



Vehicle Inspection Directive Pursuant to Section 100.7 of the *Highway Traffic Act*

Schedule 1

Emissions Inspection Procedures and Emissions Equipment & Performance Standards

For Diesel Commercial Motor Vehicles

Version 2.2

Pursuant to subsection 100.7(5) of the *Highway Traffic Act*, it shall be deemed to be a term and condition of every Performance Contract that the Vehicle Inspection Centre operator shall comply with all applicable directives.

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If you have difficulty reading this document, please contact the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 or Email: VIC@driveonportal.com

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1. Emissions Inspection Overview

Ontario Regulation 628 under the *Highway Traffic Act* requires Diesel Commercial Motor Vehicles, 7 model years or older with a registered gross weight (RGW) of more than 4,500 kg, to pass an Emissions Inspection for registration renewal.

The Emissions Inspection requirement for ownership transfer applies to vehicles older than the current model year that require annual or semi-annual inspection certificates (see Reg.628, s. 2.0.2). It also applies to vehicles brought into Ontario from outside the Province. Emissions Inspections may also be required in other situations under the legislation. Contact ServiceOntario at 1-800-387-3445 for clarification.

2. Technician Inspection Qualifications

An Emissions Technician (**Technician**) is a person who successfully completes the online emissions training, approved by the Director, and can conduct Emissions Inspections as set out in this Schedule 1 to the Directive.

3. Emissions Inspection Test Types

There are two emissions tests, (Smoke Opacity Test and the OBD Test), that separately or together form the Emissions Inspection for diesel vehicles. The combination of tests required for the Emissions Inspection is determined by the vehicle model year and GVWR. See Table 3.1.

3.1 Smoke Opacity Test

Diesel Commercial Motor Vehicles shall be tested for exhaust smoke opacity using the Society of Automotive Engineers (SAE) J1667 Recommended Practice.

- Snap Acceleration Smoke Test Procedure for Heavy-Duty Powered Vehicles.

3.2 On-Board Diagnostics (OBD) Test

Diesel Commercial Motor Vehicles of model year 2007 and newer with a Gross Vehicle Weight Rating (GVWR) up to 6,350 kg (Pass/Fail), or 2016 and newer with a GVWR over 6,350 kg, must also be tested for OBD (Not Pass/Fail - data collection purposes only).

3.3 Table for Diesel Commercial Motor Vehicles Emissions Test Types

Table for Diesel Commercial Motor Vehicles Emissions Test Types

Model Year	GVWR	Opacity Test	OBD Test
1997 and older	Up to 6,350 kg	Yes	No
1998 to 2006	Up to 3,856 kg	Yes	Yes
2007 and newer	Up to 6,350 kg	Yes	Yes
2015 and older	Over 6,350 kg	Yes	No
2016 and newer	Over 6,350 kg	Yes	Data Collection

4. Emissions Standards

The Smoke Opacity Test standards and the OBD Test standards are set out in Tables 4.1 and 4.2 below.

4.1 Table for Diesel Vehicle Smoke Opacity Standards

Table for Diesel Vehicle Smoke Opacity Standards

Vehicle Model Year	Opacity Standard: Vehicle Passes Inspection	Opacity Standard: Vehicle Fails Inspection
1990 and older, not a school bus	0 - 40%	> 40%
1990 and older school bus	0 - 30%	> 30%
1991 to 2007	0 - 30%	> 30%
2008 to 2010	0 - 20%	> 20%
2011 and newer	0 - 10%	> 10%

4.2 Table for Diesel Vehicle OBD Standards

Table for Diesel Vehicle OBD Standards

Vehicle Model Year	OBD Standard - Vehicle passes	OBD Standard – Vehicle Fails
1997 and older	None	None
1998 to 2006	Vehicle passes if: MIL off, and No DTCs, and 3 or less non-continuous monitors “not ready”.	Vehicle fails if: MIL on, or 1 or more DTCs, or More than 3 non-continuous monitors “not ready”
2007 and newer, up to 6,350 kg GVWR	Vehicle passes if: MIL off, and No DTCs, and	Vehicle fails if: MIL on, or 1 or more DTCs, or

Vehicle Model Year	OBD Standard - Vehicle passes	OBD Standard – Vehicle Fails
	3 or less non-continuous monitors “not ready”.	More than 3 non-continuous monitors “not ready”
2016 and newer, over 6,350 kg GVWR	None	None

5. Registered Gross Weight (RGW)

RGW is used to define a Diesel Commercial Motor Vehicle for Emission Inspection purposes.

Diesel Commercial Motor Vehicles, 7 model years or older with a RGW of more than 4,500 kg are required to pass an Emissions Inspection for registration renewal. Such vehicles older than the current model year must pass an Emissions Inspection for resale purposes. RGW is not entered into the Tablet at any step of the Emissions Inspection.

The RGW is the combined weight of the vehicle and the load it carries. This weight is supplied by the operator of the vehicle to MTO for registration purposes. The RGW can change at times, i.e., seasonal changes such as removing or installing a plow or salter depending on seasons and is not entered into the Tablet.

If there are any questions regarding the RGW and Emissions Inspection requirements, ask the vehicle operator to call ServiceOntario at 1-800-387-3445 for clarification.

6. Pre-Test Check and Vehicle Rejection

A pre-test check is performed to determine whether the Emissions Inspection can proceed. The Technician shall record the reasons for a pre-test rejection. The customer must be informed of the reason for rejection.

Reasons for Rejection

Any one of the following are reasons for rejection during the pre-test check:

1. Visible emissions for more than five seconds in any 'one-minute' period
2. Missing fuel cap or fuel cap that fits improperly
3. Exhaust system leaks
4. VIN is missing or does not match the Vehicle Permit
5. Cannot connect to the Data Link Connector
6. Inspection may cause a risk to staff health or safety
7. Inspection may cause damage to the Inspection Equipment or vehicle
8. Tampering of emissions control components or OBD systems
9. Non-functional odometer

6.1 Visible Emissions (smoke)

Visible emissions for more than 5 seconds in any one-minute period must be rejected from inspection. Visible emissions may pose both a health hazard and damage Inspection Equipment. If the vehicle is rejected on the grounds of excessive visible emissions, the vehicle operator should be told that the vehicle cannot be Inspected until the problem causing the excessive visible emissions is repaired.

6.2 Missing or Improperly Fitting Fuel Cap

The vehicle is to be rejected from inspection if the fuel cap is missing or is improperly fitting. For vehicles with more than one fuel filler inlet, each one must have a proper fitting cap in place. Vehicles manufactured with no fuel caps are not to be rejected.

6.3 Exhaust System Leaks

The exhaust system must be inspected for any leaks. Exhaust leaks must be repaired before an Emissions Inspection is conducted.

6.4 VIN Mismatch

If the VIN is missing on the vehicle, the motorist is required to obtain a VIN label from the vehicle manufacturer. If the VIN does not match the Vehicle Permit, please refer to Section 9.4 for further information.

6.5 Data Link Connector

During the pre-test check, vehicles with Data Link Connectors that are missing, physically damaged, or inaccessible, are to be rejected from inspection. Aftermarket devices connected to the Data Link Connector must be removed by the customer prior to inspection.

For vehicles that are rejected, the Technician is advised to inform the vehicle operator that the Data Link Connector must be repaired prior to being Inspected.

6.6 Potential Health or Safety Risk

Technicians can refuse to conduct an inspection on a vehicle that presents a potential health or safety risk such as excessive emissions, an exhaust or fuel leak, or any other reason that in the opinion of the Technician that poses a health or safety risk.

6.7 Potential Damage

There are a number of reasons the Technician may decide to reject a vehicle based on potential damage to Inspection Equipment, property, or the vehicle itself. These include any of the following:

- Engine RPM exceeds governed speed
- Engine temperature light is on, or the temperature gauge indicates an overheating condition

- Engine idle speed above maximum range (the maximum is 1250 rpm)
- Engine idle speed variability, vehicle stalling or improper acceleration
- Abnormal noises that may indicate imminent engine or driveline component failure
- Leaking of fuel, engine oil, transmission fluid, or engine coolant
- Low oil level
- Insufficient fuel to complete the inspection

6.8 Potential Tampering of Emissions Control Components or OBD Systems

Tampering includes removing, bypassing, defeating, or rendering inoperative all or part of a motor vehicle's emission control system; or modifying a motor or motor vehicle in any way from which it was originally designed or certified by the manufacturer of the motor or motor vehicle.

If the Technician notices or suspects that a vehicle has been tampered with in a way that may interfere with the normal operation of any part of a vehicle's emission control system or result in a false inspection process, Technicians must refuse to test the vehicle and call the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110.

6.9 Non-functional odometer

The vehicle will be rejected from the Emissions Inspection if the odometer is inoperative or missing or does not clearly display the current mileage.

7. Emissions Inspection Procedures

1. To complete the Emission Inspection, follow the screen prompts on the Tablet.
2. If you have questions during the inspection, use the help button to access written materials, diagrams, and short videos.

3. If you need further assistance, call the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 or use the video conference button.

8. Step 1 – Login to Inspection Tablet

On the first Tablet login of each day, Technicians will receive a multi factor authentication text or email with a security code to be entered into the Tablet.

Tablets must only be used by the Technician who is logged in. The Technician cannot authorize, supervise, collaborate, or delegate other staff to complete inspections, inspection components or enter inspection results into the Tablet. The Technician's username and password or logged-in Tablet are not to be shared or used by anyone except the Technician who logged-in to the Tablet.

Only registered Technicians are permitted to use Inspection Equipment. This includes the Tablet, the smoke meter, and the OBD scan tool.

Technicians are required to read and acknowledge any messages displayed on the Tablet before they can begin an inspection.

9. Step 2 – Vehicle Identification

- Follow the screen prompts on the Tablet to perform vehicle identification correctly.
- All vehicle information to be entered into the Tablet must match the vehicle being Inspected.
- Photos must be clear, properly focused, and without any obscuring glare from the flash.
- The Technician must verify that the VINs in the screen showing the compliance label.

- photo and the VIN entered or manually scanned by the Technician match. If the VINs do not match, refer to sections 9.3 and 9.4.

9.1 Optional Pre-Inspection Photos

The Tablet will prompt the Technician to take up to five (5) optional pre-inspection vehicle photos to document vehicle condition. For example, Technicians may wish to photograph pre-existing damage to the vehicle.

9.2 Vehicle Compliance Label Photos

Photograph the compliance label showing GVWR and VIN. For vehicles with multiple compliance labels, photograph the label that matches the VIN on the registration. If the label is too large for one (1) photo, take up to three (3) photos. If the compliance label is missing, use the VIN plate on the dashboard or chassis. You may also include notes describing the photos. A photo of the Vehicle Permit/vehicle registration is **not** acceptable.

9.3 Vehicle Identification Number (VIN)

The Technician must ensure that the VIN on the vehicle being inspected matches the VIN scanned or manually entered into the tablet.

If the VIN is correct, press Proceed.

If the VIN is incorrect, the Technician must select “Re-enter” and enter the VIN until no error message is received. Upon VIN entry, data fields will be automatically populated by the VIN decoder.

During manual VIN entry, the Technician must ensure that the VIN is entered exactly as it appears on the vehicle. While most vehicles use the standard 17-character VIN format, some older vehicles (generally pre-1981) and certain specialty vehicles may have fewer than 17 characters. The system will accept VINs with fewer than 17 characters in these cases.

9.4 VIN and Vehicle Identification

All vehicles must have a Vehicle Identification Number (VIN) that matches the VIN recorded on the Vehicle Permit/Registration. If the VIN is missing from the vehicle or does not match the Vehicle Permit, the vehicle **must not** be inspected. In such cases, the registered owner must be directed to ServiceOntario (1-800-387-3445) to correct the VIN or the Vehicle Permit before the Emissions Inspection can proceed. A photograph of the Vehicle Permit is not a substitute for a photo of the VIN plate on the windshield or the Statement of Compliance Label.

Technicians are responsible for ensuring the VIN entered during the issuance of an Inspection Certificate is accurate. Once submitted, VIN errors cannot be corrected, and if a certificate is refused at a ServiceOntario centre due to any inspection error, the Technician must provide corrective action at no cost to the customer.

When completing the Vehicle Information Summary, scanning the VIN barcode with the Tablet will populate most vehicle information fields. Any remaining mandatory fields must be entered manually, and the Technician must correct any errors generated by the VIN decoder. Failure to correct decoder-supplied errors will result in an audit.

9.5 Gross Vehicle Weight Rating (GVWR)

Technicians must enter the GVWR (in kilograms) of the vehicle being Inspected. If the vehicle has no GVWR on the driver's door, doorpost, tire pressure decal, or the vehicle has no GVWR or it is incorrect on the driver's door, the same applies. The Technician must use the guidance table in [Appendix 1D](#) to determine the GVWR. For vehicles with multiple GVWRs, enter the GVWR from the original vehicle manufacturer's compliance label. If a vehicle owner disagrees with the estimated test weight being used, it is the vehicle owner's responsibility to provide documentation from the vehicle manufacturer indicating the correct GVWR.

If you are still unsure as to what GVWR should be entered, please contact the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 for further assistance. See [Appendix 1B](#).

9.6 Engine Information

The engine year, make and size must be entered accurately.

9.7 Odometer Reading and Instrument Cluster Photo

The vehicle odometer reading must be entered accurately.

Photograph the instrument cluster with the odometer information displayed. Instrument cluster photograph must match the manually entered odometer reading.

9.8 Vehicle Identification Photos and Licence plate

The Tablet will prompt the Technician to take the following vehicle photos:

4. Capture a photo of the front quarter of the vehicle which includes the licence plate and vehicle make.
5. Manually enter licence plate data or indicate vehicle is unlicensed.

If the photo is unclear, the Technician must re-take the photo. When submitting photos, select only those that are properly lit, in focus and completely include the object. See [Appendix 1C](#) for examples of acceptable photos.

10. Step 3 – Smoke Opacity Test

Some Diesel Commercial Motor Vehicles must pass the Society of Automotive Engineers (**SAE**) J1667 Snap Acceleration Smoke Diesel Test, which measures the opacity of exhaust emissions. This smoke opacity test involves placing a smoke meter in the exhaust and performing three to nine “snaps” – quickly accelerating the engine from idle to the maximum governed speed – and measuring the average opacity of the three official snaps. It is a requirement that all smoke opacity tests be performed fully in accordance with this procedure.

Vehicles must be tested in their normal operating condition. Under no circumstances is a vehicle to be manipulated before or during an Emissions Inspection.

Follow the screen prompts on the Tablet to perform the smoke opacity test correctly.

10.1 Rated Engine Horsepower

The Inspection Equipment uses the engine horsepower/exhaust pipe diameter data to calculate the opacity result in accordance with the smoke opacity test procedure. Follow the steps below:

Step 1: The rated horsepower of the engine is identified on the engine data plate. If the engine data plate is missing, illegible or inaccessible, a search of the vehicle specifications (vehicle operators/service manual or by internet) should be conducted. Specify source of the rated horsepower information.

Step 2: If you cannot obtain the information using Step 1, then the horsepower rating will be determined by selecting the exhaust pipe diameter. This is determined by measuring the outside diameter of the exhaust pipe after the manifold before the muffler with a pipe gauge or precision caliper.

Step 3: If the exhaust pipe outside diameter is 3.5 inches, the selected value should be 76 mm (3 inches). If the exhaust pipe outside diameter is 4.5 inches, the selected value should be 102 mm (4 inches). If the exhaust pipe outside diameter is greater than 127 mm (5 inches), the selected value should be 127 mm (5 inches).

10.2 RPM and Oil Temperature Readings

Technician must obtain RPM and temperature data.

On OBD capable vehicles: The Technician must use the OBD interface cable to obtain an RPM signal from OBD equipped vehicles. RPM and oil temperature readings can be obtained by using either the 6-pin, 9-pin, or 16-pin OBD vehicle connection.

If OBD RPM and oil temperature are not available, the optical tachometer or oil temperature probe must be used.

For vehicles not equipped with OBD: Every effort must be made to obtain an RPM and oil temperature reading, including installing an optical sensor onto the

engine/vehicle according to the smoke meter manufacturer's instructions, observing all applicable health and safety legislation, protocols, and procedures. Some engines may require a rolling acceleration upon restart to activate the air/fuel ratio controls. Confirm with the engine manufacturer prior to conducting the inspection.

10.3 Governor Speed

Follow the Tablet screen prompts to perform the governor speed check.

Verify the speed limiting capability of the motor governor using the following procedure:

- The drive wheels are to be chocked with one set of wheel chocks placed on the front and rear of each of the drive wheels to prevent movement during the inspection.
- **Manual transmissions:** the transmission must be in neutral
- **Automatic transmissions:** the transmission must be placed in the park position, if available, otherwise neutral.
- With the motor idling slowly depress the accelerator and allow the motor speed to gradually increase towards its maximum governed high idle speed. As the motor speed increases, carefully note any visual or audible indications that the motor or vehicle may be of questionable soundness. If there are no indications of problems, allow the motor speed to increase to the point that it is possible to verify that the speed-limiting capability of the governor is functioning.

Should there be an indication that the speed-limiting capability of the governor is not functioning (i.e., the motor speed continues to increase), or that potential motor damage or unsafe conditions for personnel or equipment may occur, the accelerator should be immediately released, and the vehicle rejected from the inspection.

If the motor speed continues to increase uncontrollably, immediately shut off the motor fuel supply. In case of governor failure, malfunction or maladjustment, the problem must be corrected prior to proceeding with the Emissions Inspection.

For some newer vehicles, the motor will not reach its normal operating governed speed while in neutral. Where the Technician can recalibrate the governor to permit the motor RPM to rise to the operating governed speed, they should do so. Where this is not possible, proceed with the inspection with the vehicle in neutral.

10.4 Snap Acceleration Smoke Opacity Test

Follow the Tablet screen prompts to operate the smoke opacity meter. If the vehicle has multiple exhaust stacks/pipes, the snap acceleration smoke opacity test must be conducted on the stack with the highest visual opacity.

The snap acceleration smoke opacity test procedure is as follows:

Step 1: Meter Zero – With the correct probe required to perform the test attached to the smoke meter, follow the screen prompts to remove the sample probe from the exhaust stream to complete the meter zero task.

Step 2: Clean-out Snaps - Insert the smoke meter probe into the exhaust stream and perform three to six clean-out snaps.

Step 3: Snap Acceleration Test Cycles – With the smoke meter probe in the exhaust stream, perform three valid snaps. See Section 10.5 below.

Test Validation Criteria – The test results shall be considered valid only after the following criteria have been met:

1. **Zero Drift** - The smoke meter Zero Drift value shall not exceed +/- 2% opacity.
2. **Failure to meet the Zero Drift criteria** typically indicates soot accumulation on the smoke meter optics. The optics should be cleaned, according to the manufacturer's instructions.

3. **Snap Spread** - The difference between the highest and lowest opacity value from the most recent three test snap cycles does not exceed 5% opacity.

10.5 Snap Acceleration Test Cycle

Follow the Tablet screen prompts to perform the snap acceleration test cycles.

Each “**snap**” consists of a three-phase cycle:

1. Depress the accelerator as rapidly as possible to the floor and hold until prompted by the software to release (approximately one to four seconds).
2. Wait for the engine to reach low idle speed.
3. Allow the engine to remain at low idle until prompted by the software initiating the next snap acceleration.

The Tablet software monitors the snap acceleration test cycle and prompts the Technician to take appropriate action. When the snap acceleration test cycle is completed:

- Remove sample probe from tailpipe.
- Inspection Equipment performs zero drift check.
- Technician certifies inspection was done according to the SOP and this Schedule 1 of the Directive.
- Inspection Equipment determines opacity test result.

11. Step 4 – On-Board Diagnostic (OBD) Test (If Required)

Diesel Commercial Motor Vehicles manufactured with OBD systems are required to be OBD tested as per Table 4.2 – Diesel Vehicle OBD Standards. The OBD Test accesses the onboard computer system to determine OBD readiness, Malfunction Indicator Light (**MIL**) command status and stored Diagnostic Trouble Codes (**DTCs**) through the Data Link Connector.

Follow the screen prompts on the Tablet to perform OBD tests correctly:

1. Connect OBD scan tool to the vehicle's Data Link Connector.
2. Tablet conducts OBD Inspection.
3. If the Tablet was successfully connected to the Data Link Connector, but was unable to communicate, the overall inspection result will be a fail for non-communications. The Technician must contact the Vehicle Inspection Centre Assistance Line (VIC) at 1-833- 420-2110 for further instructions.
4. Software determines OBD Inspection result.

12. The Vehicle Inspection Report (VIR)

Vehicle Inspection Reports (**VIR**) are generated by the Tablet following a vehicle inspection. Uploaded inspection data is processed by the database to determine overall test result.

The VIR contains information describing the vehicle, the VIC, the Technician, test type, RPM, and the results of the Emissions Inspection.

There are two possible VIRs: Pass or Fail.

- Pass – vehicle met Emissions Inspection requirements of applicable opacity and/or OBD tests and an Emissions Inspection Certificate (**EIC**) is issued with a VICN.
- Fail – vehicle did not meet the full Emissions Inspection requirements of the opacity test and/or OBD as applicable.

Pass VIRs are Emissions Inspection Certificates (EIC) with a bar code and Vehicle Inspection Certificate Number (VICN) to process vehicle transactions at ServiceOntario. All other VIRs do not contain a bar code or VICN.

An EIC is valid for 12 months after it is issued and may be used for any number of transactions within the validity period.

Customers should be advised that they will need to take their EIC to ServiceOntario to renew their registration or ownership transfer. The EIC is emailed to the customer. Reprints are available at the Program public website.

12.1 Tablet Emails VIRs

Technicians or VICs are required to offer to send electronic VIRs to the customer's email address. Technicians are required to enter the customer's email address (if provided) into the Tablet during the inspection, and the VIR will be automatically emailed to the customer. Customers shall be advised that they can obtain their VIR from the Public Website.

The Tablet will automatically email all VIRs to the VIC owner and any Delegates for their records.

Appendix 1A – Definitions

Certificate means:

- A document with a VICN issued by a Technician at a VIC that can be used for vehicle transfer and registration purposes at ServiceOntario.
- Confirms a vehicle was Inspected in accordance with the procedures set out in the Directive and passed the Safety Inspection or Emissions Inspection by meeting all required equipment and performance standards as set out in the Directive.
- Is date stamped when all inspection requirements are met.
- Examples of Certificates: SSC, AIC, SAIC and EIC.

Diesel Commercial Motor Vehicle means a diesel commercial motor vehicle with a registered gross weight (RGW) of more than 4,500 kg, including ambulances, hearses, casket wagons, fire apparatus, tractors used for hauling loads and buses. A commercial motor vehicle is typically a vehicle with a permanently attached truck or delivery body, but tow trucks, mobile equipment vehicles, and vehicles built on truck chassis are also commercial motor vehicles. In addition to Diesel Commercial Motor Vehicles with a registered gross weight (RGW) greater than 4,500kg, certain diesel vehicles that require annual or semi-annual inspection certificates under applicable regulations, including buses and tow trucks, may also be subject to emission inspection requirements.

Delegate means a person authorized by the Vehicle Inspection Centre Operator to act as a responsible representative to the VIC and act on the VIC Owner's behalf.

DLC means **Data Link Connector** or the multi-pin diagnostic connection port used to interface a scan tool with the control modules of a given vehicle and access on-board diagnostics and live data streams.

DTC means **Diagnostic Trouble Code** which is a confirmed fault code stored in the OBD system when it has confirmed that a malfunction exists.

EIC means **Emissions Inspection Certificate** which is the certificate issued to a diesel vehicle that passes an Emissions Inspection pursuant to Schedule 1 of the Directive. It is a document with an MTO Inspection ID issued by a Vehicle Inspection Centre and recognized by the Ministry for vehicle transaction at ServiceOntario.

Emissions Inspection see **Inspection**.

Emissions Technician see **Technician**.

GVWR means **Gross Vehicle Weight Rating** or the gross weight as specified by the manufacturer; often attached as a decal or plate on the cab, door post, or door of a vehicle.

Highway Traffic Act [Highway Traffic Act, R.S.O. 1990, c. H.8 | ontario.ca](#)

Inspection or **Emissions Inspection** is the Opacity Test and/or OBD Test of Diesel Commercial Motor Vehicles by an Emissions Technician operating from an accredited Vehicle Inspection Centre using the procedures and standards outlined in this Directive, Schedule 1.

Inspection Equipment means the complete package of specialized inspection system hardware and software that will enable a Technician at a Vehicle Inspection Centre to complete an Emissions Inspection.

MIL means **Malfunction Indicator Lamp** or the check engine light which signals that an emission related fault has been detected.

OBD Test means accessing the onboard computer system to determine OBD readiness, malfunction indicator light (MIL) command status and stored Diagnostic Trouble Codes (DTCs) through the Data Link Connector.

OneOBD means the scan tool device of the Vehicle Inspection System that connects to a vehicle to download the vehicle's electronic fingerprint and safety related information to the Tablet.

OOP means **Out of Province**. This term applies to Safety Inspections completed outside of Ontario by Technicians in other jurisdictions such as the Province of Quebec or a US state.

Smoke Opacity Test means the Society of Automotive Engineers (SAE) J1667 Snap Acceleration Smoke (Diesel) Test, which measures the opacity of exhaust emissions.

Tablet means part of the Vehicle Inspection System that is a rugged commercial tablet computer specifically programmed to perform diesel Emissions Inspections and/or Safety Inspections at accredited Vehicle Inspection Centres.

Technician means a person who has successfully completed the training or course required by the Director necessary to perform a competent Emissions Inspection and such Emissions Technician, can only conduct inspections in respect of Emissions Inspection Certificates.

Vehicle Permit means a document that proves the owner of the registered vehicle.

VIC means **Vehicle Inspection Centre** or the accredited vehicle service station that provide inspection services.

VICN means **Vehicle Inspection Certificate Number** which is the unique number applied to a Safety Standards Certificate for vehicle transfer and registration purposes.

VIN means **Vehicle Identification Number** which is most commonly a 17-character combination of numbers and letters (excluding letters I, O, Q) that can be used to help identify the make, model, model year and engine size of a vehicle.

VIR means **Vehicle Inspection Report** which is the document issued by a Vehicle Inspection Centre following a vehicle Inspection that contains the vehicle emissions

and/or safety equipment and performance standards information collected on the date the document was issued.

Appendix 1B – Contact List

Public Contact Centre Services

Public Contact Centre Services at 1-833-420-2103 or info@driveonportal.com

The Contact Centre is staffed by people trained on all aspects of the DriveON Program. All consumer or public inquiries, such as EIC reprints and all consumer complaints, including smoking vehicle reports, that cannot be answered by VIC staff should be directed to the Contact Centre.

The Contract Centre also provides information on VIC accreditation procedures and general program information for VICs joining the program. The hours of operation are Monday to Friday from 8:00 am to 6:00 pm, Saturday and Sunday 9:00 am to 3:00 pm.

Vehicle Inspection Centre Assistance Line (VIC)

Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 (free service) or VIC@driveonportal.com

VICs are to use this contact phone number, email, or chat for most of their day-to-day issues. This is a free Technician technical information service to assist with any of the following:

- Emissions Inspection Assistance
- Standard Operating Procedures
- New VIC Accreditation
- Training Department
- Inspection Equipment communication issues
- Banking Information questions regarding test fee payments
- Lockout of the Inspection Equipment

Vehicle Registration

Vehicle owners that may have inquiries about their vehicle registration or if their vehicle is missing a Vehicle Identification Number (VIN), may be directed to ServiceOntario at 1-800-387-3445, or to visit a [ServiceOntario](#) location.

Appendix 1C – Examples of Proper Inspection Photograph

VICs are responsible for ensuring inspection photos are taken properly. Inadequate photo quality (i.e., blurry) may result in action against the VIC. Technicians should re-take photos or take additional photos if the quality of the initial photos is questionable.

Photo Quality Requirement Inspection photos must be:

- Clear, sharp and in focus
- No shadows, glare, or flash reflection



example of a good photo



example of a bad photo

Compliance Label Photo must include:

- VIN
- GVWR



example of a good photo



example of a bad photo

Front Quarter of Vehicle Photos should include:

- Make and Model
- License Plate (when attached)



example of a good photo



example of a bad photo

Vehicle Instrument Cluster Photo Photos must include:

- Odometer
- Tachometer
- Malfunction Indicator Light (MIL); if illuminated
- Fuel Level
- Diesel Exhaust Fluid Level; if present



example of a good photo



example of a bad photo

Appendix 1D – Guidance Table for Estimating Gross Vehicle Weight Rating (GVWR)

If the vehicle has no GVWR rating on the driver's door, doorpost, or tire pressure decal, the Technician must use the guidance table below to determine the appropriate GVWR to enter into the Tablet. If you are unsure as to what GVWR to enter please contact the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 for support. Please note that this list is not exhaustive. If your vehicle is not listed, please contact the Vehicle Inspection Centre Assistance Line (VIC) at 1-833-420-2110 to obtain specific information related to your particular vehicle.

If a vehicle operator disagrees with the estimated test weight being used, it is their responsibility to provide documentation from the vehicle manufacturer indicating the correct GVWR.

Guidance Table for Estimating Gross Vehicle Weight Rating (GVWR)

Truck class	Duty classification	Weight limit	Value to be entered in Tablet
Class 1	Light truck	0-2722 kgs (0-6000 lbs.)	2500 kgs
Class 2a	Light truck	2723-3856 kgs (6001-8500 lbs.)	3500 kgs

Truck class	Duty classification	Weight limit	Value to be entered in Tablet
Class 2b	Light/Medium truck	3857-4536 kgs (8,501– 10,000 lbs.)	4500 kgs
Class 3	Medium truck	4537-6350 kgs (10,001– 14,000 lbs.)	6000 kgs
Class 4	Medium truck	6351-7257 kgs (14,001– 16,000 lbs.)	7,000 kgs
Class 5	Medium truck	7258-8845 kgs (16,001– 19,500 lbs.)	8,000 kgs
Class 6	Medium truck	8846-11,793 kgs (19,501– 26,000 lbs.)	11,000 kgs

Truck class	Duty classification	Weight limit	Value to be entered in Tablet
Class 7	Heavy truck	11,794- 14,969 kgs (26,001– 33,000 lbs.)	14,000 kgs
Class 8	Heavy truck	14,969+ kgs (33,001+ lbs.)	15,000 kgs