Item and Method of Inspection	Reject If
1. Tire Tread Depth	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
With the use of a tire tread depth gauge measure the tread depth throughout a continuous circumferential band on the tread of all major grooves of the tread width. Do not measure on wear bar.	
a) steering tires	a) so worn that less than 3.2 mm (1/8 in.) of tread remains when measured in any two adjacent major tread grooves – wear bars exposed at any one spot
b) all other tires	b) so worn that less than 1.6 mm (1/16 in.) of tread remains when measured in any two adjacent major tread grooves
c) Transportation of Dangerous Goods Tanker Trailer	c) any tanker trailer involved with transportation of dangerous goods has less than 3 mm (1/8 in.) of tread when measured in any two adjacent major tread grooves at three separate locations on the tire
d) winter tire Reference *Motor Vehicle Act* Regulation Division 7.162	d) **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 1.6 mm (1/16 in.) of tread on front tires and 0.8 mm (1/32 in.) of tread on rear tires measured at any two adjacent major grooves at any location on the tire.** **ii) Less than 0.8 mm (1/32 in.) of tread between any lugs on grip tires on the rear.**
NOTE: Retreaded tires are acceptable on tag axles and passive self-steering axles. DEFINITIONS: **Passive Self-steering Axle** – an axle on which turning is not controlled by means of the steering wheel in the operator's compartment. **Active steering Axle** – an axle on which turning is controlled by, and in direct proportion to, the rotation of the steering wheel in the operator's compartment.	

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Item and Method of Inspection	Reject If
	OUT OF SERVICE **i) Less than 0.8 mm (1/32 in.) of tread at any two adjacent major grooves at any location on the tire.** **ii) Less than 0.8 mm (1/32 in.) of tread between any lugs on grip tires.**
2. Tire Tread Condition	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) front tires and single rear tires	
i) retreads [except tag axles and passive self-steering axles] **NOTE: Retreads are not permitted on steering axles.**	i) retreaded surface peeled – retreads are present on an active steering axle – has been retreaded
ii) damage	ii) any cuts greater than 25 mm (1 in.) in length below tread depth or cuts into cord – any piece of original tire tread is missing and the longest dimension across the missing section is greater than 25 mm
iii) condition	iii) has any tread separation evident, cords exposed
iv) flat spots or cupping	iv) any single tread is worn away around the circumference – any flat spots or cupped to wear bars or tread is less than 3.2 mm (1/8 in.) on front tires or 1.6 mm (1/16 in.) on rear tires
v) section repairs	v) has any visible breaks, boots or blow out patches
vi) regrooving	vi) re-grooved and tire not marked "Regroovable"
vii) mismatching	vii) different size or type (bias/radial) tires on any one axle – wheel/rim size does not match tire size
viii) tires equipped with studs	viii) equipped between May 1–September 30
b) dual rear tires	
i) retreads	i) retreaded surface peeled

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Item and Method of Inspection	Reject If
ii) damage	ii) has any cuts greater than 25 mm (1 in.) in length below tread depth or cuts into cord – any piece of original tire tread is missing and the longest dimension across the missing section is greater than 25 mm
iii) condition	iii) has any tread separation evident, cords exposed
iv) flat spots or cupping	iv) any single tread is worn around the circumference – any flat spots or cupped to wear bars or tread is less than 1.6 mm (1/16 in.)
v) section repairs	v) has any visible breaks, boots or blow-out patches
vi) regrooving	vi) regrooved and tire is not marked "Regroovable"
vii) mismatching	vii) different size tires on the same axle, or dual tire diameters vary by more than 12.5 mm (1/2 in.) – wheel/rim size does not match tire size
viii) tires equipped with studs	viii) equipped between May 1-September 30
	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.** **iii) Tire regrooved and not marked "Regroovable."**
3. Tire Sidewall and Manufacturer Markings	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition	a) visually observable bump, buldge or knot related to tread or sidewall separation – broken or distorted casing, cords exposed – dual tires making contact, or any tire making contact with any vehicle component **EXCEPTION: A bulge (due to repair) of up to 1 cm (3/8 in.) is allowed. This bulge may sometimes be identified by a blue triangular label in the immediate vicinity.**

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Item and Method of Inspection	Reject If
b) damage	b) any cuts expose cords – weather cracks in excess of 3.2 mm (1/8 in.) in depth or deterioration that exposes cords
c) matching tires	c) has mismatching tires on any one axle such as radial and non-radial
d) marking	d) any tire labeled "Not for Highway Use"
Required information: i) tire size designation as listed in a tire and rim document ii) the following words and numerals to indicate the maximum load rating and corresponding tire inflation pressure: (A) if the tire is rated for both single and dual load, "Max. load single__ kg at __ kPa cold, Max. load dual __kg at __ kPa cold" or (B) if the tire is rated for single load, only, "Max. load__ kg at __ kPa cold" iii) if the tire is restricted to a speed of 88.5 km/h (55 m.p.h.) or less, the words and numberals "Max. speed __ km/h" iv) the actual number of plies and the composition of the cord material in the sidewalls and the actual number of plies and the composition of the cord material in the tread area, if different v) the word "tubeless" or the expression "tube type", whichever is applicable to the tire type, vi) the word "regroovable" if the tire is designed for regrooving vii) the word "radial" if it is a radial ply tire, and viii) the letter that designates the tire load range	

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Item and Method of Inspection	Reject If
	OUT OF SERVICE **i) Sidewall cut or damaged exposing the cord.** **ii) Bias and radial tires on the same axle.** **iii) Visible bump or bulge in the sidewall area indicating separation.** **iv) Dual tires making contact or any tire making contact with any vehicle component.** **v) Any tire mounted or inflated so that it makes contact with another tire or any vehicle component.** **vi) Any tire labeled "NOT FOR HIGHWAY USE."**
4. Tire Inflation Pressure	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
Additional Inspection Procedure(s): Measure tire inflation pressure using a suitable gauge. Record pressure values on the inspection report. **NOTE: If a tire fails inspection due to over/under inflation condition, it is acceptable to remove/add air prior to completing the inspection. When inflation pressure is corrected, record found ('before') and adjusted ('after') pressure values on the inspection report.**	
a) inflation pressure **NOTE: Recommended tire inflation pressure is based on data provided by the vehicle manufacturer, or tire manufacturer relevant to tire application and load.**	a) more than 10% above or below recommended pressure – difference between dual-mounted tires is more than 10% – leaking or inflation cannot be maintained within recommended pressure
b) valve stem	b) cracked, damaged or inaccessible preventing gauging of pressure or re-inflation, or leaking – valve stem cap is damaged or missing
c) tire inflation system	c) is in a condition that any part of it could be hazardous to a person, or is in danger of falling off – leaking air

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Item and Method of Inspection	Reject If
	OUT OF SERVICE **i) Any tire is inflated to 50% or less of the maximum inflation pressure marked on the sidewall.** **ii) Tire is leaking.** **iii) Tire inflation system is in a condition that any part of it is hazardous to a person, or is in danger of falling off.**
5. Wheel Hub	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition **NOTE: Bearing fit in the hub is checked only when disassembled.**	a) repaired by welding – bent, broken, cracked, damaged or distorted – bearing cup is loose in hub bore
b) stud/bolt hole	b) any stud/bolt hole is enlarged or damaged in a way that prevents proper fitting and retention of studs
c) wheel seal	c) level 2 leak of bearing lubricant from oil lubricated hub – seal is allowing grease to be lost from hub – seal is out of position
d) lubricant (oil lubricated) **NOTE: Some hub/wheel-end assemblies use pre-set, unitized or extended service bearings, with sealed hubs. When contaminated lubricant is suspected, refer to the service literature provided by the manufacturer. Confirm that a proper diagnosis is carried out before rejecting the vehicle, opening or disassembling this type of hub/wheel-end assembly.**	d) lubricant level is below indicated minimum – lubricant is contaminated with moisture or metal fragments – level 2 leak of bearing lubricant from hub or hub cap
e) lubricant (grease lubricated)	e) grease is leaking from hub – hub cap is cracked, loose or missing
	OUT OF SERVICE **i) Any condition that exposes the internal components.** **ii) Any evidence of overheating of the hub or lubricant.** **iii) Lubricant not visible or measurable in hub.** **iv) Wheel seal is leaking and contaminating the tire or the brake friction material or surface.**

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Item and Method of Inspection	Reject If
6. Wheel Bearing	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
Additional Inspection Procedure(s): Check wheel bearing with axle raised sufficiently to rotate the wheel and hub assembly. Rotate the wheel by hand through several full revolutions to check for bearing roughness or binding. Check wheel bearing end-play/adjustment by pushing wheel assembly or hub inward and outward parallel to axle centreline. **NOTE: Checking in this manner may reveal movement in the hub and bearing that is additional to the bearing axial end play, e.g. a radial play between the bearings and spindle components may also be felt.** **Confirm bearing axial end-play/adjustment on a non-sealed type hub with dial gauge if necessary. For pre-set, unitized or extended service bearings see additional note.** **NOTE: Some hub/wheel-end assemblies use pre-set, unitized or extended service bearings, with sealed hubs. When there is evidence of bearing damage, excessive wear, or excessive bearing end play, refer to the service literature provided by the manufacturer. Confirm that a proper diagnosis is carried out before rejecting the vehicle, opening or disassembling this type of hub/wheel-end assembly.**	
a) axial end play/adjustment	a) does not meet OEM standard or industry standard, or when specification is not provided, is less than 0.02 mm, or more than 0.13 mm 0.02 mm = 0.001 in., 0.13 mm = 0.005 in.
b) condition	b) binding or roughness is detected while rotating the bearing
c) locking device Optional Inspection Procedure(s): Must be inspected when the locking device is visually accessible at the time of inspection.	c) bearing adjustment locking device is missing, not engaged or non-functional

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Item and Method of Inspection	Reject If
d) damage Optional Inspection Procedure(s): Must be inspected when the bearing is disassembled at the time of inspection.	d) race or roller is damaged or shows evidence of overheating
e) spindle or axle stub Optional Inspection Procedure(s): Must be inspected when the bearing is disassembled at the time of inspection.	e) bearing fit onto spindle or axle stub does not meet OEM standard or industry standard – spindle or axle stub is cracked, or damaged in a way that does not meet OEM standard or industry standard – bearing condition or fit of the bearing onto the spindle prevents proper end play or adjustment from being maintained
	OUT OF SERVICE **i) Axial end play is so excessive that imminent failure seems likely.** **ii) Any evidence of overheating.** **iii) Lubricant not visible or measurable in hub.** **iv) Binding or roughness is detected while rotating the bearing.**
7. Wheel/Rim (Applies to all wheel types)	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition	a) wheel/rim is bent, broken, cracked, damaged or distorted wheel/rim has been welded or repaired in a way that does not meet OEM standard – wheel/rim is damaged or discoloured as a result of heating
b) matching	b) wheel/rim size does not match tire size
	OUT OF SERVICE **i) Wheel/rim, or any weld, is broken or cracked.** **ii) Wheel/rim has been welded or repaired in a way that does not meet OEM standard.**

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Item and Method of Inspection	Reject If
8. Multi-piece Wheel/Rim	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition	a) a component is bent, cracked, damaged, distorted, improperly assembled or shifted out of position, severely corroded or pitted – damaged due to heating – any component has been repaired by welding
b) lock ring	b) there is less than 3 mm clearance between butt ends of the lock ring
c) matching	c) mismatched wheel/rim component
	OUT OF SERVICE **i) A lock ring is bent, broken, cracked, sprung, mismatched or improperly seated.** **ii) Wheel/rim, or any weld, is broken or cracked.** **iii) Wheel/rim has been welded or repaired in a way that does not meet OEM standard.**
9. Spoke Wheel/Demountable Rim System	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) condition Additional Inspection Procedure(s): Elevate the axle so that the tire(s) are clear of the floor and rotate the wheel(s) to check alignment.	a) there is damage in the 28° mounting area resulting from rim slippage, wear, corrosion or pitting – there is evidence of rim slippage or incorrect positioning of rim on spokes – lateral run-out exceeds 6 mm at sidewall of tire
b) rim clamp	b) any rim clamp is broken, cracked, missing, repaired by welding, mismatched, twisted or worn out in the 28° mounting area – any heelless clamp is bottomed or gap between clamp and spoke is more than 10 mm – gap between clamp and spoke of a heel type clamp is more than 6 mm
c) spacer band	c) any spacer is collapsed, cracked, distorted, missing, the incorrect size or type, welded or repaired in a way that does not meet OEM standard

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Item and Method of Inspection	Reject If
	OUT OF SERVICE **i) Wheel/rim, or any weld, is broken or cracked.** **ii) Wheel/rim has been welded or repaired in a way that does not meet OEM standard.**
10. Disc Wheel System	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) installation	a) incompatible wheel or component is used on a wheel system – wheel is incorrectly installed
b) condition	b) there is evidence of a loose or ineffective fastener – there is evidence of damage or deterioration, foreign material, excessive or uncured paint on a hub, drum or wheel mounting face – bolt/stud hole is elongated
	OUT OF SERVICE **i) Bolt/stud hole is elongated.** **ii) Any welded repair on an aluminum wheel.** **iii) Wheel/rim has been welded or repaired in a way that does not meet OEM standard.**
11. Wheel Fasteners (Nuts, Bolts and Studs)	**Truck | ✓ | Trailer | ✓ | Bus | ✓ |**
a) installation	a) incorrect fastener type, thread direction or style is installed – any nut is not fully engaged with the stud or bolt
b) condition	b) any fastener is bent, broken, damaged or missing
c) test fastener security	c) any fastener rotates before the lowest torque value specified by the manufacturer is applied
	OUT OF SERVICE **i) Wheel is loose.** **ii) Any wheel nut or stud is broken, cracked, loose, missing, or threads are stripped.**

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