



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

Schedule 4

Inspection Procedures and Equipment & Performance Standards for Issuance of Safety Standards Certificates

For Motorcycles including Motor Tricycles

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 difficulties reading this document, please contact the VIC Assistance Line at 1-833-420-2110 or Email: VIC@driveonportal.com

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Section 1: Technician Inspection Qualifications

Technicians will only be permitted to perform Inspections as follows.

1.1 310S Technicians may perform Inspections on:

Motorcycles as follows:

- 2 wheels: 1 wheel on the front, 1 wheel on the back – [Appendix 4D](#)
- 3 wheels: 1 wheel on the front, 2 wheels on the back – [Appendix 4D](#)

1.2 310G Technicians may perform Inspections on:

Motorcycles as follows:

- 2 wheels: 1 wheel on the front, 1 wheel on the back – [Appendix 4D](#)
- 3 wheels: 1 wheel on the front, 2 wheels on the back – [Appendix 4D](#)

Motor Tricycles as follows:

- 3 wheels: 2 wheels on the front, 1 wheel on the back – [Appendix 4E](#)

Section 2: Vehicle Inspection Standards

The standards for the Inspection of a Motorcycle or Motor Tricycle are set out in this Schedule 4 of the Directive. This Schedule 4 to the Directive sets out the inspection procedures that a Technician must follow and the equipment and performance standards that a Motorcycle or Motor Tricycle must meet for a Safety Standards Certificate (**SSC**) to be issued.

Motorcycles (with One Front Wheel) - Technicians must also follow [Appendix 4D](#) Inspection Requirements and Performance Standards for Motorcycles except Motorcycles with Two Front Wheels.

Motor Tricycles (with Two Front Wheels) - Technicians must also follow [Appendix 4E](#) Inspection Requirements and Performance Standards for Motor Tricycles with Two Front Wheels.

For the purpose of determining the number of wheels on the front of a **Motorcycle**, two wheels are considered to be one wheel if they are mounted on the same axle and the distance between the centres of their areas of contact with the ground is less than 460 millimetres.

Section 3: Inspection Procedures

3.1 Application

This Schedule 4 of the Directive applies to Motorcycles, which include Motor Tricycles, as follows:

Motorcycles as follows:

- 2 wheels: 1 wheel on the front, 1 wheel on the back – [Appendix 4D](#)
- 3 wheels: 1 wheel on the front, 2 wheels on the back – [Appendix 4D](#)

Motor Tricycles

- 3 wheels: 2 wheels on the front, 1 wheel on the back – [Appendix 4E](#)

3.2 Technicians

Only registered Technicians with the appropriate Certificate of Qualification from Skilled Trades Ontario (**STO**) are permitted to perform Inspections. See [Appendix 4F](#) for a full listing of certifications required to perform each Inspection Type. Apprentices are not eligible to perform Inspections or operate Tablets. Technicians shall be proficient in recording specific measurements as they relate to suspension, steering, brakes and tires.

3.3 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, 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 originally logged into the Tablet.

3.4 Technician Messages

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

3.5 Select Vehicle Type

The Tablet will prompt the Technician to specify the vehicle type under Inspection. Each selected vehicle type will display the corresponding Safety Inspection criteria.

Motorcycles as follows:

- wheels: 1 wheel on the front, 1 wheel on the back – [Appendix 4D](#)
- wheels: 1 wheel on the front, 2 wheels on the back - [Appendix 4D](#)

Motor Tricycles

- 3 wheels: 2 wheels on the front, 1 wheel on the back – [Appendix 4E](#)

A Motorcycle with two front wheels is not eligible for issuance of a Safety Standards Certificate unless it is a Motor Tricycle, as defined in this Schedule 4, that meets the performance and equipment standards in this Schedule 4 and in [Appendix 4E](#).

3.6 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 3.10 and 3.11.

3.7 Vehicle Identification Photos and Licence Plate

The Tablet will prompt the Technician to:

1. Take a photo of the rear of the vehicle which includes the licence plate and vehicle make.
2. Manually enter licence plate data or indicate that the vehicle is unplate.

If a photo is unclear, the Technician must re-take the photo. Select only photos that are properly lit and in focus. See [Appendix 4C](#) for examples of good photos.

3.8 Optional Pre-Inspection Photos

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

3.9 Vehicle Compliance Label Photos

Photograph the compliance label showing full unobstructed VIN. If necessary, partial disassembly of fairings or seat may be required. If the label is too large for one photo,

take up to three photos. If the compliance label is missing, use the VIN plate. You may also include notes describing the photos. A photo of the Vehicle Permit /vehicle registration is not acceptable.

3.10 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. Tablet software will check the VIN for errors and may display error messages.

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.

3.11 VIN and Vehicle Verification

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 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.

3.12 Vehicle Specific Inspection Messages

Technicians are required to read and acknowledge any vehicle specific, or Auditor specified inspection messages, requirements, or warnings displayed on the Tablet before they can begin an Inspection.

3.13 Instrument Panel Photo with Odometer

Motor Tricycles:

The vehicle odometer reading must be entered accurately. If the odometer is not working or is unreadable, the vehicle fails the Inspection.

Photograph the instrument panel with the odometer information displayed. The instrument panel photograph must match the manually entered odometer reading.

Motorcycles without a functional odometer:

If no functional odometer is present, the Technician must select Pass and then enter a value of "1" in the odometer field to proceed with the inspection.

The Technician must also take a photograph of the handlebar area (or instrument cluster if present) to document the absence of a functional odometer.

If the motorcycle has a working odometer, the Technician must select Pass and then enter the reading accurately.

Photograph the instrument panel with the odometer information displayed. The instrument panel photograph must match the odometer reading entered manually.

** The software will allow the Technician to choose either miles or kilometers when entering odometer measurements.

Section 4: Inspection Procedures

The Technician will perform the Inspection and record required results on the Tablet. All sections must be completed in any order.

4.1 Sections For Motorcycles Except Motorcycles With Two Front Wheels:

Section 1 – Body Work

Section 2 – Brakes

Section 3 – Engine Controls and Steering

Section 4 – Suspension, Wheels and Tires

Section 5 – Electrical

Section 6 – Lighting

4.2 Sections For Motor Tricycles With Two Front Wheels:

Section 1 – Adoption of Federal Standards

Section 2 – Body Work

Section 3 – Brakes

Section 4 – Engine Controls and Steering

Section 5 - Suspension

Section 6 – Wheels and Tires

Section 7 – Electrical

Section 8 – Lighting

4.3 General Inspection Procedures

Technicians are required to:

1. Follow and comply with all Tablet screen prompts, instructions, messages and warnings.
2. Take measurements with appropriate devices, that are calibrated and in working order.

Photograph and provide measurements for tire and brake inspections. The measurements must be entered in metric units (i.e., Millimetres for lining thickness and tire tread depth; kilopascals for tire pressure). See [Appendix 4C](#) for examples of good photos.

1. Identify components or systems that fail or have been repaired to meet Inspection Standards.
2. Record Inspection information on the Tablet.

4.4 Inspection Results and Documentation

Technicians can select one of three Inspection results: Pass, Fail, or Repaired.

Where a vehicle was not originally equipped by the manufacturer with a specific component/system, the Technician is not required to inspect or record results for that component or system. Technicians will conduct the vehicle Inspection and enter data only for those components or systems that fail to meet standards or have been repaired to meet the standards. Technicians are not required to enter information regarding systems or components that Pass or are not applicable.

The only exception to the above occurs when a Technician is being audited. The Technician may be audited on a specific section of the Inspection procedure and in such cases will be required to select Pass where applicable. When the vehicle under audit is not equipped with components or systems that are part of the audit requirement, the Technician will be required to select Pass.

4.4.1 Pass Inspection Results

Technicians may choose to select Pass and enter notes, upload photographs or short videos to support a pass result on a specific component or system.

4.4.2 Fail Inspection Results

Technicians must select Fail when a component or system does not meet the Standards and the vehicle owner declines a repair.

The Tablet will advise Technicians when notes, photos or videos are required to document the Fail result. Technicians will always have the option to include notes, photos or videos to support their findings when the Tablet does not require such documentation.

4.4.3 Repaired Inspection Results

If a component or system does not meet Standards and are repaired during the Inspection, Technicians are required to select Repaired. Selecting Repaired will result in a Pass for the Inspection of the repaired component or system.

Technicians will have the option to include notes, photos or videos to document their repairs when the Tablet does not require such documentation.

4.5 Measurement and Recording

The following Inspection items require measurement, recording and photographs, including the measuring device in active use with clear and readable results:

Tire Tread Depth

- Tire gauge positioned on the tire tread being measured
- The measurements must be clearly visible and entered in metric units (i.e. Millimetres)

Disc Brakes

- Rotor Thickness
- Pad (Friction) Material Thickness of Inner and Outer Brake Pad

Brake Drum System – when required by the Inspection Standard

- Brake Shoe Lining Thickness
- Brake Drum Inside Diameter

***Drum Brake Inspection**

For motorcycles equipped with drum brakes, a 310S - Automotive Service Technician is not authorized to remove the wheels during an inspection. If the motorcycle drum brakes are equipped with inspection ports and can be utilized to ensure compliance with Directive 4, Appendix 4D, Section 2.10 (a) to (p) the inspection can be completed by a 310S - Automotive Service Technician.

If the motorcycle is not equipped with inspection ports and the full inspection requirements of Directive 4, Appendix 4D, Section 2.10 (a) to (p) cannot be verified using the inspection ports, the wheel must be removed for a thorough inspection. In these instances, a 310G - Motorcycle Technician, must perform the inspection. The 310S - Automotive Service Technician must abort the inspection, and a 310G - Motorcycle Technician must initiate a new inspection process.

Section 5: Historic Vehicles

5.1 General:

Definition:

“Historic Vehicle” means a motor vehicle that:

- a) is at least 30 years old, and
- b) is substantially unchanged or unmodified from the original manufacturer’s product.

Historic Vehicles

An historic vehicle inspected under Directive Schedule 4 Inspection Procedures shall be inspected in accordance with the inspection procedures, equipment and performance standards set out in this schedule.

Section 6: Emission Control Systems

6.1 Potential Tampering of Emissions Control Components

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 any part of a vehicle's emission control system has been tampered with, the Technician should contact the VIC Assistance Line at 1-833-420-2110 for further assistance, or by email at VIC@DriveONPortal.com

Section 7: Vehicle Inspection Reports (VIR)

7.1 Vehicle Inspection Reports (VIR)

Vehicle Inspection Reports (**VIR**) are generated by the Tablet following a vehicle Inspection.

7.2 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 may obtain their VIR from the Public Website.

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

7.3 Safety Standards Certificates (SSC)

SSC are VIRs issued to vehicles that meet Inspection Standards. SSC pass inspection result will be automatically downloaded to ServiceOntario and are valid for 36 days for vehicle transactions.

7.4 Failed Vehicle Inspection Reports (VIRs)

Vehicles that fail to meet the Inspection Requirements and Performance Standards for Motorcycles Except Motorcycles With Two Front Wheels as per Appendix 4D of this Directive, and Inspection Requirements and Performance Standards for Motor Tricycles with two front wheels as per Appendix 4E of this Directive, will result in VIRs that cannot be used for vehicle transactions at ServiceOntario.

Section 8: Re-inspections Following a Failed Initial Inspection

A Re-Inspection is a limited vehicle Inspection performed by the same Vehicle Inspection Centre that issued an initial fail result no more than 10 days previous. Inspections can be limited to the previously failed component(s). Technicians will have the option to fail the vehicle for any other compliance issue.

The vehicle owner will not be charged for the re-inspection unless it is necessary to remove the wheels. If it is necessary to remove the wheels, the Technician or VIC must obtain the vehicle owner's permission.

Re-inspections become full Inspections when the Technician enters new failed or repaired system or component items into the Tablet.

The Technician who completes the Re-Inspection will be responsible for the complete Inspection result.

Appendix 4A – Definitions

310G means the Ontario Certificate of Qualification as per the Building Opportunities in the Skilled Trades Act, 2021, S.O. 2021, c. 28., Journeypersons Class (JP), 310G - Motorcycle Technicians.

310S means the Ontario Certificate of Qualification as per Building Opportunities in the Skilled Trades Act, 2021, S.O. 2021, c. 28., Journeypersons Class (JP), 310S - Automotive Service Technician.

Apprentice means an individual who, pursuant to a registered training agreement, is receiving or is to receive training in a trade that is required as part of an apprenticeship program.

Auditor means the vendor's program compliance assurance personnel responsible for reviewing specific Inspection records to detect non-compliance with the Directive or SOP by Vehicle Inspection Centres, Technicians and or vehicles.

Certificate means:

- A document with a **VICN** issued by a VIC that can be used for vehicle transfer and registration purposes at ServiceOntario
- Confirms a vehicle passed the Safety Inspection by meeting all required equipment and performance standards

Certificate of Qualification means a valid STO certification under the Building Opportunities in the Skilled Trades Act which is neither suspended or revoked nor expired.

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

GVWR means **Gross Vehicle Weight Rating** which is the gross weight as specified by the manufacturer; often attached as a decal or plate on the frame of the motorcycle.

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

Motorcycle means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter, but does not include a motor assisted bicycle. For the purpose of determining the number of wheels on the front of a motorcycle, two wheels are considered to be one wheel if they are mounted on the same axle and the distance between the centres of their areas of contact with the ground is less than 460 millimetres.

Motor Tricycle means a motorcycle that,

- a) is designed to travel on three wheels in contact with the ground,
- b) has seating on which all occupants must sit astride,
- c) has not more than four designated seating positions,
- d) has a manufacturer's gross vehicle weight rating of 1,000 kilograms or less,
- e) has a minimum wheel rim diameter of 250 millimetres,
- f) has a minimum wheelbase of 1,016 millimetres, and
- g) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest; ("tricycle à moteur").

For the purpose of determining the number of wheels on the front of a motorcycle, two wheels are considered to be one wheel if they are mounted on the same axle and the distance between the centres of their areas of contact with the ground is less than 460 millimetres.

SSC means **Safety Standard Certificate** which is the Certificate issued to a vehicle that has completed a Safety Inspection in accordance with the Inspection standards

in this Directive, Schedule 4 with a pass result, for transfer of ownership, that certifies it is fit to be plated for on road use.

Standards means the mandatory equipment and performance criteria set out in this Directive Schedule 4 that a vehicle must meet to be issued a Safety Standards Certificate.

Statement of Compliance Label means that the vehicle complies with all applicable motor vehicle safety standards in effect on the date of manufacture.

STO means **Skilled Trades Ontario** which replaces the Ontario College of Trades and will be used to promote the trades and develop training standards.

Technician means a person who has successfully completed training provided by the Ministry and is registered with the Ministry. Technicians that only provide Emissions Inspections, as set out in the Directive, Schedule 1, must successfully complete the online emissions training, approved by the Director. All Safety Inspections, set out in the Directive, Schedules 2 through 4 must be conducted by Technicians according to their Skills Trade Ontario Certificate of Qualification as per the Building Opportunities in the Skilled Trades Act, 2021 and excludes Technicians that have been denied registration by the Ministry or whose registration has been suspended or revoked nor expired.

Vehicle Inspection System means the complete package of specialized inspection equipment hardware and software that will enable a VIC to complete a Safety inspection.

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

VIC means **Vehicle Inspection Center** which is the vehicle service stations with a Performance Contract and provides 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 4B – 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

Vehicle Inspection Centre Assistance Line at 1-833-420-2110 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:

- 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 4C – Examples of Proper Inspection Photographs

Technicians are responsible for ensuring inspection photos are taken properly. Inadequate photo quality (e.g., 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 must be clear, sharp and 'in focus'. No shadows, glare or flash reflection can appear in the photo. Information entered into the tablet should correspond to the measurement of the image of the tool. Photos must include the measuring device and the item being measured with a clear image of the actual measurement.

Photo Quality Requirement

Inspection photos must be:

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



example of good photo



example of a bad photo

Compliance Label Photo

Photo must include:

- VIN
- GVWR



example of a good photo



example of a bad photo

Back of Vehicle Photo

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Photos should include:

- Make
- Licence Plate (if attached)



example of a good photo



example of a bad photo

Vehicle Instrument Panel Photo

Photos must include:

- Odometer



example of photo

Brake Rotor Thickness Measurement

Photos must include:

- Proper brake rotor digital readout measuring device
- Brake rotor section being measured



example of photo

Brake Pad Thickness Measurement

Photos must include:

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- Depth gauge measurement
- Brake pad
- Brake pad removal is optional to obtain a measurement

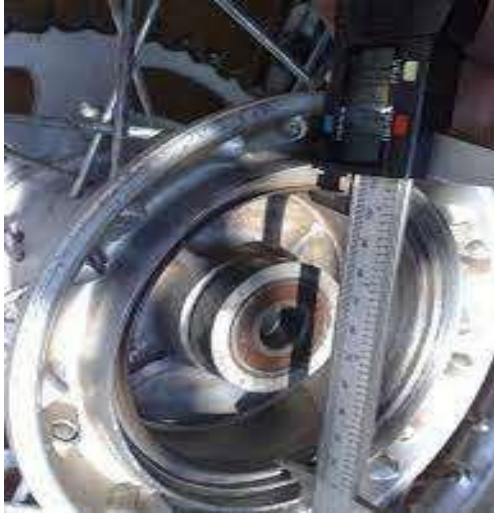


example of photo

Brake Drum Diameter Measurement (when required by the standard)

Photos should include:

- Entire drum
- Inside diameter measurement device Measurement readout



example of photo

Brake Shoe Measurement (when required by the standard)

Photos must include:

- Brake shoe (can be measured on or off the motorcycle)
- Measurement readout



example of photo

Tire tread depth measurement

Photos must include:

- Tire tread Measurement readout
- The measurements must be entered in metric units (i.e., Millimetres)



example of photo

Appendix 4D – Inspection Requirements and Performance Standards For Motorcycles Except Motorcycles With Two Front Wheels

Appendix 4D Sections

Section 1 – Body Work

Section 2 – Brakes

Section 3 – Engine Controls and Steering

Section 4 – Suspension, Wheels and Tires

Section 5 – Electrical

Section 6 – Lighting

SECTION 1 - BODY WORK

1.1 The motorcycle shall have,

- a) where they were originally installed, securely mounted fenders, mudguards and operative footrests.
- b) every seat thereon securely mounted so as to maintain its position and adjustment; and
- c) every component thereof securely mounted and not interfering with the safe operation of the motorcycle.

1.1.1 A motor tricycle shall not have more seating positions than it had when originally manufactured.

1.1.2 A motor tricycle originally manufactured for sale in Canada shall not have more than two seating positions unless the motor tricycle,

- a) was originally manufactured with more than two seating positions; and

- b) bears the manufacturer's compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as "TRI" for motor tricycle.

1.1.3 An imported motor tricycle shall not have more than two seating positions unless the motor tricycle,

- c) was originally manufactured as a motor tricycle with more than two seating positions; and
- d) bears a compliance label or other label to prove conformity as provided for in section 12 of the Motor Vehicle Safety Regulations (Canada).

1.2 In the case of a motorcycle manufactured on or after the 1st day of September 1974, the stand or stands shall automatically fold rearward and upward if the stand or stands contact the ground when the motorcycle is moving in a forward direction.

1.3 No part of the motorcycle shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to persons or vehicles.

1.4 Every compartment door or cover shall,

- e) be securely attached
- f) function properly; and
- g) be equipped with a lock, latch or spring device capable of holding it closed.

1.5 No frame member shall, on a visual inspection, appear bent or cracked or have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics.

1.6 Where a frame component has been repaired, it shall have been repaired in a proper manner.

1.7 No guard, where originally fitted, that protects against contact with the chain, belt or other moving drive component shall be missing or insecurely mounted.

1.8 The chain, belt or driven sprocket shall not be excessively worn, frayed or loose and no fasteners in connection with those parts shall be missing, loose, cut or damaged.

1.9 The motorcycle shall be fitted with the number of mirrors required under the Highway Traffic Act and,

- a) each mirror shall be securely mounted and maintain a set adjustment; and
- b) no mirror shall be cracked, broken or have any significant reduction in reflecting surface owing to deterioration of the silvering.

1.9.1 A motor tricycle shall meet the requirements of clauses 1.9 (a) and (b) and shall be fitted with at least two mirrors that conform to the requirements set out in Canada Motor Vehicle Safety Standard 111 under the Motor Vehicle Safety Regulations (Canada).

1.10 Where the motorcycle is fitted with a windshield,

- c) the windshield shall be secure in its attachment to the vehicle;
- d) the windshield shall not be crazed, clouded, fogged or damaged, so as to materially impair the operator's vision;
- e) any manufacturer's marking on the windshield shall be AS1, AS6 or AS10;
and
- f) no material that obstructs the operator's view of the highway or an intersecting highway shall be fitted on the windshield.

1.11 The fuel system shall have,

- a) all required mountings and attachments secured;
- b) all required filler caps secured;

c) no leakage; and

d) fuel lines properly routed so as to not pose a potential safety hazard.

1.12 The exhaust pipe, muffler and tail pipe shall be complete and securely mounted.

1.13 No component of the exhaust system shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the motorcycle.

SECTION 2 - BRAKES

2.1 No hydraulic hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against any part of the motorcycle or have damaged or missing clamps or supports.

2.2 No hydraulic hose, tube, valve, switch or fitting shall show any indication of leakage.

2.3 The hydraulic brake fluid level in any reservoir shall not be below the minimum level as specified by the manufacturer or, where no specification is available, no master cylinder shall be less than one-half full.

2.4 In the case of a motorcycle equipped with hydraulic service brakes,

a) the hydraulic master cylinder push rods shall be properly adjusted;

b) each service brake pedal or lever shall be capable of sustaining the application of,

i. moderate force for ten seconds without moving towards the applied position, and

ii. heavy force without travelling more than 80 per cent of its available travel; and

- c) on a vehicle manufactured on or after the 1st day of July 1981 equipped with a split service brake system, the red brake failure indicator light shall activate when,
 - i. the ignition switch is turned from the “OFF” to the “ON” position and deactivate when the engine is started, or
 - ii. the ignition switch is turned from the “OFF” to the “START” position and deactivate when the switch is turned to the “ON” position.

2.4.1 A motorcycle shall be equipped with two independently actuated service brake systems, one applying at least the front wheel brakes and the other applying at least the rear wheel brakes, unless the motorcycle was manufactured solely with a split-service brake system, within the meaning of Canada Motor Vehicle Safety Standard 122 of the Motor Vehicle Safety Regulations (Canada), and the split-service brake system,

- a) met the requirements of that Standard at the time it was manufactured;
- b) has a single actuator; and
- c) has been maintained in its original condition.

2.5 All mechanical components of the service and parking brake systems that are external to the wheel shall have no mechanical part misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

2.5.1 In the case of a motor tricycle originally equipped with an anti-lock type braking system, there shall be no indication of malfunction of the system, including those parts of the system designed to advise the rider of system status or to warn of a malfunction.

2.6 When moderate force is applied to a brake control, the travel shall not exceed 80 per cent of its available travel.

2.7 With the service brakes properly adjusted, the service brake system shall be tested by stopping the motorcycle on a substantially level, dry, smooth, paved surface free from loose material and, from a rate of speed of not less than 30 kilometres per hour, with heavy pedal or, where applicable, heavy pedal and lever control force,

- a) the motorcycle shall come to a complete stop within seven metres;
- b) no component shall fail; and
- c) each wheel brake shall release immediately after the control force is removed.

2.7.1 Every motor tricycle shall have a parking brake.

2.8 With the parking brake properly adjusted, the parking brake shall be tested by fully applying the control and then releasing it and,

- a) the brake, while set in the fully applied position and not held by foot or hand force, shall hold the motorcycle stationary against the engine at a light throttle setting for a few seconds both in low forward gear and in reverse; and
- b) the brake shall fully release when the release control is operated.

2.9 Each wheel on which a brake assembly operates shall be rotated and, while rotating, the brake shall be applied, and if there is an audible or visible indication that a defect may exist that cannot be rectified except by removal of the brake drum or other component, that drum or component shall be removed.

2.10 In respect of a foundation brake assembly, where a brake drum or component has been removed under section 2.9, and in all other instances where the matters set out in clauses (a) to (p) can be determined without demounting a wheel,

- a) no mechanical or structural part of the assembly shall be misaligned, badly worn, excessively scored, cracked, broken, binding, seized, disconnected or insecure;

- b) no grease retainer shall be missing or leaking;
- c) no bonded lining shall be thinner than 1.5 millimetres when measured at the thinnest part;
- d) no riveted lining surface shall be closer to the rivet head than the dimension specified by the vehicle manufacturer and in no case shall it be less than
- e) 0.8 millimetres;
- f) no lining of a disc brake assembly shall be worn to the extent that a wear indicator is in contact with the rotor;
- g) no brake lining shall be broken or loose on its pad or shoe;
- h) no brake lining shall show evidence of contamination that would affect braking performance;
- i) no hydraulic brake cylinder shall show evidence of leakage;
- j) no hydraulic brake piston shall fail to move when moderate pressure is applied to the brake control;
- k) all brakes shall be adjusted for minimum lining-to-drum clearance without brake drag;
- l) no inside diameter of a drum shall be greater than the dimension stamped on the drum, or where the dimension is not stamped on the drum, the vehicle manufacturer's wear limit;
- m) no thickness of a rotor shall be less than the dimension stamped on the rotor, or where the dimension is not stamped on the rotor, the motorcycle manufacturer's wear limit;
- n) no ventilated disc shall have broken or visibly cracked cooling fins;

- o) no drum or rotor shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;
- p) no drum or rotor shall have any mechanical damage to the friction surface, other than that attributable to normal wear; and
- q) in the case of a motor tricycle originally equipped with wheel speed sensors or similar devices, no wheel speed sensor or similar device shall be missing, excessively worn or damaged.

SECTION 3 - ENGINE CONTROLS AND STEERING

3.1 The complete throttle control system shall be inspected and tested while the engine is running and the motorcycle is stationary with the transmission in neutral and,

- a) the engine speed shall drop to idle when a spring return throttle control is released;
- b) where the motorcycle was originally equipped with a supplemental engine stopping device, the engine shall stop from idle and remain stopped when the control is actuated;
- c) the engine speed shall not change with the movement of the steering from lock to lock; and
- d) in the case of a motor tricycle originally fitted with an electronic stability control system, such system shall not be missing and there shall be no indication of a malfunction in the system.

3.2 No part of the steering system shall be bent, broken, loose, worn or have any missing parts that could jeopardize the safe handling of the vehicle and,

- a) the steering column shall not be loose in its mounting to the frame;
- b) all required bolts and nuts shall be securely in place;

- c) no steering head bearing shall give indication of excessive wear or damage when the steering is rotated from lock to lock, nor shall it be maladjusted so as to result in excessive play or binding;
- d) the handlebar shall not be loose or damaged in such a way as to interfere with the safe operation of the motorcycle; and
- e) no part of the handlebar shall exceed a height of 380 millimetres above the uppermost portion of the operator's seat when the seat is depressed by the weight of the operator.

SECTION 4 - SUSPENSION, WHEELS AND TIRES

4.1 Front and rear springs, shock-absorbers, swing arms, their supports and attachments shall not be loose, bent, cracked, broken, excessively worn, disconnected or missing.

4.2 The swing arm and forks of the motorcycle shall be visually inspected for proper alignment, and the wheels shall not track improperly so as to adversely affect control of the vehicle.

4.3 Each tire shall be inspected for depth of tread, tread and sidewall defects, regrooving, proper size and application, and,

- a) no tire shall be worn to the extent that in any major groove at three equally spaced intervals around the circumference of the tire,
 - i. the tread wear indicators contact the road, or
 - ii. less than 1.5 millimetres of tread depth remains.
- b) no tire shall have exposed cord;
- c) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;

- d) no tire shall have any abnormal visible bump, bulge or knot;
- e) no tire shall have been regrooved or recut below the original new tire groove depth;
- f) no tire shall be of a smaller size than the motorcycle manufacturer's specified minimum size or be sufficiently oversized as to contact any vehicle component so as to affect the safe operation of the vehicle; and
- g) no vehicle shall be fitted with a tire that,
 - i. bears the wording "not for highway use", "farm use only", "competition circuit use only" or any other wording or lettering indicating that the tire was not designed for highway use, or
 - ii. bears the letters "SL", "NHS" or "TG" after the tire designation.

4.4 Wheel bearings shall be tested by rotating each wheel and no wheel bearing shall,

- a) give any indication of excessive wear or damage; or
- b) be maladjusted so as to result in excessive play or binding.

4.5 No wheel assembly fastener shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement.

4.6 No wheel shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the motorcycle.

4.7 No wheel spoke shall be missing, broken or visibly loose.

SECTION 5 - ELECTRICAL

5.1 The horn shall be secure on its mounting and shall function as intended.

5.2 The neutral safety starting switch, if originally fitted, shall not have been removed and shall function as prescribed by the manufacturer and the neutral indicator light shall operate only in neutral.

SECTION 6 - LIGHTING

6.1 Lamps and reflectors required under the Highway Traffic Act and regulations shall be inspected and tested and,

- a) each circuit shall light the filaments of all lamps on the circuit when the appropriate switch is in the "ON" position, and each indicator lamp shall indicate correctly;
- b) the operation of any lighting circuit shall not interfere with the operation of any other circuit;
- c) each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
- d) each lamp and reflector shall be securely mounted on the vehicle, and none shall be missing;
- e) the turn signal lamps and the flasher unit shall operate properly;
- f) the brake light shall operate when the appropriate control is actuated;
- g) no headlamp shall be coated or covered with a coloured material except as permitted by section 4.1 of Regulation 596 of the Revised Regulations of Ontario, 1990;
- h) no headlamp shall be modified so that the effective area of the lens or brightness of the light is reduced;
- i) each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position; and

- j) no lens or lamp assembly shall bear markings that indicate “not for highway use” or a similar meaning.

6.2 The headlamp, tail lamp and licence plate lamp on a motorcycle manufactured on or after the 1st day of January 1975 shall be continuously illuminated when the engine is operating and each forward gear is engaged.

6.3 The headlamp and dimmer switch shall be inspected and tested and, on a level surface after any noticeably deflated tires have been properly inflated, the headlamp alignment of the upper beam shall be inspected with a person seated on the operator’s seat and the front forks in the straight ahead position and,

- a) the headlamp shall be secure, and the lens shall not be cracked or broken;
- b) the dimmer switch shall be operative; and
- c) the centre of the high-intensity zone of the beam shall be,
 - i. not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - ii. not more than 200 millimetres to the left nor more than 200 millimetres to the right of the vertical centre-line of the lamp, as measured on a screen placed eight metres in front of the lamp or by means of a headlamp testing machine.

6.4 In addition to the lights and reflectors required to be inspected under this section, a motor tricycle shall be equipped with,

- a) two white or amber parking lamps or reflectors facing forward placed at the widest part of the vehicle, as far apart as practical, to indicate width; and
- b) two red reflectors facing rearwards placed at the widest part of the vehicle, as far apart as practical, to indicate width.

6.5 The lamps and reflectors referred to in clauses 6.4 (a) and (b) shall be inspected and tested in accordance with subsection 6.1.

6.6 Section 8 of [Appendix 4E](#), rather than this section, applies to a motor tricycle bearing a manufacturer's compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as "TRI" for motor tricycle.

APPENDIX 4E – Inspection Requirements and Performance Standards for Motor Tricycles with Two Front Wheels

Appendix 4E Sections

Section 1 – Adoption of Federal Standards

Section 2 – Body Work

Section 3 – Brakes

Section 4 – Engine Controls and Steering

Section 5 - Suspension

Section 6 – Wheels and Tires

Section 7 – Electrical

Section 8 – Lighting

SECTION 1 - ADOPTION OF FEDERAL STANDARDS

1.1 A motor tricycle originally manufactured for sale in Canada shall bear the manufacturer's compliance label issued under section 6 of the Motor Vehicle Safety Regulations (Canada) specifying the type of vehicle as "TRI" for motor tricycle.

1.2 An imported motor tricycle shall have been originally manufactured as a motor tricycle and shall bear a compliance label or other label to prove conformity as provided for in section 12 of the Motor Vehicle Safety Regulations (Canada).

1.3 A motor tricycle referred to in subsections 1.1 and 1.2 shall not be modified so that it no longer complies with the regulatory standards that applied to it at the time it was manufactured or imported.

SECTION 2 - BODY WORK

2.1 The motor tricycle shall have,

- a) securely mounted and operative footrests at each rider position;
- b) where they were originally installed, securely mounted fenders and mudguards;
- c) every seat thereon securely mounted so as to maintain its position and adjustment;
- d) no more seating positions than it had when originally manufactured; and
- e) every component thereof securely mounted and not interfering with the safe operation of the motor tricycle.

2.2 No part of the motor tricycle shall have a broken, bent or sharp edge that protrudes in such a way as to constitute a hazard to persons or vehicles.

2.3 Every compartment door or cover shall,

- a) be securely attached;
- b) function properly; and
- c) be equipped with a lock, latch or spring device capable of holding it closed.

2.4 No frame member shall, on a visual inspection, appear bent or cracked or have loose or missing connecting fasteners that may degrade the safety of the vehicle or jeopardize its handling characteristics.

2.5 Where a frame component has been repaired, it shall have been repaired in a proper manner.

2.6 No guard, where originally fitted, that protects against contact with the chain, belt or other moving drive component shall be missing or insecurely mounted.

2.7 The chain, belt or driven sprocket shall not be excessively worn, frayed or loose and no fasteners in connection with those parts shall be missing, loose, cut or damaged.

2.8 The motor tricycle shall be fitted with at least two mirrors that conform to the requirements set out in Canada Motor Vehicle Safety Standard 111 under the Motor Vehicle Safety Regulations (Canada) and,

- a) each mirror shall be securely mounted and maintain a set adjustment; and
- b) no mirror shall be cracked, broken or have any significant reduction in reflecting surface owing to deterioration of the silvering.

2.9 Where the motor tricycle is fitted with a windshield,

- a) the windshield shall be secure in its attachment to the vehicle;
- b) the windshield shall not be crazed, clouded, fogged or damaged, so as to materially impair the operator's vision;
- c) any manufacturer's marking on the windshield shall be AS1, AS6 or AS10; and
- d) no material that obstructs the operator's view of the highway or an intersecting highway shall be fitted on the windshield.

2.10 The fuel system shall have,

- a) all required mountings and attachments secured;
- b) all required filler caps secured;
- c) no leakage; and
- d) fuel lines properly routed so as to not pose a potential safety hazard.

2.11 The exhaust pipe, muffler and tail pipe shall be complete and securely mounted.

2.12 No component of the exhaust system shall be so located as to cause charring or other heat damage to any wiring, fuel line, brake line or combustible material of the motor tricycle.

SECTION 3 - BRAKES

3.1 No hydraulic hose or tube shall be abraded, restricted, crimped, cracked, broken or be so located as to chafe against any part of the motor tricycle or have damaged or missing clamps or supports.

3.2 No hydraulic hose, tube, valve, switch or fitting shall show any indication of leakage.

3.3 The hydraulic brake fluid level in any reservoir shall not be below the minimum level specified by the manufacturer or, where no specification is available, no master cylinder shall be less than one-half full.

3.4 A motorcycle shall be equipped with two independently actuated service brake systems, one applying at least the front wheel brakes and the other applying at least the rear wheel brakes, unless the motorcycle was manufactured solely with a split-service brake system, within the meaning of Canada Motor Vehicle Safety Standard 122 of the Motor Vehicle Safety Regulations (Canada), and the split- service brake system,

- a) met the requirements of that Standard at the time it was manufactured;
- b) has a single actuator; and
- c) has been maintained in its original condition.

3.5 In the case of a motor tricycle equipped with hydraulic service brakes,

- a) the hydraulic master cylinder push rods shall be properly adjusted;
- b) each service brake pedal or lever shall be capable of sustaining the application of,

- i. moderate force for 10 seconds without moving towards the applied position, and
 - ii. heavy force without travelling more than 80 per cent of its available travel; and
- c) on a vehicle equipped with a split service brake system, there shall be a red brake failure indicator light that shall,
 - i. activate when the ignition switch is turned from the “OFF” to the “ON” position and deactivate when the engine is started, or
 - ii. activate when the ignition switch is turned from the “OFF” to the “START” position and deactivate when the switch is turned to the “ON” position.

3.6 All mechanical components of the service and parking brake systems that are external to the wheel shall have no mechanical part misaligned, insecure, excessively worn, broken, binding, seized, missing, frayed or disconnected.

3.7 If originally equipped with an anti-lock type braking system, there shall be no indication of malfunction of the system, including those parts of the system designed to advise the rider of system status or to warn of a malfunction.

3.8 When moderate force is applied to a brake control, the travel shall not exceed 80 per cent of its available travel.

3.9 With the service brakes properly adjusted, the service brake system shall be tested by stopping the motor tricycle on a substantially level, dry, smooth, paved surface free from loose material and, from a rate of speed of not less than 30 kilometres per hour, with heavy pedal or, where applicable, heavy pedal and lever control force,

- a) the motorcycle shall come to a complete stop within 5.8 metres;
- b) no component shall fail; and

- c) each wheel brake shall release immediately after the control force is removed.

3.10 Every motor tricycle shall have a parking brake and, when properly adjusted, the parking brake shall be tested by fully applying the control and then releasing it and,

- a) the brake, while set in the fully applied position and not held by foot or hand force, shall hold the motor tricycle stationary against the engine at a light throttle setting for a few seconds both in low forward gear and in reverse; and
- b) the brake shall fully release when the release control is operated.

3.11 Each wheel on which a brake assembly operates shall be rotated and, while rotating, the brake shall be applied, and if there is an audible or visible indication that a defect may exist that cannot be rectified except by removal of the brake drum or other component, that drum or component shall be removed.

3.12 In respect of a foundation brake assembly, where a brake drum or component has been removed under subsection 3.11 and, in all other instances where the matters set out in clauses (a) to (q) can be determined without demounting a wheel,

- a) no mechanical or structural part of the assembly shall be misaligned, badly worn, excessively scored, cracked, broken, binding, seized, disconnected or insecure;
- b) no grease retainer shall be missing or leaking;
- c) no bonded lining shall be thinner than 1.5 millimetres when measured at the thinnest part;
- d) no riveted lining surface shall be closer to the rivet head than the dimension specified by the vehicle manufacturer and in no case shall it be less than 0.8 millimetres;

- e) no lining of a disc brake assembly shall be worn to the extent that a wear indicator is in contact with the rotor;
- f) no brake lining shall be broken or loose on its pad or shoe;
- g) no brake lining shall show evidence of contamination that would affect braking performance;
- h) no hydraulic brake cylinder shall show evidence of leakage;
- i) no hydraulic brake piston shall fail to move when moderate pressure is applied to the brake control;
- j) all brakes shall be adjusted for minimum lining-to-drum clearance without brake drag;
- k) no inside diameter of a drum shall be greater than the dimension stamped on the drum, or where the dimension is not stamped on the drum, the vehicle manufacturer's wear limit;
- l) no thickness of a rotor shall be less than the dimension stamped on the rotor, or where the dimension is not stamped on the rotor, the motorcycle manufacturer's wear limit;
- m) no ventilated disc shall have broken or visibly cracked cooling fins;
- n) no drum or rotor shall have any external crack or cracks on the friction surface, other than normal heat-check cracks, that reach the edge of the drum bore or periphery of the disc;
- o) no drum or rotor shall have any mechanical damage to the friction surface, other than that attributable to normal wear;
- p) in the case of a motor tricycle originally fitted with wheel speed sensors or similar devices, no wheel speed sensor or similar device shall be missing, excessively worn or damaged; and

- q) none of the original components of the foundation brake system shall have been removed, modified or replaced such that their effectiveness is reduced.

3.13 None of the original controls of the brake system, including the anti-lock brake controls, shall have been removed, modified or replaced so that their effectiveness is reduced.

SECTION 4 - ENGINE CONTROLS AND STEERING

4.1 The complete throttle control system shall be inspected and tested while the engine is running and the motor tricycle is stationary with the transmission in neutral and,

- a) the engine speed shall drop to idle when a spring return throttle control is released;
- b) the motor tricycle shall be equipped with a supplemental engine stopping device and the engine shall stop and remain stopped when the control is actuated;
- c) the engine speed shall not change with the movement of the steering from lock to lock; and
- d) if originally fitted with an electronic stability control system, such system shall not be missing and there shall be no indication of a malfunction in the system.

4.2 In the case of power boosted steering, the power steering drive belt, reservoir fluid level, all electrical components of an electric power system and system operation shall be inspected and,

- a) the power steering drive belt shall not be missing, cut, frayed or excessively worn, and shall have correct tension;
- b) the fluid in the power steering reservoir shall not be lower than the minimum level specified by the vehicle manufacturer; and
- c) with the engine running, the power steering system,

- iii. shall operate as intended, and
- iv. the hydraulic system shall not show excessive fluid leakage.

4.3 The steering column, other steering components and the handlebars shall be inspected and tested and,

- a) the steering column, other steering components and handlebars shall not be loose in their mountings to the body and frame;
- b) no bolt or nut shall be loose or missing from a mounting;
- c) steering shaft couplings and splines shall not have excessive play;
- d) if fitted, the steering column energy absorbing section shall not be visibly damaged so as to reduce its effectiveness; and
- e) no part of the handlebar shall exceed a height of 380 millimetres above the uppermost portion of the operator's seat when the seat is depressed by the weight of the operator.

4.4 Front wheel alignment shall be inspected while all wheels are on the ground and the front wheels in the straight ahead position, and they shall not be visibly out of alignment.

4.5 The steering mechanism shall be tested for freedom of movement with the front wheels on the ground in the straight ahead position and, where a vehicle is equipped with power boosted steering, with the engine operating, and there shall be no free movement of the handlebars or the steering wheel rim without the front wheels moving, except to the extent permitted by the manufacturer's specifications.

4.6 The steering linkage joints shall be examined and there shall not be excessive play in any steering linkage joint.

4.7 The steering mechanism shall be tested for freedom of movement with the front wheels on the ground and, where a vehicle is equipped with power boosted steering,

with the engine operating, and the front wheels shall turn from full right to full left and back again without interference or indication of roughness in the mechanism.

4.8 The steering linkage shall be inspected and tested for wear, damage, and maladjustment while the front wheels are off the ground and the vehicle is supported so that the steering linkage assumes its normal attitude and,

- a) without movement of the opposite wheel, no front wheel shall have play about a vertical axis of,
 - v. six millimetres for a tire diameter designation of sixteen or less,
 - vi. nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or
 - vii. twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme front or rear of the tire tread face;
- b) no part of the steering linkage system shall be damaged, repaired or modified so as to visibly weaken the linkage system or affect the proper steering of the vehicle; and
- c) no nut, bolt or cotter pin shall be loose, excessively worn or missing.

SECTION 5 - SUSPENSION

5.1 Inner control arm pivots, king pins, wheel and axle bearings, and ball joints, other than wear indicating ball joints, shall be inspected for wear and damage while the wheels of the vehicle are off the ground so that the suspension joints are not under load and,

- a) no non-load carrying ball joint shall show any perceptible play other than that specified by the manufacturer;
- b) no load-carrying ball joint shall have play in excess of that specified by the vehicle manufacturer;

- c) in the case of king pins, no front wheel shall have a rocking play about a horizontal axis in excess of,
 - i. six millimetres for a tire diameter designation of sixteen or less,
 - ii. nine millimetres for a tire diameter designation that is larger than sixteen but not larger than eighteen, or
 - iii. twelve millimetres for a tire diameter designation that is larger than eighteen, as measured at the extreme top or bottom of the tire tread face; and
- d) no control arm inner pivot shall have excessive play.

5.2 Wear-indicating ball joints shall be inspected under load with the wheels on the ground, and no excessive wear shall be indicated.

5.3 Components of a strut suspension system shall be inspected for wear and damage with the front wheels off the ground and the vehicle supported so that the suspension assumes its normal attitude, and no front wheel shall have a rocking play about a horizontal axis in excess of five millimetres as measured at the extreme top or bottom of the tire tread face.

5.4 Front and rear springs, shackles, U-bolts, centrebolts, radius rods, control arms, shock-absorbers, equalizers, stabilizers, their supports and attachments thereto shall be inspected, and none shall be loose, bent, cracked, broken, disconnected, perforated by corrosion or missing.

5.5 The rear wheel shall be inspected for alignment and it shall not be tracking improperly so as to adversely affect control of the vehicle.

5.6 The air suspension system, if fitted, shall be inspected and tested with air in the suspension system at normal operating pressure and,

- a) no leakage shall occur; and
- b) the vehicle body and chassis frame shall be supported clear of all axles and shall appear to be level.

SECTION 6 - WHEELS AND TIRES

6.1 Each tire shall be inspected for depth of tread, tread and sidewall defects, regrooving, proper size and application, and

- a) no tire shall be worn to the extent that in any major groove at three equally spaced intervals around the circumference of the tire,
 - i. the tread wear indicators contact the road, or
 - ii. less than 1.5 millimetres of tread depth remains;
- b) no tire shall have exposed cord;
- c) no tire shall have tread or sidewall cuts or snags deep enough to expose the cords;
- d) no tire shall have any abnormal visible bump, bulge or knot;
- e) no tire shall have been regrooved or recut below the original new tire groove depth;
- f) no tire shall be of a smaller size than the motor tricycle manufacturer's specified minimum size or be sufficiently oversized as to contact any vehicle component so as to affect the safe operation of the vehicle; and
- g) no vehicle shall be fitted with a tire that,
 - i. bears the wording "not for highway use", "farm use only", "competition circuit use only" or any other wording or lettering indicating that the tire was not designed for highway use, or
 - ii. bears the letters "SL", "NHS" or "TG" after the tire designation; and
- h) no vehicle shall be fitted with a tire that is not intended for operation on a motor tricycle.

6.2 Wheel bearings shall be tested by rotating each wheel and no wheel bearing shall,

- a) give any indication of excessive wear or damage; or
- b) be maladjusted so as to result in excessive play or binding.

6.3 No wheel assembly fastener shall be loose, missing, damaged, broken, mismatched or have insufficient thread engagement.

6.4 No wheel shall have any visible crack, elongated bolt hole, indication of repair by welding, or be so bent or damaged as to affect the safe operation of the motorcycle.

6.5 No wheel spoke shall be missing, broken or visibly loose.

SECTION 7 - ELECTRICAL

7.1 The horn shall be secure on its mounting and shall function as intended.

7.2 The neutral safety starting switch, if originally fitted, shall not have been removed and shall function as prescribed by the manufacturer and the neutral indicator light shall operate only in neutral.

7.3 The speedometer and odometer shall be tested by driving the vehicle and both shall be in good working order.

7.4 The voltage of the battery and the charging system shall be tested and shall be within the manufacturer's specifications.

SECTION 8 - LIGHTING

8.1 The motor tricycle shall be equipped at a minimum with,

- a) one headlamp on the front;
- b) two red tail lamps on the rear;
- c) two red stop lamps on the rear;

- d) one white licence plate lamp on the rear;
- e) two amber or white parking lamps on the front;
- f) one red reflex reflector on the rear, one red reflex reflector on each side toward the rear and one amber reflex reflector on each side toward the front; and
- g) one amber turn signal lamp at or near the front on each side and one red or amber turn signal lamp at or near the rear on each side.

8.2 The lamps and reflectors referred to in subsection 8.1 shall meet the standards set out in Canada Motor Vehicle Safety Standard 108 under the Motor Vehicle Safety Regulations (Canada).

8.3 In addition to the lamps and reflectors required under subsection 8.1, the motor tricycle shall be equipped with two red reflectors facing rearwards placed at the widest part of the vehicle, as far apart as practical, to indicate width.

8.4 All lamps and reflectors required under subsection 8.1 or 8.3 shall be inspected, and,

- a) each circuit shall light the filaments or elements of all lamps on the circuit when the appropriate switch is in the "ON" position, and each indicator lamp shall indicate correctly;
- b) the operation of any lighting circuit shall not interfere with the operation of any other circuit;
- c) each lens and reflex reflector shall be correctly installed and shall not be discoloured or missing in whole or in part;
- d) each lamp and reflector shall be securely mounted on the vehicle and none shall be missing;
- e) the turn signal lamps and the flasher unit shall operate properly;

- f) the brake light shall operate when the appropriate control is actuated;
- g) no headlamp shall be coated or covered with a coloured material except as permitted under section 4.1 of Regulation 596 of the Revised Regulations of Ontario, 1990 (General) made under the Highway Traffic Act;
- h) no headlamp shall be modified so that the effective area of the lens or brightness of the light is reduced;
- i) each headlamp shutter or retracting headlamp shall operate over the full range of movement or shall be secured in the fully open position; and
- j) no lens or lamp assembly shall bear markings that indicate “not for highway use” or a similar meaning.

8.5 The headlamp, tail lamp, licence plate lamp and clearance lamps on a motor tricycle shall be continuously illuminated when the engine is operating and each forward gear is engaged.

8.6 The headlamp and dimmer switch shall be inspected and tested and, on a level surface after any noticeably deflated tires have been properly inflated, the headlamp alignment of the upper beam shall be inspected with a person seated on the operator’s seat and the front forks in the straight ahead position and,

- a) the headlamp shall be secure and the lens shall not be cracked or broken;
- b) the dimmer switch shall be operative; and
- c) the centre of the high-intensity zone of the beam shall be,
 - i. not more than 100 millimetres above nor more than 100 millimetres below the horizontal centre-line of the lamp, and
 - ii. not more than 200 millimetres to the left nor more than 200 millimetres to the right of the vertical centre-line of the lamp, as measured on a screen

placed eight metres in front of the lamp or by means of a headlamp testing machine.

8.7 In the case of a motor tricycle originally fitted with instrument panel high beam and turn signal indicator lamps and lamps that illuminate gauges, such lamps shall be tested and shall operate properly.

Appendix 4F – Technician Qualifications for Inspection Types

If you have any questions or concerns regarding technical qualifications for inspection types please contact the VIC Assistance Line at 1-833-420-2110 or Email:

VIC@driveonportal.com.

Light Duty Vehicles (LDV) and Three Wheeled Vehicles are inspected to LDV Standards and Directive Schedule 3

Light Duty Vehicles (LDV) and Three Wheeled Vehicles are inspected to LDV Standards and Directive Schedule 3

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
LDV SSC Cars, SUVs, Minivans, Light Trucks, and Low-speed Vehicles up to 9,000 kg & no air brakes. Non-commercial Recreational Vehicles with no air brakes; Personal use trucks with GVWR ≤ 6,500 kg & no air brakes	Yes	No	No	No
LDV Three wheeled Vehicle SSC Three Wheeled Vehicle, Two front wheels, maximum 3 wheels	No	No	No	Yes

LDV Motorcycles and Motor Tricycles are inspected to standards in Directive Schedule 4

LDV Motorcycles and Motor Tricycles are inspected to standards in Directive Schedule 4

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
LDV Motorcycle SSC Motorcycles: one front wheel, maximum 3 wheels	Yes	No	No	Yes
LDV Motor Tricycle SSC Motor Tricycles: Two front wheels, maximum 3 wheels	No	No	No	Yes

Commercial Vehicles are inspected to NSC11B Standards and to standards in Directive Schedule 2

Commercial Vehicles are inspected to NSC11B Standards and to standards in Directive Schedule 2

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
HDV AIC Trucks, Tow Trucks, Mobile Equipment Vehicles GVWR <= 4,500 kg & no air brakes	Yes	No	No	No
HDV AIC Trucks, Tow Trucks, Mobile Equipment Vehicles GVWR 4,501 kg to 9,000 kg & no air brakes	Yes	Yes	No	No

Directive Schedule 4 Motorcycles & Motor Tricycles July 2026

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
HDV AIC Trucks, Tow Trucks, Mobile Equipment Vehicles GVWR > 9,000 kg & no air brakes	No	Yes	No	No
HDV AIC Trucks, Tow Trucks, Mobile Equipment Vehicles GVWR > 4,500 kg with air brakes (incl. air over hydraulic)	No	Yes	No	No
HDV SAIC Bus, School Bus (chrome yellow), School Purposes Vehicle, Accessible Vehicles, U10 Vehicles GVWR < 3,400 kg & no air brakes	Yes	No	No	No
HDV SAIC Bus, School Bus (chrome yellow), School Purposes Vehicle, Accessible Vehicle, U10 Vehicles GVWR 3,400 kg to 9,000 kg & no air brakes	Yes	Yes	No	No

Directive Schedule 4 Motorcycles & Motor Tricycles July 2026

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
HDV SAIC Bus, School Bus (chrome yellow), School Purposes Vehicle, Accessible Vehicle, U10 Vehicles GVWR over 9,000 kg & no air brakes	No	Yes	No	No
HDV SAIC Bus, School Bus (chrome yellow), School Purposes Vehicle, Accessible Vehicle, U10 Vehicles GVWR > 3,400 kg with air brakes (incl. air over hydraulic)	No	Yes	No	No
HDV AIC Trailers & Trailer Converter Dollies GVWR <= 4,500 kg & no air brakes	Yes	No	No	No
HDV AIC Trailers & Trailer Converter Dollies GVWR 4,501 kg to 9,000 kg & no air brakes	Yes	Yes	Yes	No

Directive Schedule 4 Motorcycles & Motor Tricycles July 2026

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
HDV AIC Trailers & Trailer Converter Dollies GVWR over 9,000 kg & no air brakes	No	Yes	Yes	No
HDV AIC Trailers & Trailer Converter Dollies Any GVWR with air brakes (incl. air over hydraulic)	No	Yes	Yes	No
RV SSC Recreational Vehicles Used for Commercial purposes GVWR <= 4,500 kg & no air brakes	Yes	No	No	No
RV SSC Recreational Vehicles Used for Commercial purposes GVWR 4,501 kg to 9,000 kg & no air brakes	Yes	Yes	No	No
RV SSC Recreational Vehicles Used for Commercial purposes GVWR > 9,000 kg & no air brakes	No	Yes	No	No

Directive Schedule 4 Motorcycles & Motor Tricycles July 2026

Inspection Type	310-S Technician	310-T Technician	310-J Technician	310-G Technician
RV SSC Recreational Vehicles Used for Commercial and Non-Commercial purposes GVWR > 4,500 kg with air brakes (incl. air over hydraulic)	No	Yes	No	No