Item and Method of Inspection	Reject If
1. Tire Compliance and Safety Markings	
a) sidewall markings Required information: i) the tire size designation, expressed in metric units or Imperial units or both, ii) the maximum permissible inflation pressure, expressed in kilopascals or pounds per square inch or both, iii) the maximum load rating, expressed in kilograms or pounds or both, iv) the generic name of the material used in the cord of the sidewall and tread, v) the actual number of plies in the sidewall and, if different, the actual number of plies in the tread, vi) a word or expression indicating that the tire contains a tube or does not contain a tube, as the case may be, and vii) the word "radial" if the tire is a radial ply tire.	a) required information is not permanently and legibly moulded into or onto both sidewalls of the tire, in letters and numerals not less than 2.0 mm (0.078 in.) in height
b) sidewall markings – at least one sidewall of the tire must display the following: Required information: i) the name of the tire manufacturer, or ii) the brand name of the tire and the symbols that identify the tire manufacturer.	b) at least one sidewall does not display required information
In addition to the information set out in (1), every tire that has a maximum permissible inflation pressure of 415 kPa (60 p.s.i.) shall have permanently and legibly moulded into or onto both sidewalls of the tire, in letters and numerals not less than 12 mm (0.5 in.) in height, words expressing a maximum permissible inflation pressure in kilopascals or in pounds per square inch, or both, between shoulder and bead of the tire in such a manner that the words are not obstructed by the rim flange.	Required inflation information not displayed, or not displayed as required.
2. Tire Inflation	
	Tire inflated below 50% of manufacturer's specification.
	OUT OF SERVICE **i) Active leak anywhere on tire or wheel assembly.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
3. Tread depth	
With the use of a tire tread depth gauge, measure tread depth on all tires throughout a continuous circumferential band on the tread of at least 3/4 of the tread width. Manually inspect:	
a) condition	a) less than 1.6 mm (1/16 in.) of tread; any wear bars exposed
b) winter tire Reference *Motor Vehicle Act* Regulation Division 7.162	b) **PASS WITH CAUTION** if tread more than 1.6 mm and less than 3.5 mm – owners must be advised that tires do not meet minimum standards for use as winter tires
	OUT OF SERVICE **i) Less than 0.8 mm (1/32 in.) of tread on tire.**
4. Tread Section	
a) retreads – Commercial Passenger vehicle	a) any retreaded tire is located on a front steering axle – any retread on vehicle with single rear tire (non-dual) configuration
b) damage	b) any cuts evident below tread depth, cuts into cords, any chunking greater than 25 mm (1 in.)
c) separation (to observe, spin wheel by hand)	c) any separation is evident
d) re-grooving (if not marked re-groovable)	d) has been re-grooved
e) tread condition	e) any flat spots or cupping to wear bars or tread is less than 1.6 mm (1/16 in.)
f) repairs	f) any section repairs
	OUT OF SERVICE **i) Any part of breaker strip or casing ply is showing in the tread area.** **ii) Visible bump or bulge in the tread area indicating separation.**
5. Sidewalls	
a) cords	a) cords exposed
b) condition	b) bulged
c) damage	c) has any cuts longer than 25 mm (1 in.) to cord layer, crack or weather crack in excess of 3 mm (1/8 in.) in depth which exposes cord wrap layer.

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Item and Method of Inspection	Reject If
d) type	d) tires on any one axle are a different size or are mixed radial with bias, labelled not for highway use
e) Direction of rotation markings	e) directional tire incorrectly mounted
	OUT OF SERVICE **i) Sidewall is cut or damaged thereby exposing the cord.** **ii) Any tire labelled "Not for Highway Use."** **iii) Bias and radial tires on the same axle.** **iv) Visible bump or bulge in the sidewall area indicating separation.**
6. Tire Type	
a) examine for tire type	a) equipped with both bias ply and radial ply tires; unless the vehicle operates on more than 4 wheels in which case bias ply tires and radial ply tires shall not be used on the same axle
b) studded tires on front **THE BC MOTOR VEHICLE ACT REGULATIONS PROHIBIT THE USE OF STUDDED TIRES BETWEEN MAY 1 AND SEPTEMBER 30.**	b) not equipped with at least one studded tire per side on rear axle – equipped with studded tires in violation of BC MVAR.
	OUT OF SERVICE **i) Any tire that is part of a single wheel mount on any vehicle has any part of the breaker strip or carcass ply showing in the tread, or worn-through plies in the sidewall.** **ii) A tire is marked "NOT FOR HIGHWAY USE" or marked with other words of like meaning except Slow Moving Vehicles carrying a Slow Moving Vehicle triangle.** **iii) Any tire load exceeds the Tire and Rim Association Handbook limitation or the tire manufacturer's load limit marked on the sidewall, whichever is the lesser.** **iv) Tire leaking and/or inflation less than 50% of manufacturer's specifications.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.

Item and Method of Inspection	Reject If
7. Wheels	
If wheels are removed, the nuts must be torqued.	
a) rims	a) modified, improperly matched, bent, crooked, loose, welded, cracked, elongated stud holes, more than 1.5 mm (1/16 in.) run-out.
b) studs	b) broken, cracked, cross-threaded, threads stripped
c) wheels nuts	c) cracked, cross-threaded, threads stripped, not full thread engagement, missing, not correct type for wheel
d) homemade or remanufactured rim/wheel	d) welded and not stamped certified by Transport Canada or The Tire and Rim Association
e) centre-lock knock off type	e) loose hub spines
	OUT OF SERVICE **i) Any wheel nut or stud is missing, loose and/or broken.** **ii) Loose wheel.**

All inspection procedures are visual unless additional inspection procedures are indicated or where applied force is necessary to verify tightness and/or component security.