM, and established aftermarket manufacturers of parts intended for direct replacement of OEM parts, are generally considered to meet OEM standard.
<b>Operate As Intended</b>	The manner in which a vehicle component or system ordinarily operates; it operated when the vehicle was manufactured, or is required to operate for normal and safe vehicle operation.
<b>Rebuilt Vehicle</b>	A total loss vehicle that has been declared a salvage vehicle and subsequently reconstructed as referred to in Division 25 of the Motor Vehicle Act Regulations
<b>Reject If</b>	A condition if present at time of inspection, or if present after repairs, results in a failed inspection.
<b>Rust Jacking</b>	A build up of rust that results in lifting, separation or bulging of components originally designed to remain in contact with each other, (i.e.: brake linings, suspension, frame and body components).
<b>SAE</b>	Society of Automotive Engineers
<b>Salvage Vehicle</b>	As defined in the Motor Vehicle Act.
<b>Spalled</b>	Splintered or chipped.
<b>Three-Wheeled Vehicle</b>	<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 GVWR of 1,000 kg or less.</li></ul>
<b>TLV</b>	A Total Loss Vehicle that has been written off by the insurer.
<b>TSD</b>	Technical Standards Document (federal)
<b>UBilt</b>	As defined in the Motor Vehicle Act Regulations Division 40.
<b>VIN</b>	Vehicle Identification Number

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### **Categorization of Fluid (Liquid) Leaks**

Every reference to a fluid (or liquid) leak listed as a reject condition is categorized with respect to the level of severity of the leak. The level of severity is categorized as either level 1, level 2, or level 3, and each category is defined below.

A vehicle with a leak that meets the defined level, or leaking more severely than this level, will cause the vehicle to fail inspection.

“level 1 leak” – means seepage of fluid that is not great enough to form drops

“level 2 leak” – means seepage of fluid that is great enough to form drops, but not great enough to cause the drops to fall during inspection

“level 3 leak” – means seepage of fluid that forms drops and those drops fall during inspection

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