

Item and Method of Inspection	Reject If
NOTE: If VIN cannot be found or two or more VINs do not match, do not start the inspection. Refer customer to licensing agent to apply for a BC Assigned VIN. For more information, refer to the VIN section.	
1. Accelerator Pedal /Throttle Actuator	Truck ✓ Trailer Bus ✓
Additional Inspection Procedure(s): With engine running, press and release the accelerator pedal. Check engine response. a) pedal/actuator b) anti-slip feature c) throttle position sensor and connections d) mount e) linkage/cable f) springs	a) binding, inoperative, missing, or engine fails to respond normally – modified, or repaired by welding – does not operate per OEM standards b) ineffective, loose or missing c) corroded, inoperative, insecure or improperly connected d) deteriorated or weakened by corrosion, or insecure. e) binding, broken or insecure – deficient part is used that is not equivalent to OEM standard – throttle cable is binding, frayed or seized f) broken, corroded, deteriorated, missing, stretched or improper type
	<u>OUT OF SERVICE</u> i) Engine fails to return to idle. ii) Throttle position sensor is inoperative. iii) Pedal is missing.
2. Exhaust System	Truck ✓ Trailer Bus ✓
Additional Inspection Procedure(s): Inspect with engine running.	

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NOTE: Minor leaking and resulting soot tracks are normal at joints in diesel exhaust systems. a) manifold b) muffler NOTE: The OEM muffler or one that meets the OEM standard is required on every vehicle. c) resonator d) exhaust pipe e) mounting hardware f) heat shields NOTE: All heat shields provided by the manufacturer, installed as part of a retrofit for certain fuels, or installed for specialty applications, are considered required and must remain functional as intended. g) location	a) broken, cracked, leaking, loose or missing b) cracked, perforated or leaking – bypassed, disabled, missing or removed – deficient part is used that does not meet OEM standard – patched in any manner other than by welding c) cracked, leaking, missing or perforated – patched in any manner other than by welding d) cracked, collapsed or pinched, missing, perforated or leaking – patched in any manner other than by welding e) broken, insecure or loose, or missing – deficient part is used that does not meet OEM standard f) a required heat shield is broken, insecure or loose, or missing g) any part of the exhaust system is less than 50 mm away from a brake system component, any combustible material, or any part of the fuel system except a diesel or gasoline fuel tank, and is not protected by a heat shield – any part of the exhaust system is less than 25 mm away from a diesel or gasoline fuel tank and is not protected by heat shield – any exhaust component passes through an occupant compartment

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h) turbocharger i) exhaust system and pipe termination NOTE: Also applies to the exhaust system of any auxiliary equipment. On a School Bus, inspection must be conducted according to the applicable requirements and the applicable CSA D250 Standard.	h) leaking exhaust gases – level 2 leak of engine oil i) exhaust gases are expelled into cab, passenger compartment, and/or sleeper – does not terminate as required by jurisdiction and applicable CSA D250 Standard
	<u>OUT OF SERVICE</u> i) Exhaust leak, other than a minor leak at a joint, within the perimeter of the cab, passenger compartment, and/or sleeper. ii) Perforation or separation of any exhaust system component. iii) Any part of the exhaust system has caused, or is likely to cause, burning or charring damage to electrical wiring, fuel system or any other combustible part. iv) On a bus with a gasoline fuel system, the exhaust system is leaking or discharging more than 160 mm forward of the rear most part, and discharging forward of any door or window designed to be opened (except door or window intended solely for emergency use). v) On a bus with a diesel, pressurized, or liquefied fuel system, the exhaust system is leaking or discharging more than 400 mm forward of the rear most part, and discharging forward of any door or window designed to be opened (except door or window intended solely for emergency use).
3. Emissions Control Systems and Devices Truck ✓ Trailer Bus ✓	
a) noise emissions – confirm noise level with decibel meter for any vehicle with non OEM, modified or altered exhaust system	a) exceeds OEM standards for equivalent engine displacement – noise enhancing device present

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b) engine emission and controls (if OEM equipped) NOTE: Minor leaking and resulting soot tracks are normal at joints in diesel exhaust pipes.	b) any OEM emission control device not functioning, removed or altered – level 2 oil leak where it could contact exhaust system – not equipped with a recognized manufacture's device – loose, broken, cracked, leaking, collapsed, pinched – installed or repaired contrary to manufacture's requirements
	<u>OUT OF SERVICE</u> i) Perforation of any component, or any component separated.

4. Drive Shaft		Truck ✓	Trailer	Bus ✓
Additional Inspection Procedure(s): Inspect using hand pressure and suitable tools				
a) u-joint/CV joint		a) rotational free-play is present, horizontal or vertical movement within the u-joint can be detected by hand – U-joint cap, cap fastener or fastener locking device is loose or missing – U-joint bearing seal is damaged, missing – CV joint protective boot is loose, missing, or torn lubricant is leaking from CV joint		
b) drive shaft yoke NOTE: This includes: slip yoke, shaft yoke, input yoke, output yoke, tube yoke and end yoke.		b) cracked, mounting hardware is loose yoke can be moved by hand vertically or horizontally more than 3 mm – yoke end fitting has broken, loose, or missing fastener		
c) drive shaft tube		c) crack in weld or tube, twisted tube		
d) drive line attaching hardware		d) loose, missing or stripped		

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e) centre (carrier) bearing and mount f) slip joint g) hanger bracket and hardware, and metal guard or catch REQUIRED ON ALL SCHOOL BUSES. – required on buses over 3.8 m (150 in.) wheel base with engine mounted at front - or – equipped with a multi piece shaft NOTE: Buses equipped with a multi piece driveshaft must have a guard on each section.	e) cracked, damaged, loose, missing or abnormally worn – insecure mounting or mount is abnormally deteriorated f) radial wear at joint exceeds manufacturer specification g) cracked, loose, missing – mounted in a manner that fails to prevent drive shaft from falling to ground – on a bus, metal floor guard is missing or fails to protect occupant compartment
	<u>OUT OF SERVICE</u> i) Any part is in a condition where it appears likely to become detached, or imminent failure appears likely. <u>Driveline/Driveshaft</u> ii) A yoke end has a visible crack. iii) Yoke mounting, or end fitting fastener hardware, is broken, loose, or missing. <u>Universal Joint</u> iv) Vertical movement between opposing yoke ends is greater than 3.0 mm. v) Bearing cap, or bearing cap bolt, is broken, loose, or missing. <u>Centre Bearing (Carrier Bearing)</u> vi) Mounting bracket, bracket bolt or hardware is broken, loose, or missing. vii) Mounting bracket has a crack longer than one-half of the original bracket width. viii) Vertical movement of the shaft in the centre bearing carrier is greater than 13 mm. <u>Drive Shaft Tube</u> ix) Twisted, or has a crack in the metal or any weld longer than 6 mm.

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5. Clutch and Clutch Pedal	Truck ✓ Trailer Bus ✓
Additional Inspection Procedure(s): Inspect clutch operation and adjustment according to manufacturer service instructions. a) operation b) adjustment c) pedal and linkage d) clutch pedal hydraulic system e) clutch safety switch (if OEM equipped)	a) fails to operate in the manner prescribed by the manufacturer b) is not adjusted according to manufacturer instructions c) broken, cracked, loose, missing or abnormally worn – welded or repaired in a way that does not meet OEM standard – deteriorated or weakened by corrosion, or insecure – anti-slip feature is ineffective, loose or missing d) fluid reservoir is below minimum level indicated by manufacturer or level 2 leak of fluid at any point e) not functioning as per OEM
	<u>OUT OF SERVICE</u> i) Clutch fails to disengage transmission.
6. Engine/Transmission Mount	Truck ✓ Trailer Bus ✓
a) condition/attachment	a) bent, loose or missing – a bolt or insulator is loose or missing – an insulator is broken, deteriorated or swollen abnormally – a mount or part of a mount is replaced with a product or material that is not equivalent to OEM standard
	<u>OUT OF SERVICE</u> i) Imminent failure of a mount or bolt appears likely.

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7. Engine Shut Down	Truck ✓ Trailer Bus ✓
Additional Inspection Procedure(s): Test operation according to manufacturer service instructions. a) ignition switch b) mechanical shut down	a) engine fails to shut down when ignition switch is turned off b) engine fails to shut down when device is actuated
8. Engine Start Safety Feature	Truck ✓ Trailer Bus ✓
Additional Inspection Procedure(s): Test operation to confirm engine start is prevented according to manufacturer service instructions. a) ignition interlock operation NOTE: This includes neutral and clutch safety switches. Effective May 30, 2005 CMVSS 102 (2) requires all vehicles (including buses) equipped with an automatic transmission to be equipped with a neutral safety switch. CMVSS 102 (7) requires trucks (excluding buses) with a GVWR at or below 4,536 kg to be equipped with a clutch safety switch.	a) fails to prevent engine start as designed
9. Gear Position Indicator	Truck ✓ Trailer Bus ✓
a) location b) operation c) gear shift or gear selector pattern illustration label (embossment etc.)	a) cannot be viewed by a person seated in driver position b) indicator fails to indicate selected gear on a vehicle equipped with an automatic transmission c) illegible or missing
10. Engine or Accessory Drive Belt	Truck ✓ Trailer Bus ✓
NOTE: This section applies only to a drive belt directly connected to the engine.	

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a) condition	a) broken, frayed, missing or oil-contaminated – crack exceeds OEM standard or industry standard
b) adjustment/tension	b) belt is so loose it is likely to slip, or so tight it is likely to cause bearing damage
Additional Inspection Procedure(s): Check the tension of drive belt(s) according to OEM service instructions or when no particular instructions are given, as shown below. NOTE: Normal belt deflection should result in 1 mm of deflection for each 60 mm of span length, when 5 to 10 kg of force is applied to the belt.	
c) drive belt pulley	c) bent, broken, cracked or out of alignment

11. Hybrid Electric Vehicle and Electric Vehicle Power Train System		Truck ✓	Trailer	Bus ✓
Additional Inspection Procedure(s): Only a person who is trained on the operation and potential hazards of hybrid or electric vehicle systems can safely conduct an inspection of the items listed below. Visually inspect all accessible parts according to the vehicle manufacturer service instructions. Additional Inspection Procedure(s): Disassembly of system components may be required. NOTE: Consult with the manufacturer service instructions and vehicle maintenance records to confirm inspection and maintenance has been performed as recommended by the manufacturer. No disassembly of the system is required to complete this inspection when records of recommended maintenance and inspection are provided. When any damage or abnormal condition is found, refer to the manufacturer service instructions to determine whether or not to reject the vehicle or identify <u>OUT OF SERVICE</u>. When records of recommended maintenance or inspection are not provided, system components must be disassembled as necessary by a qualified person to conduct a full inspection.				

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a) electrical system connections Additional Inspection Procedure(s): Visually inspect all accessible electrical connections using manufacturer service information as a guide. b) wiring Additional Inspection Procedure(s): Visually inspect all accessible electrical wiring using manufacturer service information as a guide. c) traction motor/generator Additional Inspection Procedure(s): Visually inspect all accessible electrical connections using manufacturer service information as a guide d) traction battery Additional Inspection Procedure(s): Visually inspect the battery using manufacturer service information as a guide. e) battery storage area Additional Inspection Procedure(s): Visually inspect the battery storage area using manufacturer service information as a guide. f) self-diagnostic/status indicator Additional Inspection Procedure(s): Visually inspect the system indicator(s) using manufacturer service information as a guide.	a) connector is damaged or corroded in a way that exposes any conductor – connector is damaged or insecure – connector is unable to properly connect or lock into place b) corroded or damaged in a way that exposes any conductor – insulation is chafing due to abrasive contact with any vehicle part c) damaged, insecure or loose – indication of burning or overheating – drive component abnormally worn d) damaged, insecure or loose – indication of burning or overheating e) damaged or structurally weakened f) there is any condition indicated by the system that is defined by the manufacturer as being unsafe
	<u>OUT OF SERVICE</u> i) Any sign of shorting, arcing, or hot spot, at or near, any electrical component or wiring. ii) Traction battery is damaged or leaking.

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Item and Method of Inspection	Reject If
12. Gasoline or Diesel Fuel System	Truck ✓ Trailer ✓ Bus ✓
NOTE: This includes the fuel system for any auxiliary equipment or device. a) fuel filler cap NOTE: School bus fuel type must be labelled adjacent to fuel filler as per CSA D250. b) tank, filler neck/tube and vent tube c) tank mount and strap d) line, hose, fitting and connection NOTE: Refer to correct type of hose or tube and the related defective condition(s) as defined in APPENDIX B – Identification of Defective Conditions of the Types of Hoses, Tubing and Lines used on Vehicles. e) fuel pump f) leakage g) tank guard (if OEM equipped)	a) allows spillage, improper type or missing b) cracked, insecure mounting or weld is broken – not intended for the storage of automotive fuel – improper vent – repair to any non-metallic tank c) broken, cracked, loose or missing – deficient product is used that does not meet OEM standard – fastener is loose or missing. d) chafing, cracked or insecure – deficient product is used that does not meet OEM standard – any section of a line, hose or tube is worn or damaged as shown in Appendix B e) damaged or insecure f) – level 1 leak of gasoline anywhere in a gasoline fuel system – level 2 leak of diesel fuel anywhere in a diesel fuel system g) missing or loose
	<u>OUT OF SERVICE</u> i) Level 1 leak of gasoline in gasoline fuel system. ii) Level 2 leak of diesel fuel in diesel fuel system. iii) Fuel cap is missing. iv) Fuel tank is insecure (a tank mounted with cushioning devices will have some movement).

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