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Updated to December 1 2024
This document has official status.

chapter C-24.2, r. 32

Regulation respecting safety standards for road vehicles

Highway Safety Code
(chapter C-24.2, s. 621, pars. 1, 6 to 8, 11, 14, 24, 25, 28 to 32, 32.1 to 32.8, 37 to 40, 42 and 49 and s. 631).

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CHAPTER I

GENERAL

1. Unless otherwise indicated, every reference made in this Regulation shall be read taking into account any amendments that may be made to the text of the legislative or regulatory provisions referred to.

O.C. 1483-98, s. 1.

2. For the purposes of this Regulation,

"construction trailer" means a closed trailer used principally as an office, as a warehouse, or as sleeping or resting quarters and equipped with a drawbar but no kingpin; (*remorque de chantier*)

"farm trailer" means a road vehicle equipped with a drawbar to which a towing coupling device is attached that may be hitched to the coupling device of the towing vehicle with a tow pin and used for the transportation of unprocessed timber, farm products or materials or matters required in their production; (*remorque de ferme*)

"fire department road vehicle" means an emergency vehicle belonging to a fire department; (*véhicule routier de service d'incendie*)

"manufacturer" means a manufacturer of road vehicles, unless otherwise indicated; (*fabricant*)

"motor coach" means a bus of monocoque design, manufactured to provide intercity, suburban, commuter or charter service, and equipped with under-floor baggage storage, a pneumatic suspension, pneumatic brakes and automatic brake play adjusters; (*autocar*)

"motor home" means a motor vehicle permanently converted into a dwelling; (*habitation motorisée*)

"school bus" means a bus or minibus used to carry schoolchildren; (*autobus affecté au transport d'écoliers*)

"vehicle engaged in the transportation of schoolchildren" means a road vehicle other than a bus engaged in the transportation of schoolchildren that may be used on occasion or full time to carry schoolchildren, and that is operated by a school service centre or school board or by a private educational institution, or under the terms of a contract with a school service centre or school board, as the case may be, exercising authority in connection with the transportation of schoolchildren pursuant to sections 291 to 299 of the Education Act (chapter I-13.3) or under sections 195 and 431 to 431.8 of the Education Act for Cree, Inuit and Naskapi Native Persons (chapter I-14), or with a private educational institution authorized to organize the transportation of students under section 62 of the Act respecting private education (chapter E-9.1). (*véhicule affecté au transport d'écoliers*)

O.C. 1483-98, s. 2; O.C. 623-99, s. 1; O.C. 1049-2010, s. 1; O.C. 370-2016, s. 1; O.C. 816-2021, s. 23.

2.1. For the purposes of this Regulation, the gross vehicle weight rating is the value specified by the manufacturer as the weight of a single loaded vehicle under the name "gross vehicle weight rating", "GVWR", "poids nominal brut du véhicule" or "PNBV".

In the following cases, the gross vehicle weight rating is the value established by an engineer:

(1) where there is no document from the manufacturer specifying the weight;

(2) where the value specified by the manufacturer is obsolete because of the changes made to the vehicle.

The gross vehicle weight rating of a vehicle made by hand is the value established by an engineer. The gross vehicle weight rating may also be established, in the case of a trailer made by hand, by multiplying the sum of the load capacity of the trailer's tires by 1.1 and, in the case of a semi-trailer made by hand, by multiplying the sum of the load capacity of the semi-trailer's tires by 1.25.

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For the purposes of this section, an engineer is a person who is a member of the Ordre des ingénieurs du Québec.

O.C. 1049-2010, s. 2; O.C. 883-2024, s. 1.

3. In addition to the road vehicles listed in section 521 of the Code, the following road vehicles are subject to mechanical inspection:

(1) vehicles engaged in the transportation of schoolchildren;

(2) where the owner wishes to obtain registration to travel on public roads:

(a) disused vehicles;

(b) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations during that period, except those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société de l'assurance automobile du Québec under section 543.2 of the Code;

(c) vehicles registered as off-road vehicles under the Regulation respecting road vehicle registration (chapter C-24.2, r. 29), excluding road vehicles that were not designed to travel on public roads and for which the owner cannot obtain registration for travel on public roads and those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code;

(d) second-hand vehicles from outside Québec excluding those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code and those acquired by a person holding a dealer's licence for resale purposes;

(3) tow trucks whose gross vehicle weight rating is less than 4,500 kg;

(4) the vehicles referred to in subparagraph *c* of subparagraph 1 of the first paragraph of section 20 of the Act respecting remunerated passenger transportation by automobile (chapter T-11.2) and the vehicles referred to in the third paragraph of section 73 of that Act;

(5) military-type road vehicles.

O.C. 1483-98, s. 3; O.C. 623-99, s. 2; O.C. 1049-2010, s. 3; O.C. 370-2016, s. 2; O.C. 1046-2020, s. 111; O.C. 883-2024, s. 2.

CHAPTER II

MECHANICAL INSPECTION

DIVISION I

GENERAL

4. The make, model and year model of the road vehicle, as well as its identification number and, where applicable, the number of its licence plate, shall match the information contained in the registration certificate.

O.C. 1483-98, s. 4.

5. Every piece of equipment or item referred to in this Chapter shall be adequate, that is, appropriate to its function and constantly kept in good working order.

O.C. 1483-98, s. 5; O.C. 370-2016, s. 3.

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DIVISION II

FREQUENCY AND PROCEDURES OF MECHANICAL INSPECTION

6. The following road vehicles shall undergo mechanical inspection annually:

(1) motorcycles and mopeds used for driving instruction by a driving school;

(2) emergency vehicles, except buses and minibuses that are recognized as emergency vehicles by the Société and are subject to mechanical inspection every 6 months;

(3) vehicles subject to mechanical inspection under paragraph 5 of section 521 of the Code;

(4) tow trucks having a gross vehicle weight rating of less than 4,500 kg;

(5) *(paragraph revoked);*

(6) *(paragraph revoked).*

O.C. 1483-98, s. 6; O.C. 623-99, s. 3; O.C. 1049-2010, s. 4; S.Q. 2016, c. 22, s. 51; O.C. 370-2016, s. 4; I.N. 2016-12-01; O.C. 1046-2020, s. 112.

7. The following road vehicles shall undergo mechanical inspection semi-annually:

(1) vehicles used for driving instruction by a driving school, excluding motorcycles and mopeds; and

(2) buses and minibuses, vehicles engaged in the transportation of schoolchildren, buses and minibuses except minibuses used exclusively for personal purposes and belonging to a person who is a member of a family of at least 9 persons living together.

O.C. 1483-98, s. 7; O.C. 1220-2004, s. 1; S.Q. 2016, c. 22, s. 52; O.C. 370-2016, s. 5.

7.0.1. In the case of the transfer of ownership of a road vehicle covered until then by a preventive maintenance program under section 543.2 of the Code, a 3-month period from the date of registration of the change in ownership is granted to carry out the vehicle's mechanical inspection if, following that transfer, the vehicle is no longer covered by such program.

Thereafter, inspection is carried out at the intervals provided for in section 6 or 7, as the case may be.

O.C. 370-2016, s. 6.

7.0.2. The vehicles referred to in the third paragraph of section 73 of the Act respecting remunerated passenger transportation by automobile (chapter T 11.2) are subject to the mechanical inspection at the intervals prescribed by the regulation made under that paragraph, where the kilometrage on the odometer or their age, determined based on the model year, exceeds the limits prescribed by that regulation.

O.C. 1046-2020, s. 113.

7.1. Used minibuses used exclusively for personal purposes and belonging to a person who is a member of a family of at least 9 persons living together must undergo a mechanical inspection before being registered.

O.C. 1220-2004, s. 2.

8. A certificate of mechanical inspection shall contain at least the following information:

(1) the certificate number;

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(2) the make, model, year, type of road vehicle and gross vehicle weight rating, where it is 4,500 kg or more;

(3) the vehicle identification number and, where applicable, the number of the licence plate;

(4) the vehicle owner's name and the owner's identification number;

(5) the name and number of the highway controller or of the mechanic who carried out the mechanical inspection, the mandatary's number, where applicable, the address or place where the inspection was carried out and its date;

(6) the result of the mechanical inspection and the signature of the person who carried it out;

(7) the nature of the defects and their classification as minor or major defects;

(8) a notice to the owner where the vehicle has minor or major defects; and

(9) an attestation that the vehicle complies with the Code following inspection of documents and vehicle equipment.

O.C. 1483-98, s. 8; O.C. 1049-2010, s. 5; O.C. 370-2016, s. 7.

9. Where the certificate of mechanical inspection indicates that a road vehicle complies with the Code, the inspection sticker affixed to the vehicle in accordance with section 529 of the Code shall contain at least the following information:

(1) the number of the sticker; and

(2) the beginning and end of the period of validity in terms of month and year where applicable.

O.C. 1483-98, s. 9.

10. An inspection sticker is valid for the term fixed for the mechanical inspection of the vehicle in accordance with sections 6 and 7.

O.C. 1483-98, s. 10.

DIVISION III

SAFETY AND MECHANICAL INSPECTION STANDARDS

§ 1. — *General*

11. This Division applies to all road vehicles except mopeds and motorcycles, subject to sections 12 to 14 which apply to them.

O.C. 1483-98, s. 11; O.C. 623-99, s. 4; O.C. 370-2016, s. 8.

12. To be authorized to travel on public roads, the following road vehicles shall undergo mechanical inspection and shall bear an inspection sticker in accordance with the provisions of the Code and those of this Regulation:

(1) vehicles to which alterations described in section 214 of the Code have been made and vehicles made by hand;

(2) rebuilt damaged vehicles referred to in Title IX.I;

(3) disused vehicles;

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(4) vehicles that have been stored or prohibited from travelling for more than 12 consecutive months, or that have been in both situations during that period, except those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code;

(5) vehicles registered as off-road vehicles under the Regulation respecting road vehicle registration (chapter C-24.2, r. 29), excluding those not designed to travel on public roads and those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code;

(6) second-hand vehicles from outside Québec, where the owner applies for their registration to travel on public roads, excluding those covered by a preventive maintenance program in place of mandatory mechanical inspection recognized by the Société under section 543.2 of the Code and those acquired by a person holding a dealer's licence for resale purposes; and

(7) military-type road vehicles.

O.C. 1483-98, s. 12; O.C. 370-2016, s. 9; O.C. 883-2024, s. 3.

13. The technical appraisal of damaged and rebuilt vehicles shall be carried out before their mechanical inspection and use.

O.C. 1483-98, s. 13.

13.1. The mechanical inspection of a road vehicle imported into Canada, except that of a military-type road vehicle, is carried out using the Canadian safety standards for motor vehicles provided for in the Motor Vehicle Safety Act (S.C. 1993, c. 16) that apply on the date of the vehicle's manufacture.

O.C. 370-2016, s. 10; O.C. 883-2024, s. 4.

13.2. Military-type road vehicles must have the same configuration as that of a road vehicle intended to be operated on a public highway.

Without prejudice to the other provisions of Title VI of the Code and the provisions of this Regulation, military-type road vehicles are exempt from the provisions of section 212 of the Code insofar as the latter pertain to the requirement for road vehicles to be equipped with any accessory and equipment required to be installed by the manufacturer under an Act or a regulation in force in Québec.

O.C. 883-2024, s. 5.

14. The mechanical inspection of special mobile equipment shall be carried out according to the manufacturer's standards.

O.C. 1483-98, s. 14.

§ 2. — *Lighting devices and warning lights*

15. All the headlights, lights, reflectors and reflective materials required by the Code shall be present, comply with the manufacturer's standards and be securely mounted in the locations designed for that purpose. When they are on an electric circuit, the headlights, lights and indicator lamps shall light up with the intensity intended by the manufacturer if the switch of the electric is turned on. Despite the foregoing, in the case of a headlight that uses light emitting diodes, 100% of them shall be in working order and in the case of a light that uses light emitting diodes, more than 75% of them shall be in working order.

Despite the first paragraph, the headlights, lights and reflectors of a military-type road vehicle are not required to comply with the manufacturer's standards. However, they must comply with the Canadian safety standards for motor vehicles provided for in the Motor Vehicle Safety Act (S.C. 1993, c. 16) that apply on the

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date of the vehicle's manufacture or with SAE International's Standard J759. In the latter case, headlights and lights must light up with the intensity intended by their manufacturer.

The provisions of the first paragraph also apply to alternately flashing yellow lights with which a school bus is equipped.

O.C. 1483-98, s. 15; O.C. 370-2016, s. 11; O.C. 883-2024, s. 6.

16. The operation of one circuit shall not interfere with the operation of any other circuit.

O.C. 1483-98, s. 16.

17. No electric cable, plug, adapter, switch or plug socket shall be broken, abraded, cracked, corroded or worn to the extent that it affects the good working order of the component connected to it. Each item shall be securely attached to its anchorage. Furthermore, ungrounded electrical cables shall be covered with a protective and insulating sheath.

O.C. 1483-98, s. 17; O.C. 370-2016, s. 12.

18. The reflectors or lens shall be properly installed in the locations designed for that purpose and none shall be missing, broken, so damaged as to let water in, discoloured, painted over or of the wrong colour.

O.C. 1483-98, s. 18; O.C. 370-2016, s. 13.

19. The daytime running lights provided by the manufacturer shall be present and adequate.

O.C. 1483-98, s. 19.

19.1. Military-type road vehicles manufactured after 1 December 1989 must be equipped with daytime running lights. For the purposes of section 19, daytime running lights are deemed to have been provided by the manufacturer.

O.C. 883-2024, s. 7.

20. The headlights shall be aligned according to the manufacturer's standards. In the case of a military-type road vehicle, headlight alignment must comply with the Canadian safety standards for motor vehicles provided for in the Motor Vehicle Safety Act (S.C. 1993, c. 16).

O.C. 1483-98, s. 20; O.C. 883-2024, s. 8.

21. Retracting headlight bases and headlight shutters shall, when in the open position, move completely aside to expose the headlights and shall be secured in the fully open position when the headlights are on.

O.C. 1483-98, s. 21.

22. It must be possible to turn on all the lights in the dashboard at all times.

O.C. 1483-98, s. 22.

22.1. Military-type road vehicles must be equipped with a lighting device in the dashboard that provides sufficient light for the speedometer.

O.C. 883-2024, s. 9.

23. There shall be lighting available at all times for the center aisle, the entrance and exit steps and the boarding space of any bus or mini-bus.

O.C. 1483-98, s. 23.

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24. No device or material mounted or affixed to a road vehicle, a headlight, a light or a lens shall hide or dim the light.

O.C. 1483-98, s. 24.

25. Military-type road vehicles must be equipped with a turn-signal light indicator lamp.

O.C. 1483-98, s. 25; O.C. 370-2016, s. 15; O.C. 883-2024, s. 10.

25.1. Military-type road vehicles must be equipped with a parking brake warning light. They must also be equipped with a visual or warning light or a warning buzzer to indicate a brake system anomaly.

O.C. 883-2024, s. 10.

§ 3. — *Braking and parking systems*

26. The service braking system provided by the manufacturer on the active steering axle shall be present and adequate.

O.C. 1483-98, s. 26; O.C. 370-2016, s. 16.

27. Every tractor truck manufactured after 7 May 1993 shall be equipped with service brakes on the active steering axle.

O.C. 1483-98, s. 27; O.C. 370-2016, s. 17.

28. *(Revoked).*

O.C. 1483-98, s. 28; O.C. 370-2016, s. 18.

29. The following elements of a brake system shall be inspected: the service brakes, parking and emergency brakes, their electric, pneumatic, hydraulic or vacuum system components and the brake actuation circuits.

More particularly, the good working order of the reservoirs, cylinders, taps, fittings, clamps, fasteners, air filter and lines shall be checked.

O.C. 1483-98, s. 29; O.C. 370-2016, s. 19.

30. The elements of the service brake system shall comply with the following standards:

(1) all the parts of each brake shall be adequate, securely mounted and none shall be missing or seized-up or show signs of wear adversely affecting their effectiveness;

(2) all the parts other than those referred to in paragraph 1 shall be adequate, securely mounted and none shall be missing or seized-up or show signs of wear adversely affecting their effectiveness;

(3) with or without brake application, there shall be no brake fluid leak, and no vacuum leak with the vacuum boost fully charged;

(4) the lines and the fittings shall be adequate and shall not be crushed, twisted, crimped, abraded or so cracked that the reinforcement cord is exposed, shall not be excessively worn or corroded, bulged, broken or welded and the fittings shall be tight enough to prevent the lines from vibrating or chafing against adjacent parts;

(5) the master cylinder shall be securely mounted, show no signs of internal or external leaks and its reservoir shall be fitted with a cover; furthermore, the brake fluid level shall never be below the minimum

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level specified by the manufacturer or, where no level is specified, it shall not be lower than 12.5 mm below the edge of the filler opening;

(6) the filter of the air compressor or of the vacuum system shall be present and not be so clogged that performance of the brake system is reduced;

(7) the brake pedal shall be non-slip, securely attached to its rotating axle, properly aligned and it shall operate without excessive friction;

(8) the original antilock system of a road vehicle shall be present and adequate and the warning light shall turn off within the time specified by the manufacturer;

(9) the external components of the parking brake shall neither be worn out in a way that impedes its good working order, nor be missing, misaligned, seized, broken or cracked;

(10) the control device of an electric brake system shall make it possible to brake the towed road vehicle, the cables and electric connections shall neither be worn in a way that hampers the good working order of the brakes or could cause a short-circuit, nor be missing, short-circuited, broken, frayed or cracked and they shall be securely attached to the appropriate fasteners or connection; furthermore, the electric brake circuit shall be independent of any other circuit and shall not be grounded on the hitch;

(11) the air compressor of a fully pneumatic system or of an air-boosted hydraulic system or the vacuum pump shall be securely attached and, if it is belt-driven, the belt shall be free of cuts and kept at the tension determined by the manufacturer;

(12) any manometer indicating air pressure or vacuum in a road vehicle shall be adequate;

(13) the air reservoir of a completely pneumatic system or of an air-boosted hydraulic system shall be adequate, securely mounted and shall be free of cracks, excessive corrosion or welds other than those made by the manufacturer.

O.C. 1483-98, s. 30; O.C. 370-2016, s. 20.

31. The internal components of the brakes shall comply with the following standards when the wheel, drum brake or dust shield is removed or when inspected through the inspection holes:

(1) no mechanical component of the service, parking or emergency brake shall be missing, so worn as to affect the good working order or out of order, misaligned, not properly installed, not securely attached, broken, cracked, seized up, slack, weakened, out of shape, disconnected or damaged;

(2) bonded brake linings shall be at least 1.6 mm thick for a hydraulic or electric braking system and at least 5 mm for a pneumatic braking system; furthermore, the riveted pads shall be at least 4.8 mm thick on the active steering axle and 8 mm on the other axles or 1 mm above the rivets, bolted linings at least 8 mm thick or 1 mm above the fittings, parking brake linings at least 1.6 mm if they are distinct from the service brake linings; those measurements shall be taken at the thinnest point excluding the bevelled part;

(3) the linings shall not be unbound from their segment, broken, contaminated by oil or grease, cracked more deeply than half the remaining thickness or worn in an extremely uneven way; furthermore, the linings shall be securely attached to the segment and no bolt or rivet shall be missing, loose or in contact with the friction surface of the drum or disc;

(4) the brake linings shall be adjusted according to the manufacturer's standards, or so that the clearance between the linings and the drum, where applicable, be as reduced as possible without causing friction when the brakes are not applied; in the case of disc brakes, the brake linings shall be adjusted according to the manufacturer's standards, or so that the clearance between the linings and the disc, where applicable, be as reduced as possible without causing abnormal resistance when the brakes are released;

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(5) the wear indicator shall not be in contact with the drum or disc;

(6) the pistons of a hydraulic brake shall move when a light pressure is applied on the brake pedal and there shall be no fuild leaks around them, nor in the lines and fittings;

(7) only superficial cracks caused by heat may be present and reach the outer edge of the friction surface of the drum or disc; there shall be no crack on the other parts of the drum or disc;

(8) the inside diameter of a brake drum shall at no point be greater than the dimension stamped by the manufacturer or, where no dimension is stamped, 1.5 mm more than the original diameter in the case of a passenger vehicle, 2.3 mm more than an original diameter of 366 mm or less, 3 mm more than an original diameter if it is greater than 356 mm;

(9) a brake drum shall not show overheating signs or signs of oil or grease contamination on the friction surface, nor have a groove whose depth increases the inside diameter in excess of the maximum value specified in paragraph 8 or a friction surface that is uneven or is out-of-round in excess of 0.25 mm in the case of a drum whose diameter is 280 mm or less or 0.63 mm if the diameter is greater;

(10) a brake disc shall not be thinner than the stamped dimension or the dimension specified by the manufacturer and shall not have a groove whose depth reduces the thickness below the minimum value authorized, nor have a lateral deviation greater than 0.13 mm in the case of a disc whose diameter is 380 mm or less or more than 0.25 mm if the diameter is greater furthermore, the friction surface shall not be contaminated by oil or grease;

(11) the calliper shall not be seized, cracked, broken, not securely or properly installed or leak; and

(12) the electro-magnets of electric brakes shall be present, adequate and securely fixed.

O.C. 1483-98, s. 31; O.C. 370-2016, s. 21.

32. Where a dynamic test is performed to check the effectiveness of the service brake, the test shall take place on a surface with a good asphalt or concrete coating that is dry, clean, not oily or greasy and with the tires inflated at the pressure determined by the manufacturer. If the test is performed by using the deceleration method or by measuring the breaking distance, the road vehicle shall be driven unloaded at 30 km/h and shall be capable of braking so as to reach maximum deceleration without locking the wheels. When braking, the vehicle in the centre of a lane 3.7 m in width shall not pull to the left or right so much that the lane limits are crossed; the test shall be performed without turning the steering wheel to correct the vehicle's trajectory.

The result of the deceleration method shall be an average deceleration of at least 6 metres per square second for a vehicle whose gross vehicle weight rating is less than 4,500 kg; as for the braking distance method, the measured distance shall not exceed 5.8 m for a vehicle whose gross vehicle weight rating is less than 4,500 kg.

Where the brake is released, each wheel shall turn freely and no element of the brake system shall be damaged.

O.C. 1483-98, s. 32; O.C. 1049-2010, s. 6; O.C. 370-2016, s. 22.

33. Inspection of the service brake by means of a dynamometer shall show no defect in the brake system and the difference between the readings on the wheels of a single axle shall be lower than 20% from the highest reading.

The total of the braking forces of all the wheels shall be greater than 60% of the net mass of a road vehicle whose gross vehicle weight rating is less than 4,500 kg and 50% of the net mass of a vehicle whose gross vehicle weight rating is 4,500 kg or more.

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Where the brake is released, each wheel shall turn freely and no element of the brake system shall be damaged.

O.C. 1483-98, s. 33; O.C. 1049-2010, s. 7.

34. Where a force is applied to the pedal of the service brake, a rotation resistance shall be detected on each wheel.

O.C. 1483-98, s. 34.

35. Where a service brake is hydraulically activated, the warning light shall come on only where the ignition key is in the "on" position while the engine is not running or in the "start" position while the parking brake is released, if both brakes are interconnected.

Where a force of approximately 550 newtons is applied on the pedal brake for a minute while the engine is running, the pedal shall not drop, the warning light shall not come on and pedal travel shall not exceed 65% of the possible total travel. However, if the road vehicle has hydraulically assisted brakes, the force applied on the pedal for the test shall not exceed 265 newtons approximately.

O.C. 1483-98, s. 35.

36. Where a road vehicle is equipped with hydraulic, pneumatic or vacuum-boosted hydraulic service brakes, or with a hydraulic boost system aided by an electrically driven hydraulic pump, is must be possible to evacuate the power reserve by depressing the pedal several times with the engine off. After that, the pedal shall drop slightly under the foot with a moderate pressure (about 90 newtons) while starting the engine and, in the case of a hydraulic boost system, the electric motor shall start when the ignition key is in the "on" position while the engine off.

O.C. 1483-98, s. 36.

37. A vacuum boost system shall have enough power in reserve for 3 assisted service brake applications while the engine is off. If the system has a warning light or buzzer, it shall operate where the vacuum is less than 2 kPa.

In the absence of a manometer, the vacuum shall be sufficient for an assisted braking when the warning device comes on.

A vacuum pump shall be capable of providing and maintaining a minimum vacuum of 4.5 kPa.

O.C. 1483-98, s. 37.

38. Where a vehicle is equipped with full pneumatic service brakes, the brake system shall comply with the following standards:

(0.1) no audible air leak may be present in the service braking system whether or not the brakes are applied;

(1) the compressor shall be capable of raising the air pressure in he system from 350 to 620 kPa in less than 3 minutes where the engine runs at no more than 1,200 revolutions per minute;

(2) the pressure regulator shall start the compressor before the air pressure in the system reaches 550 kPa and shall stop it where the air pressure is between 805 and 945 kPa.

(3) the low pressure visual or warning light and buzzer of the vehicle shall activate where the air pressure in the system is less than 380 kPa; where a vehicle is equipped at the same time with a visual and warning light, one of them shall activate to indicate that air pressure;

(4) *(paragraph revoked);*

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(5) the drain tap and the non-return valve of each air reservoir shall be present and adequate;

(6) the fast exhaust valves and the relay valves shall be securely fixed and let the air out quickly through the holes provided by the manufacturer;

(7) for a tractor truck, the protection valve and the air supply valve of the trailer or semi-trailer shall be present and operate so as to avoid a complete air loss in the system of the tractor truck should the air hoses between the tractor truck and the trailer or semi-trailer break or disconnect; in such a case, the valves shall preserve a minimum air pressure of 420 kPa in the system of the tractor truck;

(8) the brake cylinders, the brake chambers or the brake levers installed on a single axle shall be of the same type and size, be securely fixed and none of their components or related parts shall be so corroded that their resistance is reduced, or so worn that the good working order is affected, nor shall they be missing, damaged, cracked, broken or of a capacity or quality below that prescribed by the manufacturer;

(9) the stroke of the actuating rod of the brake chamber shall not exceed the maximum adjustment specified by the manufacturer where the air pressure in the chamber is kept at about 620 kPa and the variation in the travel of the actuating rods on a single axle shall not exceed 6.4 mm;

(10) for a single-unit vehicle, the air pressure shall not lower by more than 20 kPa within one minute where the service brake is fully applied while the air pressure is at the maximum, the engine is off and the parking brake is released;

(11) for a combination of road vehicles, when the air pressure is at the maximum, the engine is off and the parking brake is released, the air pressure shall not decrease by more than 28 kPa within one minute for a tractor truck coupled to a trailer or semi-trailer and more than 35 kPa for a tractor truck coupled to 2 semi-trailers or to one semi-trailer and a trailer with the service brake fully applied;

(12) the radial stroke between the camshaft and its pads shall not exceed 2.1 mm, the position of the roll centre on the cam shall not be more than 120 degrees from the lowest part of the cam where the brake linings touch the drum.

O.C. 1483-98, s. 38; O.C. 370-2016, s. 23.

39. The parking and emergency brakes and the locking service brake of a road vehicle shall comply with the following standards:

(1) the mechanism for the application of the parking brake shall be applied and released to make sure that the cables and linkages work freely; furthermore, the warning light shall come on when the brake is applied and turn off when released;

(2) the parking, emergency or service brakes shall prevent the vehicle from moving when fully applied on a flat surface, with the gearshift lever placed in the “drive” position in the case of an automatic transmission or, in the case of a manual transmission, in the highest gear that will allow a normal forward start, while the driver smoothly attempts to move the vehicle forward; furthermore, the wheels shall be completely free to turn where the brake is released;

(3) for a trailer or a dolly equipped with full pneumatic brakes, the brakes shall be fully effective where the pressure in the supply circuit is reduced to zero and the brakes shall release completely where normal pressure returns in the circuit; and

(4) the service brake shall be equipped with an adequate pressure accumulator, low pressure warning buzzer and pressure cutter in good working order.

O.C. 1483-98, s. 39; O.C. 370-2016, s. 24.

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40. Every heavy vehicle manufactured after 31 May 1996 and every semi-trailer more than 15.5 m in length but no more than 16.2 m, fitted with a pneumatic braking system, shall be equipped with automatic self-adjusting brake levers operating on each wheel.

O.C. 1483-98, s. 40; O.C. 370-2016, s. 25.

§ 4. — *Body*

41. All the fixed components of the body provided by the manufacturer shall be present and securely mounted.

All the accessories and auxiliary equipment shall also be securely mounted and, when they are required under the Code, they shall be present and in good working order.

The mudguards required under section 272 of the Code shall be present and comply with the specifications in that section and in section 273 of the Code.

O.C. 1483-98, s. 41; O.C. 370-2016, s. 26.

42. No part of the road vehicle shall have potentially hazardous sharp edges or protrusions.

O.C. 1483-98, s. 42.

43. The bumpers and their supports provided by the manufacturer shall be present and of the same size and material as those intended by the manufacturer.

O.C. 1483-98, s. 43.

44. A semi-trailer longer than 15.5 m without exceeding 16.2 m, as well as the last semi-trailer, manufactured after 16 June 1997, in a type B double train measuring more than 23 m in length without exceeding 25 m, and trailers or semi-trailers whose gross vehicle weight rating (GVWR) is 4,536 kg or more and manufactured since 23 September 2005 shall have bumpers that are

(1) composed of a rigid beam installed horizontally and securely mounted to the trailer so as to prevent road vehicles from slipping under the trailer;

(2) extend no more than 0.1 m inside each side of the trailer;

(3) located no more than 0.3 m from the rear of the trailer and as close as possible to the rear; and

(4) located no more than 0.56 m above the ground.

Notwithstanding the foregoing, a bumper is not compulsory if the distance between the tires on the rear axle and the rear end of the semi-trailer is less than 0.3 m, or if the height of the bottom of the structure at the rear of the semi-trailer is less than 0.56 m above the ground.

O.C. 1483-98, s. 44; O.C. 370-2016, s. 27.

45. The doors of the passenger compartment or any other door providing access to the exterior of the road vehicle shall be securely mounted, engage or be kept closed by an air device when they are closed and shall open easily from the inside and the outside where a mechanism exists for that purpose; furthermore, no hinge shall be missing, cracked, broken or seized.

O.C. 1483-98, s. 45.

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46. The door providing access to a loading space or to an auxiliary compartment shall be adequate, securely mounted to the road vehicle and fitted with a device preventing it from opening while the vehicle is in motion and from closing when it must remain open, if such a mechanism is fitted.

O.C. 1483-98, s. 46.

47. *(Revoked).*

O.C. 1483-98, s. 47; O.C. 370-2016, s. 29.

48. The locking and hold-down device of the hood and the safety hook shall be adequate and securely mounted. The hinges shall be securely mounted on the vehicle and the hood and they shall not be broken or cracked.

O.C. 1483-98, s. 48.

49. The locking and hold-down device of a tilt cab shall be adequate and no component shall be missing, poorly operating, broken or cracked.

O.C. 1483-98, s. 49.

50. The seats or bench seats shall be adequate, securely fixed and, when they are adjustable, they shall be movable and lock in the chosen position. The cushions and the backrests shall be securely fixed and the headrests, if included in the original equipment, shall be present and adequate. The seat cushion upholstery of a bus, minibus or motor coach shall not be torn over a length of more than 75 mm, an area of more than 6,400 mm^2 or a depth of more than 6.5 mm.

O.C. 1483-98, s. 50; O.C. 370-2016, s. 30.

51. The floor and steps of the passenger compartment shall not be cracked, warped or perforated and there shall be no opening to constitute a hazard for passengers.

Furthermore, the floor and the sides of the loading space shall prevent the load from falling out.

O.C. 1483-98, s. 51; O.C. 370-2016, s. 31.

52. Every bus or mini-bus shall comply with the following standards:

(1) the warning light or buzzer of a door shall be adequate; and

(2) no flexible seal installed on the edge of doors by the manufacturer shall be missing, torn or loose.

O.C. 1483-98, s. 52.

53. Every bus or mini-bus equipped with an exit door fitted with an automatic opening mechanism controlled by the driver shall comply with the following standards:

(1) an automatic door-opening system actuated by a pressure-sensitive hinged gate, door step, door edge or a presence detection system shall be adequate;

(2) if that system is in the “closed” position, the exit door shall remain closed if someone tries to open it with a moderate push and, in such a case, the warning light or buzzer shall turn on;

(3) if the system is in the “open” position, the brake and accelerator interlock mechanisms shall automatically lock the rear brakes and, simultaneously, prevent the accelerator from raising the engine speed above idle until the door control is moved to the “closed” position and the door has closed; and

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(4) when the exit door is fitted with sensitive edges and the door is not fully closed, manual pressure on each of the edges shall cause the door to reopen, cause the brake and accelerator interlock systems to engage and set off the warning light or buzzer until the door control is moved to the "closed" position and the door has closed.

O.C. 1483-98, s. 53.

54. Every bus or minibus, excluding those used as police wagons, shall comply with the following standards:

(1) the passageway to the emergency exits shall be free of any encumbrance and, in the case of a vehicle equipped with wheelchair locking devices, allow wheelchairs to move about;

(2) the emergency window shall be securely mounted on its hinges;

(3) the emergency window exit release shall allow the window to be easily opened and closed from inside and, if so designed, from the outside, and the warning light or buzzer shall be adequate;

(4) the hatch of the roof emergency exit shall open outwards easily and adequately; and

(5) the signs provided by the manufacturer with respect to emergency exists shall be present and legible.

O.C. 1483-98, s. 54.

55. Every bus or mini-bus transporting handicapped persons shall comply with the following standards:

(1) the wheelchair locking device shall be adequate, not be damaged and be securely fixed to the vehicle;

(2) the platform lift shall be securely fixed to the vehicle, react adequately to the commands of the control mechanism and operate without jerking;

(3) the access ramp shall be securely fixed to the road vehicle at all times and be adequate except if it is deactivated; and

(4) the alarm and locking systems coupled to an access device shall be present and adequate, except if the access ramp is deactivated.

O.C. 1483-98, s. 55; O.C. 370-2016, s. 32.

56. Every bus or mini-bus shall comply with the following standards:

(1) the floor and step covering shall not be so cracked, loose or worn as to constitute a tripping hazard;

(2) stanchions, horizontal bars, grab handles and guard panels shall be securely mounted;

(3) the passenger compartment shall be free of any protrusion that could injure a passenger;

(4) the shock-absorbing material provided by the manufacturer on stanchions, horizontal bars, guard panels or on the benches shall be present and adequate;

(5) the luggage compartment or luggage rack shall be securely mounted and none of its parts shall be missing, broken or damaged.

O.C. 1483-98, s. 56; O.C. 370-2016, s. 33.

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57. The pneumatic suspension of a truck cab shall not leak or cause a longitudinal or crosswise slope of the cab. The shock absorbers intended by the manufacturer shall be present, adequate, securely mounted and not leak in a way that hampers the performance of the suspension.

O.C. 1483-98, s. 57.

§ 5. — *Windows*

58. The windows of a road vehicle shall be made of safety glass complying with the standards prescribed in the Motor Vehicle Safety Regulations (C.R.C., c. 1038). Furthermore, a window shall not have sharp edges, be missing or incorrectly fixed.

Despite the foregoing, the windows of military-type road vehicles are not required to bear the mark prescribed under this Regulation.

O.C. 1483-98, s. 58; O.C. 370-2016, s. 34; O.C. 883-2024, s. 11.

59. The windshield shall not be tarnished, cloudy, broken in a way that reduces the driver's vision of the road or road signs. Furthermore, no object or sticker that could reduce visibility shall be hung or affixed to the windshield.

O.C. 1483-98, s. 59.

60. The windshield shall not have cracks or missing flakes more than 12 mm in diameter that meet on the area covered by the wipers, excluding the area under the inside mirror and a strip of 75 mm in the upper and lower parts of the windshield.

O.C. 1483-98, s. 60.

61. If the windshield has lost transparency, the loss shall not exceed 10% of the total surface and it shall not be in the area covered by the wipers.

O.C. 1483-98, s. 61.

62. The side windows on each side of the driver's compartment and, in the case of a bus engaged in the transportation of schoolchildren, those immediately behind the driver's compartment, as well as the rear window may not be tarnished, fogged, crazed, cracked or obstructed in a way that reduces the driver's vision of the road or road signs.

O.C. 1483-98, s. 62; O.C. 370-2016, s. 35.

62.1. The first 2 windows on either side of the bus engaged in the transportation of schoolchildren having a gross weight rating of 4,536 kg or more shall comply with the Regulation respecting road vehicles used for the transportation of schoolchildren (chapter T-12, r. 17).

O.C. 370-2016, s. 36.

63. No mirror-like material shall be affixed to or sprayed on any window of a road vehicle.

O.C. 1483-98, s. 63.

64. No darkening or opaque material shall be affixed to or sprayed on the windshield of a road vehicle. However, a strip no more than 15 cm in width may be affixed to the upper part of the windshield.

The windows on each side of the driver's compartment shall admit 70% or more light, when measured with a photometer.

The photometric inspection certificate must include

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(1) the certificate number;

(2) the make, model, year and type of road vehicle, its net mass and the odometer reading;

(3) the vehicle identification number, the licence plate number and the name of the administrative authority that issued the registration;

(4) the name of the vehicle owner and the identification number of the owner or long-term lessee entered on the registration certificate;

(5) *(subparagraph revoked);*

(6) the name and number of the mandatary that carried out the photometric inspection and the address of the place of inspection;

(7) the make, model, serial number and calibration date of the photometer;

(8) the result of the photometer reliability test;

(9) the result of the photometric inspection, the date and time and the name, number and signature of the person who carried out the inspection; and

(10) the acknowledgement of receipt of the owner or driver's photometric inspection certificate.

O.C. 1483-98, s. 64; O.C. 223-99, s. 1; O.C. 161-2008, s. 1; O.C. 370-2016, s. 37.

65. The side window on the left side of the driver's compartment shall be easily opened to allow the driver to signal his manoeuvres with his arm.

O.C. 1483-98, s. 65.

§ 6. — *Rearview mirrors*

66. All rearview mirrors present on the vehicle shall be securely fixed and show no sharp edge. Those required by the Code shall also be adequate and not be missing, broken, cracked or tarnished and their silvering shall not be unbound, except on the periphery of the reflecting surface without exceeding 10% of the total surface.

O.C. 1483-98, s. 66; O.C. 370-2016, s. 38.

67. All rearview mirrors required by the Code shall be adjustable horizontally and vertically and remain steady where positioned.

O.C. 1483-98, s. 67; O.C. 370-2016, s. 39.

§ 7. — *Accessories*

68. The sun visor on the driver's side shall be present, adequate and remain steady where positioned.

The outside sun visor may not, at any place, go lower than 150 mm below the top edge of the sun visor and cover the surface swept by the wipers.

O.C. 1483-98, s. 68; O.C. 370-2016, s. 40.

68.1. Military-type road vehicles must be equipped with a sun visor on the driver's side.

O.C. 883-2024, s. 12.

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69. The horn shall be adequate and securely mounted. Its control shall be easy to reach, identifiable and securely fixed.

O.C. 1483-98, s. 69.

70. The wipers and the windshield washer shall be adequate. None of their components shall be missing, used, maladjusted or worn in a way that renders them ineffective.

The wiper blades shall make even contact with the windshield and sweep the area specified by the manufacturer at a frequency of at least 20 strokes per minute at low speed and 45 strokes per minute at top speed. The difference between both speeds shall be at least 15 strokes per minute.

O.C. 1483-98, s. 70; O.C. 370-2016, s. 41.

71. The heating and defrosting system shall comply with the following standards:

(1) the radiator and the blower and vents designed to heat the passenger compartment and defrost the windows shall be adequate;

(2) enough air shall be blown onto the windshield where intended by the manufacturer and onto the side windows if the vehicle has vents for that purpose; an auxiliary fan may be used; and

(3) if part of the heating liquid piping is visible from inside, it shall not be cut, cracked, worn or leak.

O.C. 1483-98, s. 71.

71.1. Military-type road vehicles must be equipped with a heating and defrosting system. Despite paragraph 2 of section 71, that system does not have to blow air onto a specific place on the windshield.

O.C. 883-2024, s. 13.

72. For a road vehicle originally equipped with a neutral safety starting switch linked to the clutch pedal or the transmission lever, the latter shall be present and allow the engine to start only with the transmission lever in “P” (park) or “N” (neutral) in the case of an automatic transmission or, in the case of a manual transmission, with the clutch pedal depressed to the floor.

O.C. 1483-98, s. 72.

73. The speedometer and odometer shall provide accurate readings with a margin of error of less than 10%.

O.C. 1483-98, s. 73.

74. For a school bus or minibus, the following dial or warning lights, if part of the original equipment, shall be adequate:

(1) the temperature indicator;

(2) the engine oil pressure gauge;

(3) the voltmeter;

(4) the fuel gauge; and

(5) the vacuum or air pressure gauge of the brake system.

O.C. 1483-98, s. 74.

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75. The stop arm or stop sign of a school bus or minibus shall extend and retract when activated and remain in the desired position. The flashing lights of such a sign shall work properly.

O.C. 1483-98, s. 75.

76. Where a school bus is equipped in front with a safety device that may be activated by the driver to keep schoolchildren at a distance from the road vehicle, the crossing control arm shall

(1) be designed in such a manner that a force of 50 newtons applied to its centre is sufficient to push or pull the arm;

(2) be fully extended and at right angles to the bus within no less than 2 seconds and no more than 4 seconds after being activated; and

(3) not have any pointed or sharp edges.

O.C. 1483-98, s. 76.

77. The battery shall be securely mounted and the terminals shall not be excessively covered with corrosion deposits that could prevent it from working properly. The original cover of the battery shall be adequate and securely fixed.

O.C. 1483-98, s. 77.

78. Where a first-aid kit is required by law, it shall be securely fixed and accessible.

O.C. 1483-98, s. 78; O.C. 370-2016, s. 43.

79. Where a chemical extinguisher is required by law, it shall be adequate, securely fixed and accessible.

O.C. 1483-98, s. 79.

80. The seatbelt shall not be missing, damaged or altered; its anchorages shall be securely mounted and the buckle, retractor and locking mechanism shall be present and adequate.

All the air bags installed when the road vehicle is manufactured shall be present or replaced if need be and not be damaged or altered. The warning light of the air bag system shall come on only where the ignition key is in the “on” position and shall go off within the time intended by the manufacturer.

O.C. 1483-98, s. 80; O.C. 370-2016, s. 44.

80.1. Military-type road vehicles must be equipped with seatbelts similar to those of road vehicles of the same type within the meaning of the Motor Vehicle Safety Regulations (C.R.C., c. 1038), and of the same date of manufacture.

The replacement of a seatbelt for the purpose of making the military-type road vehicle compliant with the first paragraph does not constitute an alteration within the meaning of the first paragraph of section 80.

O.C. 883-2024, s. 14.

80.2. The seatbelt and seat anchorages of military-type road vehicles must comply with the manufacturer’s standards.

In the absence of manufacturer’s standards, the seatbelt and seat anchorages must comply with SAE International’s Standard J800 and seat anchorages must comply with section 5.2.3.8 of that standard.

O.C. 883-2024, s. 14.

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§ 8. — *Fuel system*

81. The tank, its brackets and fasteners, the fittings, clamps, lines and the containers of the fuel supply system of a road vehicle shall comply with the following standards:

(1) no leakage shall be present at any point along the fuel delivery system;

(2) the tank shall not leak, be cracked or unsecurely mounted;

(3) the tank supports, retaining straps and any other fasteners or protection element shall be present, without cracks or breaks, securely mounted and in compliance with the manufacturer's standards;

(4) the lines and their fittings shall be adequate and they shall not be cut, crushed, crimped, so cracked that the cord is exposed, corroded or excessively worn, the fasteners shall be adequate, at the designed locations and tight enough to prevent the lines from vibrating or rubbing against adjacent parts;

(5) a gas or diesel tank shall be fitted with a cap designed for that tank and that can prevent a spill; and

(6) the supply system shall be equipped with a fuel gauge that the driver may see.

O.C. 1483-98, s. 81; O.C. 370-2016, s. 45.

82. The design, installation, replacement, removal and testing of the natural gas supply system of a road vehicle, shall be done in compliance with the Code d'installation du gaz naturel pour les véhicules (CSA-B109-F-14) and with the Natural Gas for Vehicles Installation Code (CSA-B109-14) published by the Canadian Standards Association (CSA), excluding only the requirement to obtain an approval from a competent authority or from the body responsible for inspecting boilers and pressure vessels in a province or territory.

The repair, maintenance and inspection of the natural gas supply system shall be done in compliance with the installation codes provided for in the first paragraph or, when the codes cannot be applied, be done in accordance with the codes in force when the supply system is installed.

O.C. 1483-98, s. 82; O.C. 370-2016, s. 46.

83. The design, installation, replacement, removal and testing of the propane gas supply system of a road vehicle shall be done in compliance with the Code d'installation des réservoirs et des systèmes d'alimentation en propane sur les véhicules routiers (CAN/CSA B149.5 F15) and with the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) published by the Canadian Standards Association (CSA), excluding only the requirement to obtain an approval from a competent authority or the body responsible for inspecting boilers and pressure vessels in a province or territory.

The repair, maintenance and inspection of the propane gas supply system shall be done in accordance with the installation codes provided for in the first paragraph or, when the codes cannot be applied, be done in accordance with the installation codes in force when the supply system is installed.

O.C. 1483-98, s. 83; O.C. 370-2016, s. 46.

84. Sections 82 and 83 do not apply to road vehicles equipped with a natural gas or propane gas supply system since their manufacture and bearing the national safety mark within the meaning of the Motor Vehicle Safety Act (S.C. 1993, c. 16) or the compliance label provided for in that Act.

The repair and maintenance of the supply system provided for in the first paragraph shall be done in compliance with the standards in force at the time of manufacture of the vehicle equipped with such a system.

O.C. 1483-98, s. 84; O.C. 370-2016, s. 46.

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85. Where the fuel supply system of a road vehicle registered in Québec is modified to run on natural gas, the sticker referred to in Schedule I shall be affixed inside the rear window or the rear wide window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The mechanic who made the modification shall write on the sticker the number of the mechanic's certificate of qualification issued under the Regulation respecting certificates of qualification and apprenticeship regarding gas, stationary engines and pressure vessels (chapter F-5, r. 2).

O.C. 1483-98, s. 85; O.C. 370-2016, s. 46.

86. The natural gas supply system of a road vehicle registered in Québec shall be inspected every 3 years by a mechanic holding an appropriate certificate of qualification with respect to natural gas.

Where the supply system complies with the standards in force at the time of modification to use natural gas or with the standards in force at the time of manufacture of a vehicle equipped with such a supply system, the sticker referred to in Schedule I shall be affixed inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The mechanic who made the inspection shall write on the sticker the number of the mechanic's certificate of qualification.

O.C. 1483-98, s. 86; O.C. 370-2016, s. 46.

86.1. For the purposes of sections 85 and 86, the sticker referred to in Schedule I is valid for a 3-year period.

O.C. 370-2016, s. 46.

87. Where the supply system of a road vehicle registered in Québec is modified to use propane as fuel, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) shall be affixed inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The mechanic who made the modification shall write on the sticker the number of the mechanic's certificate of qualification.

O.C. 1483-98, s. 87; O.C. 370-2016, s. 46.

88. The propane supply system of a road vehicle registered in Québec shall be inspected every 5 years by a mechanic holding an appropriate certificate of qualification with respect to propane.

Where the supply system complies with the standards in force at the time of modification to use propane or with the standards at the time of manufacture of the vehicle equipped with such a supply system, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) shall be affixed inside the rear window or the rear side window of the vehicle, near the filler cap so that the sticker may be seen by the person filling the tank. The mechanic who made the inspection shall write on the sticker the number of the mechanic's certificate of qualification. The sticker is valid for a 5-year period.

O.C. 1483-98, s. 88; O.C. 370-2016, s. 46.

88.1. For the purposes of sections 87 and 88, the sticker referred to in Schedule C to the Installation code for propane fuel systems and tanks on highway vehicles (CSA-B149.5-15) is valid for a 5-year period.

O.C. 370-2016, s. 46.

89. Excluding the manufacturer, the installer of a compressed natural gas or propane gas supply system of a road vehicle shall inform the Société of the new type of fuel to be used by the vehicle.

O.C. 1483-98, s. 89.

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90. *(Revoked).*

O.C. 1483-98, s. 90; O.C. 370-2016, s. 47.

§ 9. — *Exhaust system*

91. The exhaust system shall include all the components intended by the manufacturer including the manifold, pipes, muffler, brackets and fasteners.

Those components shall be securely mounted to their anchorages and no leakage of exhaust gases shall be detected through joints, cracks or holes other than those originally provided by the manufacturer of the exhaust system to evacuate condensation.

Any repair on any of the components shall be such as to preserve the original characteristics.

O.C. 1483-98, s. 91; O.C. 370-2016, s. 48.

92. Except for the injector and its line to the fuel entry point used for the regeneration of the particle filter of the exhaust system, no component of the exhaust system shall run closer than 50 mm from another element, such as a part made of combustible materials, an electric wire, the fuel supply system or the braking system.

In the case of a diesel tank protected by an appropriate heat shield, no component of the exhaust system shall run closer than 25 mm from the tank. In the case of pressurized fuel lines, of the GNC and GPL types, that minimum distance is 150 mm.

Furthermore, no flammable material shall leak on a component of the exhaust system.

O.C. 1483-98, s. 92; O.C. 370-2016, s. 49.

93. Where a component of the exhaust system is located near a passenger compartment door, it shall be covered with a guard if persons using the door risk being burned.

O.C. 1483-98, s. 93.

94. No component of the exhaust system shall be replaced, modified or removed so as to cause the system to be noisier than the one originally installed by the manufacturer on the road vehicle.

O.C. 1483-98, s. 94.

95. No component of the exhaust system shall cross the passenger compartment. The outlet of the vehicle's exhaust pipe shall not be located under the space occupied by the passengers and luggage or under the emergency door. Furthermore, the exhaust pipe shall not extend more than 15 cm horizontally from the road vehicle. For a school bus, the outlet of the exhaust pipe shall be located behind any openable side window.

O.C. 1483-98, s. 95; O.C. 370-2016, s. 50.

§ 10. — *Engine controls*

96. The engine controls shall comply with the following standards when the vehicle is stationary, with the engine running and the transmission in the neutral position:

(1) no component shall be missing, worn, inadequate, seized, insecurely mounted, damaged or maladjusted in a way that prevents the engine from accelerating, stopping or idling when the accelerator is released; and

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(2) if the mechanism for controlling the engine works with air, there shall be no leak in the system.

O.C. 1483-98, s. 96.

97. The clutch control mechanism between the engine and the transmission shall comply with the following standards:

(1) the clutch pedal shall be of a non-slip type;

(2) no component intended by the manufacturer shall be missing or worn in a way that prevents it from working properly;

(3) it shall prevent any gear slip when the pedal is completely released; and

(4) it shall be able to interrupt the transmission of engine torque to the gearbox shaft.

O.C. 1483-98, s. 97.

§ 11. — *Chassis frame, underbody, load space and coupling devices*

O.C. 1483-98, sd. 11; O.C. 370-2016, s. 51.

98. All the chassis frame members, or the structural members in the case of a monocoque body, shall be present, securely mounted and assembled in accordance with the manufacturer's standards and shall not be cracked, broken, bent or perforated by rust or have any loose or missing connecting fasteners or bolts.

No repair or modification to those components shall weaken the structure of the road vehicle.

O.C. 1483-98, s. 98.

99. The parts of the frame used to fix the body, the load, the load space, the coupling device, a piece of equipment, an accessory, the steering, the suspension, the engine, the gearbox and the differential shall not be missing, out of order, insecurely mounted, damaged, cracked, broken or bent.

O.C. 1483-98, s. 99; O.C. 370-2016, s. 52.

100. The driving shaft shall be adequate and not be warped, insecurely mounted, bent or cracked. The slip joint, the centre bearing and its support shall be adequate.

The universal joints of the driving shaft may not be loose, insecurely mounted and, if part of the original equipment, the shaft guard shall be present and securely mounted.

O.C. 1483-98, s. 100; O.C. 370-2016, s. 53.

101. Every trailer or semi-trailer, dolly or road vehicle equipped with a cargo body, a platform, a dump body or equipment and every truck or combination of road vehicles shall comply with the following standards:

(1) the structural members of the chassis frame and the elements delimiting the load space, such as panels, side rails posts, poles, roof bows and platforms, shall be securely mounted and strong enough to support the maximum loads determined by the Vehicle Load and Size Limits Regulation (chapter C-24.2, r. 31);

(2) when the platform, cargo body, dump body or equipment is not an integral part of the chassis frame, all fasteners, such as brackets, clamps, bolts and stoppers, shall be securely mounted and none shall be worn or corroded to the point that its capacity is reduced, missing, cracked, broken or loose;

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(3) any lifting or support device of the trailer or semi-trailer whose GVWR is 4,500 kg or more shall be adequate and shall show no evidence of excessive wear; furthermore, all mechanisms and positioning components shall allow for adequate seating of parts;

(4) no part, clamp or safety device that secures a sliding bogie under a semi-trailer shall be missing, out or order, improperly mounted, damaged, cracked, broken, seized or blocked;

(5) the plate and the kingpin shall be at a right angle respectively in all directions, be securely mounted together and to the chassis frame and shall not be cracked; furthermore, the coupling plate shall not be curved downwards more than 6.4 mm or more than 1.6 mm upwards within a radius of 483 mm measured from the kingpin; if they are fixed to a rotating platform, it shall be securely mounted to the chassis frame, turn freely without seizure on its bearings and shall not show a play of more than 6.4 mm vertically; furthermore, the kingpin shall not show indication of repair by welding or have a diameter reduced by more than 3.2 mm compared to the original diameter where measured on all the circumferences of the kingpin and the coupling plate shall not be so corroded or worn out as to weaken its resistance or the solidity of its mounting to the vehicle;

(6) the fifth wheel shall be securely mounted to the vehicle in accordance with the manufacturer's standards and no coupling or mounting part shall be missing, cracked, broken, bent, slack, not securely fixed or out of order; any part of the mechanism for tightening, locking or unlocking the jaws shall be adequate and no part shall be worn or maladjusted in a way that adversely affects the good working order, missing, seized, cracked, broken, not securely mounted or show signs or repair by welding furthermore, if bolts are used to attach the fifth wheel to the vehicle, they shall be at least grade 8 in accordance with Standard SAE J429 published by the Society of Automotive Engineers or the equivalent to tow semitrailers of a gross vehicle weight rating of 4,500 kg or more;

(7) the horizontal play between the jaws and the kingpin shall no exceed 6.4 mm and the coupling plate shall not be cracked, broken, bent or show signs of repair by welding;

(8) the support of the coupling plate shall not be cracked, broken, insecurely fixed, have welded repairs not intended by the manufacturer; the horizontal play between the axis and the steel ring shall not exceed 9.5 mm and the vertical play between the pin and the flexible ring shall not exceed 12.8 mm; and

(9) if the fifth wheel is mounted on a sliding support, the latter shall be equipped with securely mounted front and rear stoppers and the mechanism for locking the seat tracks shall be adequate without allowing a side, vertical or lengthwise movement of more than 6.4 mm in locked position.

O.C. 1483-98, s. 101; O.C. 370-2016, s. 54.

102. Every coupling device other than those provided for in section 100 shall comply with the following standards:

(1) the coupling device shall be securely mounted to the structure of the towing vehicle and of the towed vehicle in accordance with the manufacturer's standards and, if bolts are used to mount it, they shall be at least Class 8 in accordance with Standard SAE J429 published by the Society of Automotive Engineers or the equivalent to tow trailers of a gross vehicle weight rating of 4,500 kg or more;

(2) no fastener component shall be so worn that it hampers the smooth operation, or be cracked, broken, bent, slack, missing or seized;

(3) the locking mechanism shall be adequate and be specifically designed to link the coupling devices of the towing and towed vehicles; in the case of a hook-and-ring system, the locking mechanism shall be equipped with a double lock;

(4) any assembly or repair work made on a coupling device shall ensure the same conditions of safety as those intended by the manufacturer of the device and no welded repairs shall have been made on cast or forged parts by means of welding;

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(5) the wear on a hook and coupling ring at their point of contact shall not exceed 4.8 mm each;

(6) if the tow hook or ring has a pneumatic play compensating device, there shall be no air leak in the system;

(7) the drawbar installed on a towed vehicle or a converter dolly shall not be bent, broken or cracked and no part shall be missing, insecurely mounted or so worn that it no longer has the required mechanical resistance;

(8) the safety fasteners and their coupling components, such as steel cables, chains, links, hooks, coupling sleeves, shackles, clips, rings, thimbles and clamps, shall be adequate, securely fastened to their anchorages and none shall be missing, abraded, cracked, broken, loose, corroded or worn.

O.C. 1483-98, s. 102; O.C. 1049-2010, s. 8; O.C. 370-2016, s. 55.

§ 12. — *Steering system*

103. Every steering component or parts of the self-steering axle allowing the wheels to turn shall be adequate and securely mounted. No component shall be cracked, broken, insecurely mounted, displaced, bent, missing, modified or welded, except welds done by the manufacturer. Furthermore, no component shall be worn, damaged or used in a way that hampers the handling of the road vehicle.

Where the steering wheel of the vehicle is adjustable, it shall remain in set position.

O.C. 1483-98, s. 103; O.C. 370-2016, s. 56.

104. Any repair to the steering shall ensure the same conditions of safety as those intended by the manufacturer. It is prohibited to inject a product intended to reduce the play in the ball joints.

O.C. 1483-98, s. 104.

105. The steering column, shaft and box, rack and the auxiliary cylinder of a power boosted steering shall comply with the following standards:

(1) they shall be securely fixed to the road vehicle;

(2) no bolt shall be missing or loose;

(3) the steering shaft couplings shall not have any play, be damaged or show signs of repair by welding;

(4) the steering shaft spines or the groove of the steering shaft shall not have rotation play greater than 1.2 mm between the grooves or horizontal or vertical play of more than 6.4 mm;

(5) the energy-absorbing system of the steering column shall not have been damaged or modified; and

(6) the steering column shall not move out of its normal position.

O.C. 1483-98, s. 105; O.C. 370-2016, s. 57.

106. The play in the couplings and connections shall be inspected while the wheels are on the ground and in the straight ahead position and, in the case of power boosted steering, while the engine is running.

There shall be no play in the direction of the movement or of the force applied on the couplings or connections when the steering wheel is turned alternatively from side to side to move the wheels.

O.C. 1483-98, s. 106; O.C. 370-2016, s. 58.

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107. The play in the steering wheel shall be inspected while the wheels are on the ground and in the straight ahead position and, in the case of power boosted steering, while the engine is running.

When the steering wheel is turned from side to side until the wheels move, the play in the steering wheel shall not be greater than the value determined by the manufacturer or, if such data is not available,

(1) for a vehicle whose gross vehicle weight rating is less than 4,500 kg:

(a) 51 mm for power boosted steering;

(b) 75 mm for standard steering;

(c) 10 mm for a rack-and-pinion steering, power boosted or not;

(2) in the case of a vehicle whose gross vehicle weight rating is 4,500 kg or more

(a) for power boosted steering, 75 mm where the diameter of the steering wheel is 500 mm or less and 87 mm where the diameter of the steering wheel exceeds 500 mm;

(b) for standard steering, 87 mm where the diameter of the steering wheel is 500 mm or less and 100 mm where the diameter of the steering wheel exceeds 500 mm.

O.C. 1483-98, s. 107; O.C. 1049-2010, s. 9; O.C. 370-2016, s. 59.

108. For power boosted steering, the belt of the pump shall be present, free of cuts, be at the tension determined by the manufacturer and the fluid in the reservoir shall reach the level recommended by the manufacturer.

Furthermore, the pump, lines and fittings shall be securely fixed. The components and the box, rack and auxiliary cylinder may not leak, except for a slight sweating. No line shall be in contact with a mobile part.

O.C. 1483-98, s. 108; O.C. 370-2016, s. 60.

109. No blockage or interference shall be felt when the wheels are turned from full left to full right and back again while on the ground and with the engine running, in the case of power boosted steering and, where applicable, when the truck is unloaded.

The number of turns required to bring the steering wheel from the centre to each stop shall not differ by more than one half-turn and there shall be a clearance of at least 25 mm between the tire and the chassis, body or steering linkage or body in every position. Furthermore, the steering wheel shall not be modified, warped or insecurely mounted. If the steering wheel has been replaced, it shall have the same characteristics as the original steering wheel of the motor vehicle.

Furthermore, the steering stops shall be present and the play between each steering stop and its contact point when the steering wheel is fully turned shall not exceed 6.4 mm.

O.C. 1483-98, s. 109; O.C. 370-2016, s. 61.

110. Where the front wheels are on the ground and in the straight ahead position, they shall not be visibly out of alignment.

O.C. 1483-98, s. 110.

111. *(Revoked).*

O.C. 1483-98, s. 111; O.C. 370-2016, s. 62.

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112. The load-carrying or non-load carrying ball joints related to suspension components shall be inspected by lifting the front of the road vehicle so as to unlock the joints to be checked. The joints shall have no play beside the play determined by the manufacturer.

In the case of joints with a wear indicator, the inspection shall be carried out with the wheels on the ground and the position of the indicators shall be within the limits determined by the manufacturer.

O.C. 1483-98, s. 112.

113. The horizontal play in the steering knuckles shall be inspected by lifting the axle, by moving the top and bottom of the wheel inside and outside and by measuring its displacement at the outer circumference of the tire. The play shall not exceed the manufacturer's standards or, in their absence, the following standards:

(1) 3.2 mm for rims whose diameter is less than 510 mm; or

(2) 4.8 mm for rims whose diameter is 510 mm or more.

The vertical play measured between the spindle support and the axle shall not exceed the manufacturer's standards or, in their absence, 2.5 mm.

O.C. 1483-98, s. 113.

114. *(Revoked).*

O.C. 1483-98, s. 114; O.C. 370-2016, s. 63.

§ 13. — *Suspension*

115. The suspension components shall comply with the following standards:

(1) every component shall be present, adequate, securely mounted and none shall show signs of wear, damage or use in a way that hampers the good working order of the suspension;

(2) no component for mounting the axle to the road vehicle or component for positioning the axle or wheel to the road vehicle shall be cracked, broken, not securely mounted, out of place, warped, missing or welded, excluding the welds done by the manufacturer;

(3) *(paragraph revoked);*

(4) any repair shall provide the same safety level as the level that existed when the vehicle was manufactured;

(5) the axles shall not be cracked, warped or have welded repairs; they shall be securely mounted, properly aligned and be perpendicular to the lengthwise axis of the vehicle; and

(6) the suspension shall not allow a tire to touch the body or frame under normal conditions of use.

O.C. 1483-98, s. 115; O.C. 370-2016, s. 64.

116. A leaf spring, coil spring or torsion bar suspension shall not be cracked or broken. Such suspension may not be so sagged that one side of the road vehicle is more than 5 cm lower than the other side or allow contact with a rubber bumper. The use of spacers between the spirals of a coil spring is prohibited.

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In the case of a leaf spring suspension, the play between the bushing and the axis shall not exceed the manufacturer's standards or, in their absence, 2 mm for an axis whose diameter is 24 mm or less and 3.2 mm for an axis with greater diameter.

O.C. 1483-98, s. 116; O.C. 370-2016, s. 65.

117. In the case of a pneumatic suspension, air shall be supplied to the system only where the air pressure in the braking circuit reaches 450 kPa. No air leak shall be observed in the lines and the system components. The lines and fittings shall be adequate and shall not be abraded or so cracked that the reinforcement cord is exposed, crushed, crimped, bored, excessively worn or corroded, bulged, broken or welded and the lines shall be fixed so as to prevent the lines from vibrating or chafing against adjacent parts.The balls shall be securely mounted on the structure and not be so damaged that the cord is exposed and not show signs of repair.

O.C. 1483-98, s. 117; O.C. 370-2016, s. 66.

118. The shock absorbers and brackets forming part of the original equipment of a road vehicle shall be adequate, securely mounted, not be cracked or broken and none shall be missing. Furthermore, the shock absorbers shall not leak in a way that hampers their performance.

O.C. 1483-98, s. 118.

119. Where a suspension bushing is made of flexible material, the material shall be adequate and free of cuts that could hamper performance.

O.C. 1483-98, s. 119.

§ 14. — *Tires and wheels*

120. Tires shall comply with the following standards:

(1) no tire shall be so worn that a wear indicator touches the road or that the depth of the tread measured in a main groove or tread design, elsewhere than at the wear indicator, is less than 3.2 mm on a front tire of a motor vehicle whose gross vehicle weight rating is 4,500 kg or more and 1.6 mm in all other cases;

(2) at no point shall a tire be worn, cut or damaged to expose the cord or steel belt. Furthermore, a crack in the sidewall of a tire may not be deeper than 3.2 mm;

(3) no tire shall be abnormally bulged or out of shape and no foreign material that could cause a puncture shall be stuck in the tread or in the sidewall;

(4) a tire shall not have been recut deeper than the original grooves, unless the model was specially designed for such recutting and that feature is indicated on the sidewall;

(5) no tire whose tread has been recapped shall be mounted on the front steering axle of an emergency vehicle, a minibus or a vehicle whose gross vehicle weight rating is 4,500 kg or more, unless the vehicle is equipped with 2 active steering axles;

(6) at no point shall the tread or rubber compound of the sidewall be separated from the carcass of the tire, unless the tire was recapped and the separation does not exceed 6 mm in width;

(7) tires differing in size, construction type or series shall not be installed on a same axle or a combination of axles, unless they are recognized by the manufacturer as equivalent;

(8) it is prohibited to mount radial tires on the font and bias-ply tires on the rear, unless the vehicle has dual rear wheels;

(9) the front wheels of a passenger vehicle shall not be of a smaller series or have a tread wider than the rear tires;

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(10) tires in a dual tire set shall not be in contact with one another or differ from other in diameter by more than 13 mm;

(11) a tire shall not be of a size smaller than the minimum dimension indicated by the vehicle manufacturer, unless it is recognized as equivalent by the tire manufacturer; it may however be of a size greater than that indicated by the vehicle manufacturer provided that the tire does not touch the body or another component of the vehicle in every position of the suspension or steering;

(12) a tire shall have been repaired in accordance with the tire manufacturer's standards;

(13) the air pressure in the tires of a same axle shall not differ by more than 10% and the pressure shall not exceed the pressure printed on the sidewall or be lower than the value determined by the manufacturer of the vehicle or of the tire;

(14) no tire valve shall be worn down, damaged, scraped or gashed and the exposed portion of each valve shall be of sufficient length and accessible to allow for the easy inflation of the tire and pressure reading;

(15) no tire shall bear marks or wording to indicate that it is for restricted use and unsuited for use on public roads, unless it is mounted on a truck specially adapted for farming purposes or on a farm trailer; and

(16) tires shall be mounted on the wheel in accordance with their manufacturer's standards.

O.C. 1483-98, s. 120; O.C. 1049-2010, s. 10; O.C. 370-2016, s. 67.

121. The wheels and their fasteners shall be adequate and comply with the following standards:

(1) no wheel stud, nut, bolt, or other fastener shall be missing, cracked, broken, damaged or repaired by welds and each part shall be securely fastened and comply with the dimension and type determined by the wheel manufacturer;

(2) bolts shall extend at least one and a half thread groove beyond fastener nuts, unless otherwise indicated by the vehicle manufacturer;

(3) the wheel shall not be so bent, broken, misaligned, warped, damaged or corroded that its capacity is reduced; it shall not have any crack, elongated bolt hole, signs of repair or welds other than force bands for a spoked wheel and the manufacturer's original welds;

(4) where the wheel is composed of 2 or 3 parts, it shall not be damaged and the lock ring shall not be bent, unsecurely mounted, cracked, warped, broken, welded, have less than 3 mm clearance at their ends and shall correspond to the rim on which it is mounted;

(5) no cast wheel shall show evidence of wear in the clamp area;

(6) no spoked wheel shall have any missing, broken, bent or slack spokes;

(7) the spacer between dual wheels shall not be damaged, missing, warped, cracked or broken; and

(8) a wheel shall be of the dimension and capacity determined by the wheel manufacturer for the tire mounted on it.

O.C. 1483-98, s. 121.

121.1. The wheel bearings shall be inspected so that the play measured at the outer circumference of the tire does not exceed the manufacturer's standard or, in the absence of such standard, no discernible play may be detected.

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The bearing shall be properly lubricated and its lubricant may not be under the minimum level when visible through a sight glass. Bearings shall show no damage or leakage, other than oozing, and shall not cause abnormal noise.

The filler cap, drain plug or hub cap may not be so damaged that the inside of the hub is exposed, insecurely mounted or missing.

O.C. 370-2016, s. 69.

122. The parts of a tire support or mounting holding the spare wheel shall be securely fixed so that the wheel is held firmly in position. Furthermore, the spare wheel and tire shall be ready for mounting.

O.C. 1483-98, s. 122.

§ 15. — *Safety device for children under 5 years of age*

123. *(Revoked).*

O.C. 1483-98, s. 123; O.C. 370-2016, s. 70.

§ 16. — *Flares, reflectors and slow-moving vehicle warning signs*

124. For the purposes of this Subdivision,

"flares" means a tube containing a flammable mixture that burns with a red light and that must have a friction ignition device, burn for at least 15 minutes and include instructions, the name of the manufacturer and the date of manufacture;

"lamp" means a yellow or red mobile lighting device with a range of 360 degrees and visible from a distance of 300 m in every direction;

"reflector" means a triangle device complying with Standard SAE J774 January 2000 or with a later version published by the Society of Automotive Engineers.

O.C. 1483-98, s. 124; O.C. 370-2016, s. 71; O.C. 883-2024, s. 15.

125. If a vehicle whose width exceeds 2 m must come to a stop on the road or shoulder of a public road, the drive shall signal its presence with the hazard lights. The driver shall also place flares, reflectors or lamps as follows:

(1) a warning device shall be placed on the roadway, about 3 m from the rear of the vehicle, in the extension of the left side of the vehicle;

(2) a second warning device shall be placed on the roadway, about 30 m from the rear of the vehicle, in line with the first device;

(3) a third warning device shall be placed on the roadway, about 30 m from the front of the vehicle, in the extension of the left side of the vehicle.

On the roadway of a divided highway, a one-way road or other public roads where it is impossible for vehicles to meet, the driver shall place the flares, reflectors or lamps as follows:

(1) a warning device shall be placed on the roadway, about 3 m from the rear of the vehicle, in the extension of the left side of the vehicle;

(2) a second warning device shall be placed on the roadway, about 30 m from the rear of the vehicle, in line with the first device;

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(3) a third warning device shall be placed on the roadway, about 60 m from the rear of the vehicle, in line with the others.

The flares shall be replaced as required to provide constant warning.

Flares shall not be used as emergency warning signals on vehicles engaged in the transportation of flammable or explosive substances.

O.C. 1483-98, s. 125; O.C. 370-2016, s. 72.

126. Any vehicle built to travel at a speed lower than 40 km/h and any animal-propelled vehicle shall be equipped with a triangle orange warning sign, with a dark red reflective edge, complying with Standard ANSI/ ASAE S276.5 or with a later version published by the American Society of Agricultural Engineers.

The sign shall be fixed with an angle of the triangle upwards, vertically and perpendicular to the direction taken by the vehicle, as close as possible to the rear, at the centre of the vehicle or as close as possible from the left, at a height of 60 to 180 cm measured from the ground to the base of the sign.

In the case of a combination of vehicles, the sign may be installed on any vehicle, provided that it is entirely visible and perfectly identifiable as seen from behind.

The sign shall be adequate, securely fixed to the vehicle and free from any object or matter that could reduce its visibility up to a distance of 180 m.

O.C. 1483-98, s. 126; O.C. 370-2016, s. 73.

DIVISION IV

MECHANICAL INSPECTION AND SAFETY STANDARDS FOR MOTORCYCLES AND MOPEDS

§ 1. — *Mudguards, footrests, windshield*

127. The chain guard or belt guard as well as the saddle and the mudguards shall be securely mounted and shall not be damaged.

O.C. 1483-98, s. 127; O.C. 883-2024, s. 16.

128. The road vehicle shall have footrests for the driver and the passenger.

O.C. 1483-98, s. 128.

129. If the vehicle has a windshield, it shall be securely mounted and shall not be cracked, broken or show evidence of any defect which reduces visibility.

O.C. 1483-98, s. 129.

§ 2. — *Exhaust system*

130. The exhaust system shall include all the components, in particular the manifolds, pipes, muffler, brackets and clamps. The components of the exhaust system shall be adequate, securely mounted to their anchorages and no leakage of exhaust gases shall be detected through joints or an external hole other than that of the outlet pipe and the drain hole originally provided by the muffler manufacturer for evacuating condensation.

No component of the system shall have been replaced, removed, added or modified in a way that makes the system noisier or more likely to cause burns compared to the system installed by the motorcycle

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manufacturer. The exhaust system shall not have a mechanism that prevents exhaust gases from flowing through the muffler.

No flammable material shall leak on a component of the exhaust system.

For the purposes of this Subdivision, “muffler” means a component that has the following characteristics:

(1) it is composed of an expansion chamber, a baffle or any other mechanical, electronic, electrical or acoustic device, or a combination thereof, that are permanently mounted and that are specifically designed by the manufacturer to reduce the noise caused by the exhaust gases;

(2) its exterior diameter is greater than the diameter of the manifold;

(3) it was designed by the manufacturer for the motorcycle on which it is mounted; and

(4) it shall not bear a mention or be identified by its manufacturer or the motorcycle manufacturer as intended for a special use or not designed for use on public roads except if it was originally installed by the manufacturer on a military-type road vehicle.

O.C. 1483-98, s. 130; O.C. 370-2016, s. 74; O.C. 883-2024, s. 17.

§ 3. — *Engine controls*

131. The components forming the engine controls shall be adequate.

O.C. 1483-98, s. 131.

132. The engine controls shall comply with the following standards when the road vehicle is stationary, the engine is running and the transmission is in the neutral position:

(1) no component intended by the manufacturer shall be missing, worn in a way that affects its good working order, inadequate, seized, insecurely mounted, damaged or maladjusted in a way that prevents the engine from accelerating, stopping or idling when the throttle is released; and

(2) if the engine has an emergency cut-off device, the engine shall stop idling when the device is activated.

O.C. 1483-98, s. 132; O.C. 370-2016, s. 75.

133. The clutch mechanism shall comply with the following standards:

(1) no component intended by the manufacturer shall be missing;

(2) no component shall be so worn as to hamper its good working order;

(3) the clutch shall prevent any gear slip when the lever is completely released; and

(4) the clutch shall interrupt the engine torque transmission to the gearbox shaft.

O.C. 1483-98, s. 133.

§ 4. — *Fuel supply system*

134. The components of the fuel supply system, such as the tank, its supports and fasteners, fittings, collars, fasteners and flexible and rigid lines, shall comply with the following standards:

(1) no leakage shall be present at any point along the fuel supply system;

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(2) the tank shall not leak, be cracked or insecurely mounted;

(3) the tank fasteners and other fittings shall be present and securely fixed and not be cracked or broken;

(4) the rigid or flexible lines and fittings shall be adequate and shall not be cut, crushed, pinched, so cracked that the cord is exposed, corroded or excessively worn; furthermore, the fasteners shall be adequate, at the places intended by the manufacturer and tight enough to prevent the hoses from vibrating or chafing against adjacent parts; and

(5) the fuel tank shall be fitted with a hermetic filler cap to prevent any spill.

O.C. 1483-98, s. 134.

§ 5. — *Brake and parking system*

135. The mechanical and hydraulic components of the brake system shall comply with the following standards:

(1) all the parts shall be adequate, securely mounted and none shall be missing, seized or so damaged or worn out as to hamper the good working order of the brake system;

(2) the lines and the fittings shall be adequate and shall not be crushed, pinched, cut or so cracked that the cord is exposed, nor bulged, broken, weld, excessively worn or corroded; furthermore, the fasteners shall be adequate, at the intended places and tight enough to prevent the lines from vibrating or rubbing against adjacent parts;

(3) the hydraulic system shall show no visible evidence of leakage where the handbrake or pedal is fully depressed;

(4) the master cylinder shall be securely mounted, show no signs of internal or external leaks, be fitted with a fluid-tight cover and the brake fluid level shall not be below the level specified by the manufacturer;

(5) the brake lever and brake pedal shall be adjusted and located according to the manufacturer's standards;

(6) the warning light shall be adequate;

(7) the brake pedal shall be of a non-slip type, securely fixed to its rotation axis, correctly aligned and move without excessive friction;

(8) the anti-lock brake system shall be adequate and the warning light shall go off within the time specified by the manufacturer;

(9) the internal brake components shall comply with the following standards:

(a) the bonded brake linings shall be at least 1.6 mm thick, while riveted linings shall be at least 3.2 mm thick or 1 mm above the rivets, being measured at the thinnest point excluding the bevelled part;

(b) the linings shall not be unbound from their support, broken, contaminated by oil or grease, cracked more deeply than half the remaining thickness or worn in an extremely uneven way; furthermore, the linings shall be securely attached to the support and no rivet shall be missing or loose;

(c) the brake linings shall be adjusted according to the manufacturer's standards, or so that the clearance between the linings and the drum be as small as possible without causing friction when the brake is released;

(d) the wear indicator shall not be in contact with the drum or disc or exceed the manufacturer's standards;

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(e) the pistons of a hydraulic brake shall move when the brake lever or pedal is lightly depressed; furthermore, there shall be no fluid leaks around them or along the lines and connections;

(f) only superficial cracks caused by heat may be present and reach the outer edge of the friction surface of the drum or disc; there shall be no other crack or leak on the other parts of the drum or disc;

(g) a brake disc shall not be thinner than the stamped dimension or the dimension specified by the manufacturer and shall not have a groove whose depth reduces the thickness below the prescribed thickness, or out of true by more than 0.13 mm;

(10) the caliper shall not be seized, cracked, broken, poorly installed or leak;

(11) there shall be rotation resistance on the wheel on which the brake is applied; where the brake is released, the wheel shall be totally free to turn and no part of the brake system shall be broken or be damaged consequently to such test;

(12) the hydraulic brake control shall not depress completely where a moderate force is applied for a minute and the movement of the control shall not exceed 65% of the total possible movement; and

(13) the parking brake of a 3-wheel motorcycle shall comply with the following standards:

(a) the mechanism for the application of the parking brake shall be applied and released several times to make sure that the cables and mechanism work freely;

(b) the parking brake shall prevent the motorcycle from moving when fully applied on a flat surface, with the gearshift lever placed in the drive position in the case of an automatic transmission or, in the case of a manual transmission, in the highest gear that will allow a normal forward start, while the motorcyclist smoothly attempts to move the vehicle forward; furthermore, the wheels shall be completely free to turn where the brake is released;

(c) no mechanical component of the parking brake shall be missing, so worn as to affect the good working order or out of order, misaligned, not securely mounted, broken, cracked, seized up, slack, weakened, out of shape, disconnected or damaged.

O.C. 1483-98, s. 135; O.C. 370-2016, s. 76.

§ 6. — *Lighting, warning signals and electrical system*

136. All the headlights, lights and reflectors required by the Code shall be present, comply with the manufacturer's standards and be securely mounted in the locations designed for that purpose. All the headlights, lights and indicator lamps on an electrical circuit shall light up with the intensity intended by the manufacturer when the switch of the electrical circuit is turned on.

Despite the first paragraph, the headlights, lights and reflectors of a military-type road vehicle are not required to comply with the manufacturer's standards. However, they must comply with the Canadian safety standards for motor vehicles provided for in the Motor Vehicle Safety Act (S.C. 1993, c. 16) that apply on the date of the vehicle's manufacture or with SAE International's Standard J759. In the latter case, headlights and lights must light up with the intensity intended by their manufacturer.

O.C. 1483-98, s. 136; O.C. 883-2024, s. 18.

137. The operation of one circuit shall not interfere with the operation of any other circuit.

O.C. 1483-98, s. 137.

138. No electric cable, plug, adapter or socket shall be broken, abraded, cracked, corroded or worn in a way that impedes the good working order of the component linked to it.

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Each component shall be securely mounted to its anchorage so as to avoid any contact with moving parts. Furthermore, electrical wires that are not grounded shall be covered with a protective and insulating sheating.

O.C. 1483-98, s. 138.

139. The reflectors or lenses shall be properly installed at the locations provided for in the Code and none shall be missing, broken, cracked as to let the water in, discoloured, painted over or of the wrong colour.

O.C. 1483-98, s. 139.

140. The headlight shall be aligned in accordance with the manufacturer's standards.

O.C. 1483-98, s. 140.

141. The battery shall be securely mounted and the terminals shall not be excessively covered with corrosion deposits so as to hamper its operation. Any cover originally equipping the battery shall be adequate and securely fixed. The drainage hose shall be connected and routed as specified by the manufacturer.

O.C. 1483-98, s. 141.

142. The horn shall be adequate and securely mounted. Its command shall be easy to reach, identifiable and securely fixed.

O.C. 1483-98, s. 142.

143. No device or material mounted in or affixed to the road vehicle, the headlight, a light or a lens shall hide or dim the light.

O.C. 1483-98, s. 143.

143.1. Military-type road vehicles manufactured after 1 January 1975 must be equipped with a daytime running light, a license plate light and a taillight that come on when the ignition key is in the "on" position.

O.C. 883-2024, s. 19.

143.2. Military-type road vehicles must be equipped with a lighting device that provides sufficient light for the speedometer.

O.C. 883-2024, s. 19.

143.3. Military-type road vehicles must be equipped with a turn-signal light indicator lamp.

O.C. 883-2024, s. 19.

§ 7. — *Body, equipment and accessories*

144. No part of the vehicle shall have sharp edges or protrusions that could constitute a hazard.

O.C. 1483-98, s. 144.

145. All the components of the body and all the accessories and auxiliary equipment shall be securely fixed.

O.C. 1483-98, s. 145.

146. The floor of the side car, where applicable, shall not be cracked, worked or perforated. Furthermore, the floor or body shall have no opening that could constitute a hazard.

O.C. 1483-98, s. 146.

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147. The mirrors shall be securely fixed to the locations intended by the manufacturer, adjustable horizontally and vertically, remain in the desired position and show no sharp edges. None of the rearview mirrors provided for in section 263 of the Code may be missing and they shall be fixed and attached in accordance with that section. The reflecting surface shall be at least 81 cm^2 for a flat mirror and 64.5 cm^2 for a convex mirror. They shall not be broken, cracked or tarnished. The silvering shall not be unbonded except on the edge of the reflecting surface without exceeding 10% of the total surface.

O.C. 1483-98, s. 147; O.C. 370-2016, s. 77.

148. The speedometer and the odometer shall be adequate and provide accurate readings with a margin of error of less than 10%.

O.C. 1483-98, s. 148.

§ 8. — *Steering*

149. All the components of the steering shall be adequate and securely fixed.

No component shall be cracked, broken, poorly mounted, out of place, out of shape, missing or have welds, excluding the manufacturer's welds. Furthermore, no component shall show evidence of deterioration, damage or wear that could impede its good working order.

Any repair shall ensure the same level of safety as that intended by the manufacturer.

O.C. 1483-98, s. 149.

150. The handlebars shall be securely mounted at the height prescribed by the manufacturer and shall not show any play, deterioration or repair by welding.

O.C. 1483-98, s. 150.

151. The axis of the fork shall be assembled properly on its bearings and where the fork is turned from left to right, the steering head bearings shall show no evidence of play, wear or deterioration and it shall not show blockage at any point.

O.C. 1483-98, s. 151.

§ 9. — *Suspension*

152. All the components of the suspension shall be adequate and securely fixed.

No component for the mounting or positioning of the axle or wheel to the road vehicle or supporting it shall be cracked, broken, poorly mounted, out of place, out of shape, missing or welded, excluding the manufacturer's welds. Furthermore, no component shall show signs of deterioration, damage or wear that could impede its good working order.

Any repair shall ensure the same conditions of safety as those intended by the manufacturer.

O.C. 1483-98, s. 152.

153. The axles shall be securely mounted, free of cracks or repair by welding, properly aligned and be perpendicular to the lengthwise axis of the road vehicle.

O.C. 1483-98, s. 153.

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154. The suspension shall not allow a tire to touch the body or frame under normal conditions of use.

O.C. 1483-98, s. 154.

155. The shock absorbers and their anchorages shall be present, adequate, securely mounted and shall not be cracked or broken. Furthermore, they shall not leak in a way that could hamper their performance.

O.C. 1483-98, s. 155.

156. The play between the various bushings and retaining pins shall comply with the manufacturer's standards. Furthermore, where a bushing is made of flexible material, the material shall be adequate and be free from cuts that could influence the performance.

O.C. 1483-98, s. 156.

§ 10. — *Frame*

157. All the parts of the frame shall be present, securely fixed, assembled according to the manufacturer's standards and shall not be cracked, broken, bent, or have any missing or slack bolt or fastener.

Any repair or alteration shall provide the road vehicle with the same conditions of safety as those intended by the manufacturer and the structure of the vehicle shall in no case be weakened.

O.C. 1483-98, s. 157; O.C. 370-2016, s. 78.

158. All the parts of the frame used to mount the body, loading space, steering, suspension, engine and gearbox shall not be missing, out of order, poorly mounted, damaged, cracked, broken or bent.

O.C. 1483-98, s. 158.

§ 11. — *Tires and wheels*

159. Tires shall comply with the following standards:

(1) no tire shall be so worn that a wear indicator touches the roadway or that the depth of the tread measured in a main groove or tread design, elsewhere than at the wear indicator, is less than 1.6 mm;

(2) at no point, a tire shall be so worn, cracked, cut or torn as to expose the cord;

(3) no tire shall be abnormally bulged or out of shape and no foreign material that could cause a puncture shall be embedded in the tread or sidewall;

(4) a tire shall not have been re-cut deeper than the original grooves;

(5) at no point the tread or rubber compound of the sidewall shall be separated from the carcass of the tire;

(6) a tire shall not be a size smaller than the minimum size indicated by the vehicle manufacturer; it may however be of a size greater than that indicated by the vehicle manufacturer provided that the tire does not touch any component of the road vehicle in every movement of the suspension;

(7) at tire shall have been repaired in accordance with the standards of its manufacturer;

(8) the air pressure in a tire shall not exceed the pressure written on the sidewall or be less than the value determined by the manufacturer of the vehicle or tire;

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(9) no tire valve shall be worn down, damaged, scraped or cut and the exposed portion of each valve shall be of sufficient length to allow for the easy inflation of the tire or taking of tire pressure;

(10) no tire shall bear marks or wording to indicate that it is for restricted use and unsuited for use on public roads; and

(11) unidirectional tires shall be installed according to the tire manufacture's standards.

O.C. 1483-98, s. 159.

160. The rims shall not be buckled, cracked, bent or otherwise damaged.

O.C. 1483-98, s. 160.

161. The wheels shall not be cracked, have elongated bolt holes, be corroded to an extent that reduces their capacity, be bent, broken, misaligned, warped, damaged, show signs of repair or welds other than manufacturer's welds. Furthermore, the wheel fittings, such as studs, nuts and bolts, shall not be missing, slack, damaged or loose and a spoked wheel shall have all its spokes, which shall not be broken or slack.

O.C. 1483-98, s. 161.

DIVISION V

MINOR AND MAJOR DEFECTS

§ 1. — *Minor defects*

162. Subject to sections 163 to 171, any departure from the standards provided for in Division III of this Chapter, except for sections 82, 83 and 89, constitutes a minor defect.

O.C. 1483-98, s. 162.

§ 2. — *Major defects: Lighting, warning signals, body, windows, equipment, interior, accessories*

163. The following are major defects:

(1) a road vehicle without at least one adequate low beam in good working order;

(1.1) a single-unit road vehicle or the last vehicle in a combination of vehicles without at least one adequate taillight and brake light in good working order;

(1.2) a single-unit road vehicle or the last vehicle in a combination of vehicles, where such a vehicle has a gross vehicle weight rating of 4,500 kg or more without at least one turn-signal light located at the rear right or rear left in good working order;

(2) a door of the passenger compartment or front hood that does not engage fully when closed;

(3) a safety system against the accidental opening of doors that is out of order, in the case of a bus equipped with automatic doors;

(4) an emergency exit that is blocked or inadequate or a warning light or buzzer that is out of order;

(5) the floor of the passenger compartment that is so perforated that it constitutes a hazard for passengers by reason of a lack of solidity;

(6) a part of the body, equipment or an accessory that is not securely fixed and that might fall off or the passenger access device that does not retract completely;

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(7) a windshield so damaged that the driver's visibility of the road and road signs is considerably reduced;

(8) a missing or inadequate wiper on the driver's side;

(9) the seat belt of the driver's seat is missing, inadequate or modified; and

(10) an air bag for the driver that is missing, modified or inadequate.

O.C. 1483-98, s. 163; O.C. 370-2016, s. 79.

§ 3. — *Major defects: Brake system and stopping*

164. The following are major defects:

(1) no braking or an important reduction in the braking capacity on 20% or more of the wheels or combination of wheels for a road vehicle, by reason of the absence or inadequate operation of one or more components of the braking system;

(2) no braking on a wheel of the single active steering axle where the manufacturer equipped that axle with a braking system or where the road vehicle in question is a tractor truck manufactured after 7 May 1993;

(3) a crack that extends to the outer edge of the friction surface or on another part of a drum or disc;

(4) when the brakes are applied, a segment, bolt on rivet of the brake lining that touches the friction surface of the drum or disc;

(5) one of the components of the system that is insecurely mounted, missing, crimped, damaged, deteriorated or worn in a way that considerably reduces the good working order of the brakes; and

(6) 20% or more of the wheels or combination of wheels for a road vehicle are contaminated by oil or grease on the friction surface of a drum, disc or brake linings or are deeply rusted on both sides of the friction surface of a disc.

O.C. 1483-98, s. 164; O.C. 370-2016, s. 80; O.C. 883-2024, s. 20.

165. The following are major defects in a hydraulic braking system:

(1) a flexible line that is worn to the second braid or that bulges when under pressure;

(2) the level of the fluid in the reservoir of the master cylinder that is lower than one quarter of the maximum level specified by the manufacturer;

(3) the brake fluid leaks along the system, excluding oozing, whether or not the service brake is applied;

(4) a pedal that has to be depressed several times to pressurize the circuit;

(5) a brake pedal that reaches the floor within less than 10 seconds when a force of about 550 newtons is applied;

(6) the travel of the brake pedal that exceeds 80% of the total possible travel; and

(7) a power brake that does not work. When the engine is off, the power brake is not able to assist the driver for a brake application.

O.C. 1483-98, s. 165; O.C. 370-2016, s. 81.

166. The following are major defects in a pneumatic braking system:

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(1) a flexible line that bulges when under pressure or a thermoplastic line that is worn to the second layer of color or the second braid;

(2) an air line fitting that does not comply with the manufacturer's standards for its application;

(3) the driving belt of the air compressor that has a cut that will very likely lead to a breakdown;

(4) an air compressor that is not securely mounted or whose pulley is cracked or broken or a compressor that is unable to reach or to maintain a minimum pressure of 620 kPa while the engine is idling, the service brake is fully applied and the parking brake is released;

(5) an air pressure loss, after the service brake has been fully applied for a minute while the air pressure is at the maximum, the engine is off and the parking brake is released, that exceeds

(a) 40 kPa for a single-unit road vehicle;

(b) 48 kPa for 2 vehicles;

(c) 62 for 3 vehicles;

(6) the safety valve of the tractor truck that is absent or does not maintain a minimum of 138 kPa while it is towing a trailer or semi-trailer equipped with pneumatic brakes;

(7) the angle between the centre of the roll and the lowest position of the cam that is greater than 120º degrees where the brake linings touch the drum;

(8) different sizes of brake chambers or brake levers mounted on an active steering axle;

(9) the travel of the control rod of 20% or more of the brake chambers of a road vehicle that exceeds by 6.4 mm or more the maximum setting value provided by the manufacturer; and

(10) none of the low pressure visual and warning lights or buzzers indicating a pressure lower than 380 kPa is working.

O.C. 1483-98, s. 166; O.C. 370-2016, s. 82.

§ 4. — *Major defects: steering*

167. The following are major defects:

(1) a mounting component of the steering that is missing, cracked or broken. A displacement of the steering column, of the steering box, rack-and-pinion steering or steering wheel from their normal position when there is a risk of separation;

(2) an articulation or a slip joint or cross and roller universal joint of the steering shaft that is very likely to let down shortly;

(3) a power steering system that is out of order;

(4) a line or belt that has a cut or cracks likely to cause an imminent break, or an auxiliary cylinder or the pump that is not securely mounted where there is a risk of breaking off;

(5) a component of the steering linkage that is cracked, broken, or repaired with welds. Furthermore, a component of the steering linkage that is so damaged or not securely mounted as to affect the parallelism of the wheels;

(6) a ball joint of the steering linkage that has play exceeding 3.2 mm;

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(7) play in the steering wheel in excess of

(a) in the case of a road vehicle of a gross vehicle weight rating of less than 4,500 kg, 15 mm for a rack-and-pinion steering gear and, for the other types of steering: 60 mm for a power steering and 87 mm for mechanical steering;

(b) in the case of a vehicle of a gross vehicle weight rating of 4,500 kg or more, for power steering, 87 mm for a steering wheel whose diameter is 500 mm or less and 100 mm if the diameter is more than 500 mm; for mechanical steering, 140 mm for a steering wheel whose diameter is 500 mm or less and 196 mm if the diameter is more than 500 mm;

(8) play in a ball and socket joint linked to a suspension component that exceeds by 50% the manufacturer's standard or a that could come out of its housing after a shock.

O.C. 1483-98, s. 167; O.C. 1049-2010, s. 11; O.C. 370-2016, s. 83.

§ 5. — *Major defects: suspension*

168. The following are major defects:

(1) a component to mount the axle to the road vehicle that is missing, insecurely mounted, cracked or broken;

(1.1) a component to position the axle or the wheel to the road vehicle that is missing, insecurely mounted, cracked, broken or damaged in a way that affects the parallelism of wheels or that lets the axle or wheel move out of its normal position;

(2) a main leaf, a rubber pad other than a rubber bumper or 25% or more of the leaf springs of the assembly that are broken or missing;

(3) a leaf spring or a coil spring that is so out of place that it touches a moving part;

(3.1) a composite leaf spring that is cracked over more than 75% of its length or having an intersection of cracks;

(4) an axle or a torsion bar that is cracked or broken or a coil spring that is so cracked or broken that the vehicle is completely sagged;

(5) an air leak in a pneumatic suspension that cannot be made up for by the compressor where the engine is idling;

(6) a ball in a pneumatic suspension that is absent or deflated;

(7) for a pneumatic suspension, a shock absorber that is absent, broken or not fixed at one of its ends; and

(8) more than 25% of the components fixing a tank to its group of axles that are missing or ineffective on an anchorage component.

O.C. 1483-98, s. 168; O.C. 370-2016, s. 84.

§ 6. — *Major defects: Frame, underbody and coupling device*

169. The following are major defects:

(1) a component of the frame is broken, cracked or sags in a way that makes a mobile part and the body touch, or any other condition indicating that a side rail will very likely break down;

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(2) a component of the frame that is so cracked or broken that it hampers the good working order or reduces the solidity of a steering, suspension, coupling, engine or transmission component;

(3) a crack of 38 mm or more in the vertical part of the side rail (web) or a crack of 25 mm or more in the horizontal lower part of the side rail (flange) or any crack beginning in the horizontal lower part of the side rail and extending into the vertical part;

(4) more than 25% of the locking pins that are not engaged or present in the case of the sliding bogie of a semi-trailer;

(5) a kingpin or plate that is so bent that it makes coupling difficult, that is cracked or not securely fixed;

(6) while the road vehicle is coupled with a semitrailer, horizontal play exceeding 12.8 mm between the kingpin and the jaws, or a kingpin that is improperly engaged or movement between a fastener of the coupling device and the chassis of the road vehicle;

(7) while the road vehicle is coupled to a trailer or a semi-trailer:

(a) 25% or more of the locking pins that are missing or not working or lengthwise play that exceeds 9.5 mm in the locking mechanism of the slides, in the case of a sliding fifth wheel;

(b) a crack, a weld or a break in the part of a component of the coupling device that bears a load or that is subjected to tension or sheer stress;

(c) wear at the point of contact between the coupling hook and ring in excess of 9.5 mm for the hook or for the ring;

(d) a component of the coupling device that is not securely mounted, cracked, broken, worn, bent, missing, damaged, so maladjusted that it might rupture or fall off;

(e) more than 20% of the fasteners are missing, broken or slack on a component of the coupling device; and

(7.1) the driving shaft is insecurely mounted, bent or so cracked that it could sever from the vehicle;

(8) *(paragraph revoked);*

(9) *(paragraph revoked);*

(10) *(paragraph revoked).*

O.C. 1483-98, s. 169; O.C. 370-2016, s. 85.

§ 7. — *Major defects: tires and wheels*

170. The following are major defects:

(1) a single tire or dual tires in the same wheel assembly that are cut, worn or have any other damage exposing the cord, steel belt or tires designed for off-road driving and mounted on a road vehicle other than a truck specially adapted for farming purposes or a farm trailer;

(2) a single tire or dual tires in the same wheel assembly having 2 adjacent grooves less than 0.8 mm in depth or 1.6 mm for a tire mounted on the active steering axle of a motor vehicle whose gross vehicle weight rating is 4,500 kg or more;

(3) a tire that has a bulge due to a defect in the carcass, is leaking air, is flat, is inflated only to 50% or less of the maximum pressure indicated on the sidewall, or a single tire or dual tires in the same wheel

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assembly on a road vehicle having foreign material embedded in the tread or sidewall that could cause a puncture;

(4) a tire touching a fixed part of the vehicle;

(5) a fastening ring for a multipiece wheel that is warped, cracked, poorly adjusted, bent, broken, not securely mounted, welded or not fit for the rim on which it is mounted;

(6) a wheel fastener that is missing, cracked, broken or not securely mounted;

(7) a wheel that shows signs of repair by welding or that has a crack, a breach or an elongated bolt hole;

(8) the oil of the wheel bearing is absent or, where there is a sight glass, there is no oil showing.

O.C. 1483-98, s. 170; O.C. 1049-2010, s. 12; O.C. 370-2016, s. 86; O.C. 883-2024, s. 21.

§ 8. — *Major defects: Fuel, engine control and exhaust system*

171. The following are major defects:

(1) an engine that does not return to idle when the accelerator is released;

(2) a fuel leak other than sweating along the fuel system;

(3) a tank that leaks, excluding oozing, so poorly fixed that it could break loose or that has no cap; and

(4) a leakage of exhaust gases from an engine under the passenger compartment where the floor is perforated or in the engine compartment.

O.C. 1483-98, s. 171; O.C. 370-2016, s. 87.

DIVISION VI

MAJOR AND MINOR DEFECTS FOR MOTORCYCLES AND MOPEDS

§ 1. — *Minor defects*

172. Subject to sections 173 to 178, any departure from the standards established in Division IV of this Chapter constitutes a minor defect.

O.C. 1483-98, s. 172.

§ 2. — *Major defects: Fuel and engine control systems*

173. The following are major defects:

(1) an engine not returning to idle when the throttle is released in every position of the handlebars;

(2) a fuel leak other than oozing along the fuel system;

(3) a tank that leaks, excluding oozing, that is so poorly mounted that it could break loose or not having a cap.

O.C. 1483-98, s. 173.

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§ 3. — *Major defects: brake system*

174. The following are major defects:

(1) no braking on a wheel because of the poor working order of a component of the mechanical or hydraulic brake system;

(2) a crack that extends to the outer edge of the friction surface or on another part of the drum or disc;

(3) when the brakes are applied, a support or rivet of the brake lining that touches the friction surface of the drum or disc;

(4) a flexible hose that bulges when under pressure;

(5) a fluid level in the master cylinder lower than one quarter of the normal level;

(6) a brake fluid leak along the system, other than oozing, where the brake is applied;

(7) a hydraulic brake control that has to be depressed several times in order to pressurize the circuit;

(8) a hydraulic brake control that reaches the end of its travel within 10 seconds where a moderate pressure is applied;

(9) the travel of the brake control exceeds 80% of the total possible travel; and

(10) a component of the system that is poorly mounted, missing, crimped, damaged, deteriorated or worn out in a way that hampers the good operation of the brakes.

O.C. 1483-98, s. 174.

§ 4. — *Major defects: Lighting, flashers and electrical system*

175. The absence of at least one adequate low beam, taillight or brake light is a major defect on a motorcycle or moped.

O.C. 1483-98, s. 175.

§ 5. — *Major defects: Body, equipment and accessories*

176. The following are major defects:

(1) the floor of the side car is so perforated as to constitute a hazard due to a lack of solidity;

(2) a part of the body, a piece of equipment or an accessory that is insecurely mounted and that could sever from the road vehicle.

O.C. 1483-98, s. 176.

§ 6. — *Major defects: Steering, suspension and frame*

177. The following are major defects:

(1) handlebars poorly mounted, cracked, twisted or bent;

(2) a component to mount or position the axle or wheel to the vehicle that is missing, not securely mounted, cracked, broken or that lets the axle or wheel move out of its normal position;

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(3) an axle or coil spring that is cracked or broken; and

(4) a part of the frame that is broken, cracked or bent in a way that affects the vehicle's handling, the solidity of a component of the steering, suspension, engine, transmission or any other condition likely to cause an imminent break in the frame.

O.C. 1483-98, s. 177.

§ 7. — *Major defects: tires and wheels*

178. The following are major defects:

(1) a tire that is so cut or worn that the cord shows or that has a bulge due to a fault in the carcass;

(2) a tire that has a tread less than 0.8 mm in depth measured in a main groove or sculpture, but not at the level of the wear indicator;

(3) a tire leaking air or that has foreign material deeply embedded in the tread or sidewall which could cause a puncture;

(4) a tire that touches or that could touch a fixed part of the vehicle;

(5) a part mounting the wheel to the axle that is missing, cracked, broken or insufficiently tight; and

(6) a wheel that has a crack, break or elongated bolt hole.

O.C. 1483-98, s. 178.

CHAPTER II.1

(Revoked).

O.C. 161-2008, s. 2; S.Q. 2018, c. 7, s. 191.

178.1. *(Revoked).*

O.C. 161-2008, s. 2; S.Q. 2018, c. 7, s. 191.

178.2. *(Revoked).*

O.C. 161-2008, s. 2; S.Q. 2018, c. 7, s. 191.

CHAPTER III

TECHNICAL APPRAISAL UNDER TITLE IX.1 OF THE CODE

DIVISION I

SCOPE

179. This Chapter applies to rebuilt damaged vehicles referred to in Title IX.1 of the Code.

The following road vehicles are exempt from Title IX.1 of the Code:

(1) special mobile equipment;

(2) a trailer whose net mass is 900 kg or less;

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(3) a farm tractor;

(4) a snow blower.

O.C. 1483-98, s. 179; O.C. 370-2016, s. 88.

DIVISION II

TERMS AND CONDITIONS APPLICABLE TO TECHNICAL APPRAISAL

180. A certificate of technical compliance shall contain at least the following particulars:

(1) the certificate number;

(2) the make, model, year and identification number of the road vehicle;

(3) the name and address of the vehicle owner and the identification number entered on the registration certificate of the vehicle;

(4) the name and address of the person who rebuilt the vehicle and the identification number entered on the registration certificate of the vehicle;

(5) the name and signature of the person who made the technical appraisal, the number assigned to that person by the Société, the mandatary's number, where applicable, the date of the appraisal and the place where it was made; and

(6) an attestation that the vehicle complies with the requirements of section 546.5 of the Code and sections 181 to 187 of this Regulation.

O.C. 1483-98, s. 180.

DIVISION III

STANDARDS OF TECHNICAL APPRAISAL

181. The technical appraisal provided for in section 546.5 of the Code shall be made according to the standards prescribed in this Division.

O.C. 1483-98, s. 181.

182. The alignment of the chassis or monocoque body shall comply with the construction standards recognized by the automobile industry relating to the safe operation of the vehicle, particularly with respect to the position of the suspension and steering components.

O.C. 1483-98, s. 182; O.C. 370-2016, s. 89.

183. The wheels shall be aligned in accordance with the construction standards recognized by the automobile industry.

O.C. 1483-98, s. 183; O.C. 370-2016, s. 90.

184. A vehicle shall be repaired in such a way as to provide occupant protection that is comparable to the protection existing when the vehicle was manufactured.

O.C. 1483-98, s. 184.

185. Unrepairable components of the structure shall be replaced, except for the bulkhead of a vehicle with a monocoque body, which shall not be changed.

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Repairable components of the body shall be repaired according to the methods and techniques that do not affect their original properties in accordance with the manufacturer's standards.

O.C. 1483-98, s. 185; O.C. 370-2016, s. 91.

186. The assembly points of the body shall be in the places determined by the manufacturer.

Those assembly points shall be accessible and clearly visible when the technical appraisal is made. No waterproof, soundproof or rust protection compound shall have been applied to the underbody of the road vehicle.

O.C. 1483-98, s. 186; O.C. 370-2016, s. 92.

187. The components of the chassis or monocoque body shall be repaired and assembled using methods that do not affect the mechanical and physical properties of the constituting materials.

O.C. 1483-98, s. 187; O.C. 370-2016, s. 93.

DIVISION IV

ROAD VEHICLE THAT MAY NOT BE REBUILT

188. For the purposes of Title IX.1 of the Code, a damaged road vehicle with a monocoque body may not be rebuilt where the compartment floor or front bulkhead cannot be repaired following a collision, a fire or an immersion. The same applies to a motorcycle or moped whose frame cannot be repaired as a result of a collision, fire or immersion.

O.C. 1483-98, s. 188.

DIVISION V

RECORD OF REBUILDING

189. The record of rebuilding shall contain, in addition to the prescriptions of section 546.4 of the Code, the report of the wheel alignment system showing that the wheels of the vehicle are aligned in accordance with the manufacturer's standards. The report shall be dated and signed by the mechanic who did the alignment and contain the following information: the year, the make, model of the vehicle, its serial number, the manufacturer's standards and the alignment results.

O.C. 1483-98, s. 189; O.C. 370-2016, s. 94.

In force: 2025-01-01

189.1. The record of rebuilding must contain, in addition to the prescriptions of section 546.4 of the Code, the report of the diagnostic tool showing that the advanced driver assistance systems of a rebuilt vehicle have been successfully recalibrated, as well as the recalibration receipt.

The report must contain the following information: the date and time of recalibration, the year, make and model of the recalibrated vehicle, its serial number, the mileage, the list of systems with which the vehicle is equipped, the systems that have been recalibrated and the results of the recalibration.

The recalibration receipt accompanying the report must indicate the name and address of the business that carried out the recalibration, the year, make and model of the vehicle on which repair work has been done, its serial number, the nature of the repair work that was done, and it must be dated and signed by the technician who carried out the recalibration.

O.C. 883-2024, s. 22.

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CHAPTER IV

INSPECTION AND MAINTENANCE OF HEAVY VEHICLES AND KEEPING OF RECORDS UNDER TITLE VIII.1 OF THE CODE

O.C. 1483-98, c. IV; O.C. 623-99, s. 5.

DIVISION I

(Revoked)

O.C. 1483-98, Div. I; O.C. 623-99, s. 6.

190. *(Revoked).*

O.C. 1483-98, s. 190; O.C. 623-99, s. 6.

DIVISION II

INSPECTION BY DRIVER

O.C. 1483-98, Div. II; O.C. 370-2016, s. 95.

191. The following heavy vehicles are exempt from the application of this Division:

(1) a heavy vehicle used when required by an emergency service or in the cases of disaster within the meaning of the Act respecting civil protection to promote disaster resilience (chapter S-2.4);

(2) a heavy vehicle used by a natural person not acting for the carrying on of an enterprise involving an organized economic activity, whether or not it is commercial in nature, consisting in the production or realization of goods, their administration or their alienation, or in the performance of services;

(3) a 2 or 3-axle truck being used for

(a) transporting the primary products of a farm, forest or body of water, if the driver or operator of the truck is the producer of the products; or

(b) a return trip after such transport, if the vehicle is empty or is transporting products used in the principal operation of a farm, forest or body of water;

(4) a combination of road vehicles where the gross vehicle weight rating of each vehicle in the combination is less than 4,500 kg, except a combination of vehicles that requires the display of safety marks in accordance with Division IV of the Transportation of Dangerous Substances Regulation (chapter C-24.2, r. 43);

(5) tool vehicles;

(6) a road vehicle subject to the Transportation of Dangerous Substances Regulation that has a gross vehicle weight rating of less than 4,500 kg and that does not require the display of safety marks in accordance with Division IV of that Regulation, except minibuses and tow trucks;

(7) a farm tractor and farm machine within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29);

(8) a farm trailer owned by a farmer that has the characteristics provided for in section 2.

O.C. 1483-98, s. 191; O.C. 623-99, s. 7; O.C. 370-2016, s. 95.

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192. The purpose of the circle check of the mechanical condition of a heavy vehicle is to identify the vehicle's defects appearing on the applicable lists of defects provided for in Schedules III to V.

The operator is bound to provide those lists in the form prescribed by those Schedules, all items being required to appear in the order prescribed. The operator may add items to that list solely in the division "Specific verifications required by the operator".

O.C. 1483-98, s. 192; O.C. 623-99, s. 8; O.C. 370-2016, s. 95.

193. The circle check done under this Division is limited to a visual or audio check-up, as the case may be, of the accessible items.

O.C. 1483-98, s. 193; O.C. 623-99, s. 9; O.C. 370-2016, s. 95.

193.1. *(Revoked).*

O.C. 623-99, s. 9; O.C. 370-2016, s. 95.

194. The circle check of the mechanical condition of a heavy vehicle done under section 519.2 of the Code shall pertain to the following items in accordance with the applicable safety standards below:

(1) the service brakes provided for in paragraph 5 with respect to the level of brake fluid and in paragraph 10 with respect to the cables and fittings to their fasteners or connection of section 30, section 35 with respect to the travel pedal, paragraphs 0.1, 2, 3, 10 and 11 of section 38, paragraph 1 of section 164, paragraphs 2, 4, 5, and 7 of section 165 and paragraph 4 with respect to minimum pressure, paragraphs 5 and 10 of section 166;

(2) the parking or emergency brake provided for in paragraphs 1 and 2 of section 39;

(3) the steering mechanism provided for in the second paragraph of section 103, paragraph 6 of section 105, section 108 with respect to a cut to the belt and the fluid level, paragraph 1 with respect to the steering wheel and steering column, and paragraph 3 of section 167;

(4) the suspension provided for in section 116 with respect to breaks, section 117 with respect to air leaks and balls that may not be damaged or show signs of repair, paragraphs 1 to 3, 4 except with respect to cracks of the torsion bar and the axle, paragraphs 5 and 6 of section 168;

(5) the lighting and signals provided for in section 15 with respect to the operation of low beams, taillights, brake lights, turn-signal lights and plates and paragraphs 1, 1.1 and 1.2 of section 163;

(6) the tires provided for in paragraph 1 with respect to the wear indicator of a tire that touches the road or the depth of a groove that is equal to or less than 1.6 mm, paragraph 2 except with respect to the 3.2 mm crack, paragraph 3 except with respect to bends and punctures, paragraphs 6 and 14 except with respect to the exposed portion of section 120, and paragraph 1 except with respect to tires designed for off road driving, paragraph 2 with respect to the tire mounted on the steering axle, paragraph 3 except with respect to pressure and paragraph 4 of section 170;

(7) the wheels provided for in the second paragraph of section 121.1 with respect to bearing leakage or the minimum level of bearing oil, section 122 with respect to the mounting and paragraphs 6, 7 and 8 of section 170;

(8) the components of the exhaust system provided for in the second paragraph of section 91 with respect to gas leaks and paragraph 4 of section 171 with respect to gas leaks under the passenger compartment;

(9) the side rails and cross members of the chassis frame provided for in section 98 with respect to cracks and breaks, those provided for in paragraph 1 of section 169 and locking pins provided for in paragraph 4 of section 169;

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(10) the fixed components of the body that shall comply with section 41;

(11) the fuel supply system provided for in paragraphs 2 and 3 of section 171;

(12) the engine controls provided for in paragraph 1 of section 96 and paragraph 1 of section 171;

(13) the clutch control mechanism provided for in paragraphs 2 and 4 of section 97;

(14) the blower and vents designed to defrost the windshield provided for in paragraph 1 of section 71;

(15) the horn provided for in section 69 that shall be adequate;

(16) the wipers, windshield washer and their components provided for in the first paragraph of section 70 and paragraph 8 of section 163;

(17) the emergency equipment provided for in sections 78 and 79;

(18) the windows provided for in section 59 with respect to the windshield and in section 62 except with respect to the rear window;

(19) the outside rearview mirrors provided for in section 66 except with respect to their silvering and in section 67;

(20) the driver's seat provided for in section 50 that shall be adequate and, when it is adjustable, it shall be movable and lock in the chosen position;

(21) the seatbelt provided for in paragraph 9 of section 163;

(22) the coupling device provided for in paragraph 6 of section 101 with respect to a mounting of the fifth wheel that is missing, broken or slack, paragraph 1 with respect to its mounting other than the bolt grade and paragraph 2 with respect to fasteners that are missing, broken or slack and paragraph 8 of section 102, paragraphs 5 and 6 with respect to the engagement and movement of the coupling device, subparagraph *a* with respect to locking pins and subparagraphs *d* and *e* of paragraph 7 of section 169;

(23) the passenger compartment doors referred to in section 45, with respect to the opening of the driver's door, and paragraph 2 of section 163.

O.C. 1483-98, s. 194; O.C. 623-99, s. 9; O.C. 370-2016, s. 95.

195. The circle check of the mechanical condition of a bus, minibus or motor coach under section 519.2 of the Code shall pertain to the items provided for in section 194 in accordance with the applicable safety standards and to the following items:

(1) the lighting of the vehicle provided for in section 23;

(2) the outside door providing access to a loading space or auxiliary compartment provided for in section 46 except as regards the device preventing the door from closing;

(3) the top luggage rack and top luggage compartment provided for in paragraph 5 of section 56 with respect to its mounting or where it is so damaged as to not retain the luggage;

(4) the seats, other than the driver's seat, or the bench seats provided for in section 50 which shall be adequate;

(5) the compartment floor and steps provided for in the first paragraph of section 51 which shall not be cracked, warped or perforated;

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(6) the emergency exit provided for in paragraph 4 of section 163 with respect to obstruction; furthermore, in the case of a door, it shall be adequate and its warning buzzer shall be in good working order;

(7) the passenger restraint equipment provided for in paragraph 2 of section 56 and the shock-absorbing material on the stanchions provided for in paragraph 4 of that section.

For a school bus, the circle check shall also pertain to the lighting and signs provided for in section 15 with respect to the operation of the flashing lights and the alternately flashing yellow lights and the items provided for in section 75.

O.C. 1483-98, s. 195; O.C. 623-99, s. 9; O.C. 370-2016, s. 95.

196. Except in the cases provided for in section 197 and 197.0.1, the driver of a heavy vehicle shall ensure that the circle check of the vehicle he or she drives has been done in the last 24 hours. Failing that, the driver or person designated by the operator for that purpose shall do the circle check.

Despite the first paragraph, where more than one driver is assigned to a vehicle, each one of them shall do the circle check of the vehicle, which is valid for 24 hours, unless the last circle check was done by a person designated by the operator and each driver countersigns the report to attest that the driver took cognizance of it.

O.C. 1483-98, s. 196; O.C. 623-99, s. 9; O.C. 370-2016, s. 95.

197. The circle check of a bus, minibus, tow truck or an emergency vehicle, except a fire department road vehicle, done by a driver or person designated by the operator is valid for 24 hours even if more than one driver is assigned to the vehicle during that period provided that each driver countersigns the report to attest that the driver took cognizance of it.

Despite the provisions of the first paragraph, where the circle check is done by a person designated by the operator for that purpose in respect of a bus or minibus operated by a public transit authority and assigned to urban transit, the circle check is valid for either of the following periods, whichever comes first:

(1) 48 hours provided that the vehicle remains stationary inside during that period;

(2) 24 hours from the time the vehicle is put into operation.

Except for tow trucks, Saturdays, Sundays and holidays are not counted in the 24-hour period that lapses from the time the circle check is done, provided that the vehicle remains stationary during those days. The same applies for the purpose of calculating the 48-hour period provided for in the second paragraph, provided that the vehicle remains stationary inside during those days.

O.C. 1483-98, s. 197; O.C. 623-99, s. 10; O.C. 370-2016, s. 95.

197.0.1. The circle check of a fire department road vehicle shall have been done in the last 24 hours or upon return. Where the vehicle was not taken out, the circle check shall be done at least once every 7 days.

O.C. 370-2016, s. 95.

197.0.2. The circle check of a heavy vehicle is not required in the case of a test drive on the following conditions:

(1) it is done within a radius of 15 km from where the vehicle is repaired;

(2) the vehicle transports no merchandise, other than its permanent equipment;

(3) the vehicle carries no passenger except those concerned by the test drive.

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Furthermore, the last report of the circle check done on the vehicle or the work sheet shall be inside the vehicle.

O.C. 370-2016, s. 95.

197.0.3. The report of the circle check of a heavy vehicle shall contain

(1) the number of the vehicle's registration plate or the unit number appearing on the registration certificate;

(2) the operator's name;

(3) the date and time the circle check was done;

(4) the municipality or place on the road where the check was done;

(5) the defects observed during the circle check of the vehicle or during the trip and, if none, an indication to that effect;

(6) a statement signed by the driver or, as the case may be, by the person who did the circle check according to which the vehicle was inspected in accordance with the applicable requirements;

(7) a statement signed by the driver according to which the driver took cognizance of the report where the circle check was done by a person designated by the operator;

(8) the name in legible block letters of the person who did the inspection;

(9) the odometer reading if the vehicle has one.

O.C. 370-2016, s. 95.

197.0.4. A driver who observes a major defect appearing on the list of applicable defects shall record it in the circle-check report and give a copy without delay to the vehicle's operator.

In the case of a minor defect appearing on the list of applicable defects, the driver shall record it in the circle-check report and send a copy to the vehicle's operator not later than the expiry of the current circle check or before the next check, whichever comes first.

The vehicle's operator shall sign the copy.

O.C. 370-2016, s. 95.

197.0.5. The driver shall send the original of the circle-check report to the operator within 20 days after it is made.

O.C. 370-2016, s. 95.

DIVISION III

INSPECTION AND MAINTENANCE BY THE OWNER OF THE HEAVY VEHICLE

O.C. 623-99, s. 11.

197.0.6. Except motor coaches to which a preventive maintenance program applies under section 543.2 of the Code, the specific inspection of the mechanical condition of a motor coach every 30 days or every 12,000 km made under section 519.15 of the Code shall pertain to the following components, in accordance with the applicable safety standards below:

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(1) the service brakes provided for in paragraphs 1 and 4, paragraph 11 with respect to the belt and paragraph 13 of section 30, paragraph 4 of section 31, paragraph 0.1, paragraph 5 with respect to the drain tap and paragraph 9 of section 38 and paragraph 4 with respect to the not securely mounted air compressor or the pulley that is cracked or broken of section 166;

(2) the parking or emergency brake provided for in paragraph 2 of section 39;

(3) the steering mechanism provided for in section 103 with respect to every steering component and the parts of the self-steering axle that shall be adequate and securely mounted and in the second paragraph of section 108 except with respect to a line touching a mobile part;

(4) the exhaust system provided for in the second paragraph of section 91;

(5) the tires provided for in paragraphs 1, 2, 3, 5, 6 and 13 of section 120;

(6) the wheels provided for in paragraphs 1 and 3 of section 121 and the bearing provided for in the second paragraph of section 121.1;

(7) the suspension provided for in paragraphs 1, 2 and 5 of section 115, section 117 except with respect to air pressure in the circuit and section 118;

(8) the seatbelt provided for in section 80;

(9) the seats or bench seats provided for in section 50 that shall be securely fixed;

(10) the emergency window exit release and its buzzer provided for in paragraph 3 of section 54 and the hatch of the roof emergency exit in paragraph 4;

(11) the structural members provided for in section 98;

(12) the fuel supply system provided for in paragraphs 1, 2, 3 and 4 of section 81.

The purpose of the specific inspection of the mechanical condition of a motor coach is to identify the defects appearing on the list of applicable defects provided for in Schedule VI. The list shall comply with the requirements provided for in the second paragraph of section 192. Despite the foregoing, the operator is not bound to place it inside the vehicle.

Any defect resulting from a non-compliant component observed during that inspection constitutes a major defect.

O.C. 370-2016, s. 96.

197.0.7. The report of specific inspection for a motor coach made under section 197.0.6. shall contain

(1) the number of the vehicle’s registration plate or the unit number appearing on the registration certificate;

(2) the operator’s name;

(3) the date of the inspection;

(4) the place where it was conducted;

(5) the odometer reading;

(6) the readings of the brake adjusters;

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(7) the defects observed during the inspection;

(8) the nature of any repair made following the inspection;

(9) a statement that the vehicle identified in the report was inspected in accordance with the applicable requirements;

(10) the name in legible block letters of the person who made the inspection and that person's signature.

O.C. 370-2016, s. 96.

197.1. The following road vehicles are exempt from the application of section 519.15 of the Code with respect to maintenance standards and frequency and from the provisions of this Division:

(1) a road vehicle whose gross vehicle weight rating is less than 4,500 kg;

(2) a road vehicle whose gross vehicle weight rating is less than 4,500 kg that forms part of a combination of road vehicles whose gross vehicle weight rating is 4,500 kg or more;

(3) a farm tractor within the meaning of the Regulation respecting road vehicle registration (chapter C-24.2, r. 29);

(4) a vehicle exempt from mechanical inspection under subparagraph 5 of the first paragraph of section 521 of the Code.

O.C. 623-99, s. 12; O.C. 1049-2010, s. 13; O.C. 1349-2011, s. 41; O.C. 370-2016, s. 97.

198. Maintenance shall comprise all the planned interventions intended to maintain the heavy vehicle in good working order. More particularly, it shall pertain to the items referred to in subdivisions 2 to 11 of Division III of Chapter II in order to ensure that the vehicle complies and remains in compliance with the provisions of that Division.

When servicing the vehicle, the mechanic shall follow predetermined steps, that is, inspections, adjustments or changes. Furthermore, where the mechanic observes an anomaly making him foresee the poor operation of a part of the heavy vehicle before the next service, he shall repair, change or adjust it immediately or plan to do it before that service.

O.C. 1483-98, s. 198; O.C. 623-99, s. 13.

199. The inspection of a heavy vehicle shall be performed at least once every 6 months. The mechanical inspection provided for in sections 6 and 7 may not be considered as inspection under this Division.

O.C. 1483-98, s. 199; O.C. 623-99, s. 14.

200. For each of his heavy vehicles, the owner shall keep a maintenance record containing the following information and documents:

(1) the identification number of the vehicle and the plate number, the make, year, owner's name and, where applicable, the name of the long-term lessor;

(2) the schedule of upcoming inspections according to the recall criterion used by the owner and the purpose of each service;

(3) the sheet referred to in section 201 for each service performed;

(4) proof that the repairs have been made following the service;

(5) the dates on which the storage begins and ends, where applicable; and

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(6) for heavy vehicles whose gross vehicle weight rating is 7,258 kg or more, a register of the brake lining or camshaft rotation measurements if the measurements are not indicated on maintenance sheets.

Each time the vehicle is serviced, the owner shall have the sheet referred to in section 201 completed and signed by the person who serviced it.

O.C. 1483-98, s. 200; O.C. 623-99, s. 15.

201. The maintenance sheets shall contain the following information:

(1) the identification number of the heavy vehicle, the number of the licence plate or the unit number appearing on the registration certificate;

(2) the number of kilometres indicated by the odometer;

(3) the date of the service;

(4) a list of all the components to be checked at each service according to the road vehicle category in accordance with Division III of Chapter II and a space beside each item on the list to enter whether the component complies or not;

(5) the required repairs, if any; and

(6) for heavy vehicles whose gross vehicle weight rating is 7,258 kg or more, the brake lining or camshaft rotation measurements where it is impossible to measure the linings if the measurements are not provided on another document.

O.C. 1483-98, s. 201; O.C. 623-99, s. 16.

202. *(Revoked).*

O.C. 1483-98, s. 202; O.C. 623-99, s. 17.

DIVISION IV

KEEPING OF RECORDS BY OWNERS OR OPERATORS OF HEAVY VEHICLES

O.C. 623-99, s. 18.

202.1. Owners shall keep, for each heavy vehicle, a record containing the following information and documents:

(1) a copy of the vehicle registration certificate;

(2) where applicable, a copy of the vehicle lease contract;

(3) the document certifying the conformity of the vehicle, where the vehicle was the subject of a recall;

(4) where applicable, each vehicle exchange report;

(5) a copy of the documents relating to the circle check provided for in sections 194 and 195 and the inspection specific to motor coaches provided for in section 197.0.6;

(6) the information and documents relating to in the maintenance of the vehicle referred to in section 198; and

(7) the document certifying the repair of defects discovered during a circle check, an inspection specific to motor coaches or during the servicing required under section 198.

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Operators shall also keep a copy of the documents referred to in subparagraphs 2 and 5 of the first paragraph.

O.C. 623-99, s. 18; O.C. 370-2016, s. 98.

202.2. The documents required under subparagraphs 1 to 4 and 7 of the first paragraph of section 202.1 shall be kept for at least 12 months and the documents required under subparagraph 5 for at least 6 months from one of the following dates:

(1) with respect to the documents referred to in subparagraphs 1 to 3, the date of the transfer of ownership of the heavy vehicle or the termination date of the lease contract; or

(2) with respect to the documents referred to in subparagraphs 4, 5 or 7, the date of the vehicle exchange report, the date of the documents relating to the circle check or the inspection specific to motor coaches or the date of the document attesting to the repair.

The information and the documents referred to in subparagraph 6 of the first paragraph of section 202.1 shall be kept for the last 2 years the vehicle is in use and for 12 months after the date of the transfer of ownership of the vehicle.

O.C. 623-99, s. 18; O.C. 370-2016, s. 99.

CHAPTER V

MECHANICAL INSPECTIONS MADE OUTSIDE QUÉBEC

203. A mechanical inspection certificate and an inspection sticker issued for a heavy vehicle registered outside Québec are presumed to be valid within the meaning of the Code where the mechanical inspection was carried out in accordance with a compulsory periodic mechanical inspection program provided for in any of the following regulations:

(1) Alberta: Vehicle Inspection Regulation, AR 211/2006;

(2) British Columbia: Vehicle Inspection Regulation, B.C. Reg. 256/210;

(3) Prince Edward Island: Motor Vehicle Inspection Regulations, EC 441/91;

(4) Manitoba: Periodic Mandatory Vehicle Inspection Regulation, Man. Reg. 76/94;

(5) New Brunswick: Motor Vehicle Inspection Regulation-Motor Vehicle Act, N.B. Reg. 83-185;

(6) Nova Scotia: Vehicle Inspection Regulations, N.S. Reg. 214/2006;

(7) Ontario: Safety Inspections, R.R.O., 1990, Reg. 611;

(8) Saskatchewan: The Vehicle Inspection Regulation, 2001, c. V-2.1, Reg. 18 and The Vehicle Inspection Procedures Regulations, 2007, c. T-18.1, Reg. 6;

(9) Newfoundland: Official Inspection Station Regulations, Nfld. C.N.L.R. 1002/96;

(10) United States: Federal Motor Carrier Safety Regulations, Title 49, United States Code of Federal Regulations, sections 396.17 to 396.23.

O.C. 1483-98, s. 203; O.C. 623-99, s. 19.

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204. A mechanical inspection report and an inspection sticker issued under a program referred to in section 203 are presumed to be valid, from the date they are issued, for 6 months in the case of a minibus or bus other than a minibus and a bus used for personal purposes, and 12 months for any other heavy vehicle.

O.C. 1483-98, s. 204; O.C. 623-99, s. 20.

205. A heavy vehicle registered in Québec may undergo a mechanical inspection in accordance with any program provided for in section 203 where the vehicle is outside Québec.

The mechanical inspection report and inspection sticker are presumed to be valid within the meaning of the Code for the period provided for in section 204, provided that the owner of the road vehicle sends the Société a copy of the mechanical inspection report without delay and that the sticker is affixed to the vehicle.

O.C. 1483-98, s. 205; O.C. 623-99, s. 21; O.C. 370-2016, s. 100.

CHAPTER VI

IDENTIFICATION OF CERTAIN ROAD VEHICLES

206. In order to be assigned an identification number, the road vehicle referred to in section 210.1 of the Code shall undergo a mechanical inspection and bear an inspection sticker.

O.C. 1483-98, s. 206.

207. The Société shall issue a new plate if it is provided with proof that the plate bearing the identification number has been lost, destroyed or stolen.

O.C. 1483-98, s. 207; O.C. 370-2016, s. 101.

CHAPTER VII

PREVENTIVE MAINTENANCE PROGRAM IN PLACE OF MECHANICAL INSPECTION UNDER CHAPTER I.1 OF TITLE IX OF THE CODE

DIVISION I

GENERAL

208. Every preventive maintenance program shall comprise the planned interventions intended to maintain a road vehicle subject to periodic mechanical inspection under section 521 of the Code in good working order. More particularly, it shall pertain to the items provided for in subdivisions 2 to 14 of Division III or IV of Chapter II of this Regulation in order to ensure that the vehicle complies and remains in compliance with the provisions of either of those Divisions.

When servicing a vehicle, the mechanic shall follow predetermined steps, that is, inspections, adjustments or changes. Furthermore, where the mechanic observes an anomaly making him foresee the poor operation of a part of the road vehicle before the next service, he shall repair, change or adjust it immediately or plan to do it before that service.

O.C. 1483-98, s. 208; O.C. 623-99, s. 22.

DIVISION II

CERTIFICATION OF A PREVENTIVE MAINTENANCE PROGRAM

209. The Société shall, in accordance with section 543.4 of the Code, certify any preventive maintenance program in place of mandatory periodic mechanical inspection if it meets the following minimum standards:

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(1) the road vehicles subject to the program must comply with the provisions of subdivisions 2 to 14 of Division III or IV of Chapter II of this Regulation;

(2) the owner who applies for the certification of his program shall have at his disposal a place sheltered from frost and bad weather ensuring access to the various parts of the road vehicle;

(3) the mechanics assigned to the preventive maintenance of heavy vehicles having a gross vehicle weight rating of 7,258 kg or more shall hold a certificate of competency issued by the Société under section 543.3.1 of the Code;

(4) the mechanics assigned to the preventive maintenance of heavy vehicles whose gross weight rating is less than 7,258 kg and medium-weight vehicles registered in the PMP shall

(a) hold a vocational study diploma recognized by the Minister of Education, Recreation and Sports in automobile mechanics and have 2 years of relevant experience in the repair of the mechanisms of road vehicles, particularly the suspension, steering and brake system;

(b) have 5 years of relevant experience in the repair of the mechanisms of road vehicles, particularly the suspension, steering and brake system; or

(c) hold the certificate of competency issued by the Société under section 543.3.1 of the Code;

(5) the records shall contain the following information and documents for each vehicle covered by the program;

(a) the identification number of the vehicle and the plate number, the make, year, owner's name and, where applicable, the name of the long-term lessor;

(b) the schedule of upcoming services according to the recall criterion used by the carrier and the purpose of each service;

(c) the maintenance sheet completed and signed as described in section 211 by the mechanic who serviced the vehicle for each service performed since the beginning of the program or for the 2 last years of operation, whichever is shortest;

(d) for heavy vehicles having a gross vehicle weight rating of 7,258 kg or more, a register of the brake lining measurements if they are not provided on the maintenance sheets;

(e) proof that the repairs have been made following the service; and

(f) the dates on which the storage begins and ends, where applicable.

O.C. 1483-98, s. 209; O.C. 623-99, s. 23; O.C. 1049-2010, s. 14; O.C. 370-2016, s. 102.

210. The information and documents that the owner must provide when applying for the certification of a preventive maintenance program are the following:

(1) the resolution or power of attorney authorizing the applicant's representative to sign the documents on his behalf;

(2) the record number appearing on the registration certificate of the road vehicle or the owner's Québec business number appearing in the enterprise register registered under the Act respecting the legal publicity of enterprises (chapter P-44.1);

(3) where applicable, the number assigned to the owner by the Société as a person authorized to make the mechanical inspection of road vehicles on behalf of the Société;

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(4) a blank copy of each of the maintenance sheets used under his program;

(5) a document specifying the maintenance intervals;

(6) for heavy vehicles having a gross vehicle weight rating of 7,258 kg or more, a copy of the brake measurement register if the measurements are not indicated on maintenance sheets;

(7) a description of the road vehicle fleet, including the vehicle categories, the number of vehicles per category, their gross vehicle weight rating and, where applicable, a list of the vehicles that the owner intends to exclude from the program;

(8) the address of the maintenance locations, the number of vehicles maintained at each location and a list of the mechanics referred to in paragraphs 3 and 4 of section 209 for each location and, if the owner has the preventive maintenance program carried out by a third person, the name and address of the latter;

(9) the certificate of competency described in paragraph 3 of section 209 for each mechanic referred to in that paragraph and, for each mechanic referred to in paragraph 4 of section 209: the certificate of competency described in paragraph 4 of section 209, or a statement on their previous work experience on the form provided by the Société, or that statement and the diploma described in paragraph 4 of section 109; and

(10) authorization in writing allowing the Société to consult any record or document that it has with respect to the vehicles subject to the preventive maintenance program and their use.

An application for certification shall be submitted on the form provided by the Société to that end.

O.C. 1483-98, s. 210; O.C. 623-99, s. 24; O.C. 1049-2010, s. 15; O.C. 370-2016, s. 103.

211. The maintenance sheets provided for in subparagraph 4 of the first paragraph of section 210 shall contain the following spaces and information:

(1) a space to fill in the identification number of the road vehicle, the number of the licence plate or the unit number appearing on the registration certificate;

(2) a space for the number of kilometres indicated by the odometer;

(3) a space to fill in the date of the service;

(4) a list of all the components to be checked at each service according to the road vehicle category in accordance with subdivisions 2 to 14 of Division III or IV of Chapter II and a space beside each item on the list to enter whether the component complies or not;

(5) a space to indicate the required repairs, if any;

(6) a space for the mechanic’s signature; and

(7) for heavy vehicles having a gross vehicle weight rating of 7,258 kg or more, a space to indicate the brake lining or camshaft rotation measurements where it is impossible to measure the linings if the measurements are not provided on another document.

O.C. 1483-98, s. 211; O.C. 623-99, s. 25; O.C. 1049-2010, s. 16; O.C. 370-2016, s. 104.

212. A certificate evidencing certification shall indicate that the preventive maintenance program for the road vehicles listed in the Schedule to the certificate meets the standards established by the Code and the regulations thereunder and that the owner is exempt from compulsory periodic mechanical inspection for the vehicles mentioned in that Schedule.

O.C. 1483-98, s. 212.

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213. The sticker of the preventive maintenance program shall contain the mentions “Société de l’assurance automobile du Québec” and “vignette d’entretien préventif”. Furthermore, it shall contain a sequential number determined by the Société, preceded by the letter “P”, the Société’s logo and the effective and expiry dates.

O.C. 1483-98, s. 213.

214. The sticker of the preventive maintenance program shall be valid for one year from the date on which it is affixed to a vehicle covered by the recognized preventive maintenance program.

O.C. 1483-98, s. 214.

DIVISION III

OBLIGATIONS OF OWNERS SUBJECT TO RECOGNIZED PROGRAMS

215. The owner of the road vehicles covered by a certified preventive maintenance program shall

(1) maintain the vehicles or have them maintained so that they comply with the provisions of subdivisions 2 to 14 of Division III or IV of Chapter II;

(2) perform or have performed the preventive maintenance of the vehicles at the minimum intervals determined in Schedule II; however, if a vehicle is stored when servicing is due, it shall be carried out in the month preceding the obtention of the right to put the vehicle back into operation;

(3) fill in or have filled in the spaces provided for that purpose on the maintenance sheets in accordance with section 211 and, if the sheets do not indicate the brake lining measurements or the camshaft rotation measurements, on the brake measurement system;

(4) maintain the vehicles or have them maintained at a location complying with the standards provided for in paragraph 2 of section 209; and

(5) maintain the vehicles or have them maintained by a mechanic whose qualifications meet the conditions mentioned in paragraphs 3 and 4 of section 209 according to the vehicle category to maintain.

O.C. 1483-98, s. 215.

216. An owner shall keep a record containing the following information and documents for each road vehicle covered by a certified preventive maintenance program:

(1) the identification number of the vehicle and the plate number, the make, year, owner’s name and, where applicable, the name of the long-term lessor;

(2) the schedule of upcoming services according to the recall criterion used by the owner and the purpose of each service;

(3) the maintenance sheet referred to in section 211 for each service performed;

(4) for heavy vehicles having a gross vehicle weight rating of 7,258 kg or more, a register of the brake lining or camshaft rotation measurements if the measurements are not indicated on maintenance sheets;

(5) proof that the repairs have been done following the service; and

(6) the dates on which the storage begins and ends, where applicable.

Each time the vehicle is serviced, the owner shall cause the sheet referred to in section 211 to be completed and signed by the mechanic who serviced it.

O.C. 1483-98, s. 216; O.C. 623-99, s. 26; O.C. 1049-2010, s. 17; O.C. 370-2016, s. 105.

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217. An owner of a road vehicle subject to a recognized preventive maintenance program shall keep or have the record referred to in section 216 kept for the 2 last years of operation of the road vehicle and, if he transfers the vehicle, he shall keep the record for a least 6 months after the date of the transfer.

O.C. 1483-98, s. 217.

DIVISION IV

OFFENCES AND CANCELLATION

218. An owner who contravenes paragraph 4 or 5 of section 215, who enters false or inaccurate information in the records referred to in section 216 or who sells or gives a sticker of the preventive maintenance program commits an offence and is liable to a fine of $300 to $600 or, if the owner is subject to Title VIII.1 of the Code, a fine from $700 to $2,100.

O.C. 1483-98, s. 218; O.C. 623-99, s. 27.

219. An owner who contravenes paragraph 3 of section 215 or section 217 commits an offence and is liable to a fine of $100 to $200 or, if the owner is subject to Title VIII.1 of the Code, a fine from $350 to $1,050.

O.C. 1483-98, s. 219; O.C. 623-99, s. 28.

220. The Société may revoke the certification of the owner of road vehicles covered by a preventive maintenance program if the owner

(a) fails to fulfil any of the terms, conditions and obligations incumbent on the owner under Division III;

(b) ceases operations for any reason whatsoever, including bankruptcy, liquidation or transfer of property or if the owner ceases to be the owner of the vehicle covered by the periodic mechanical inspection;

(c) has provided false or inaccurate information or made false representations; or

(d) neglects or refuses to provide the Société with information requested by the Société to check whether the terms, conditions and obligations incumbent on the owner are fulfilled.

Before revoking the certificate, the Société sends a notice of revocation to the owners of the vehicles.

O.C. 1483-98, s. 220; O.C. 370-2016, s. 106.

221. This Regulation replaces the Regulation respecting the mechanical inspection and identification of road vehicles (O.C. 2069-82, 82-09-15) and the Regulation respecting the mechanical inspection reciprocal agreement between the Gouvernement du Québec and certain North American jurisdictions (O.C. 313-88, 88-03-09).

O.C. 1483-98, s. 221.

222. *(Omitted).*

O.C. 1483-98, s. 222.

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SCHEDULE I

(s. 85)

O.C. 1483-98, Sch. I; O.C. 370-2016, s. 107.

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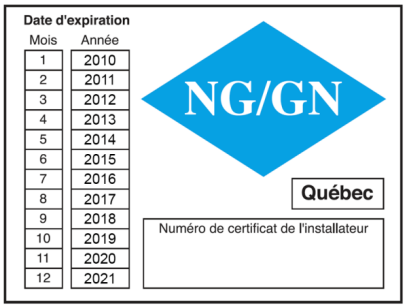

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SCHEDULE II

(s. 215)

MAINTENANCE SCHEDULE

In the schedule, "S" means service to be performed

Categories of road vehicles	**Maintenance intervals**							
The vehicle must be serviced according to the annual mileage or to the number of months specified therein, whichever comes first	**Months**	**3**	**4**	**6**	**6**	**6**	**6**	**12**
	Mileage				**10,000**	**20,000**	**22,000**	**5,000**
Bus or other vehicles engaged in the transportation of schoolchildren, except a bus used for urban transport by a public transit authority		S						
Bus except a school bus or a bus used for urban transport by a public transit authority		S(1)						
Bus used for urban transport by a public transit authority							S(3)	
Tow truck		S(1)						
Motorcycle								S
Trailer			S(1, 2)					
Emergency vehicle whose GVWR is less than 7,258 kg except a fire department road vehicle					S			
Emergency vehicle whose GVWR is equal to or greater than 7,258 kg except a fire department road vehicle						S		
Fire department road vehicle				S				
Motorized road vehicle with a GVWR of 4,500 kg or more except an emergency vehicle		S(1)						

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Road vehicle used by a driving school		S(1)						

Notes :

1. If the annual mileage is less than 20,000 km, the vehicle may be serviced every 6 months.

2. A trailer must be serviced every 6 months instead of every 4 months if the owner provides the Société with a copy of the directive he or she adopted concerning the application of the inspection provided for in Division II of Chapter IV, provided that the directive is complied with.

In addition to the standards provided for in Division II of Chapter IV, the directive must provide for the following points:

(1) a practical training for the drivers on the inspection, particularly on the items listed in section 194;

(2) a 10-minute period granted every day to drivers to inspect their vehicle;

(3) controls used by the owner to enforce inspection.

3. The inspection of brakes and tires is required every 10,000 km or according to the predictive system of the public transit authority. If the authority has such a system, it prevails over the requirement to inspect every 10,000 km.

O.C. 1483-98, Sch. II; O.C. 623-99, s. 29; O.C. 1049-2010, s. 18; O.C. 370-2016, s. 108; O.C. 1046-2020, s. 114.

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SCHEDULE III

LIST 1 – HEAVY VEHICLE

Application :

This list applies to heavy vehicles other than a bus, minibus or motor coach.

Any trailer towed by a bus, minibus or motor coach must be inspected in accordance with list 2.

	Minor defects		Major defects
1.	**Coupling devices**		
The defects provided for in points 1.B to 1.F apply when the vehicles are coupled.			
	1.1 Fastener component(s) of the coupling device missing, broken or loose	**1.A**	Coupling plate or kingpin bent to an extent that it makes coupling difficult, cracked or not securely fixed
	1.2 Safety fasteners and coupling components missing, damaged or insecurely mounted	**1.B**	Movement between the fifth wheel and the frame
		1.C	More than 20% of the fasteners of the coupling mechanism damaged or missing
		1.D	25% or more of the locking pins are missing or not working
		1.E	Coupling mechanism not properly closed or locked
		1.F	Coupling mechanism component missing, insecurely fixed, not properly adjusted or so damaged that it might rupture or fall off
2.	**Frame and cargo body**		
	2.1 Side rails cracked or cross members cracked or broken	**2.A**	Side rails might break
	2.2 Fixed components of the body missing or insecurely mounted	**2.B**	Side rails or cross members sagged in a way that makes a mobile part and the body touch
		2.C	More than 25% of the locking pins of the sliding bogie missing or not engaged
3.	**Heater and defroster**		
	3.1 Windshield blower not operating		
4.	**Driver controls**		
	4.1 Accelerator or clutch not operating properly	**4.A**	Engine fails to return to idle when accelerator is released
	4.2 Horn not operating properly		
5.	**Steering**		

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5.1	Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position	**5.A**	Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation
5.2	Fluid level of power steering not the one prescribed by the manufacturer	**5.B**	Power steering inoperative
5.3	Pump belt cut		

6. Windshield wiper and washer

6.1	Wiper on passenger's side missing or inadequate	**6.A**	Wiper on driver's side missing or inadequate
6.2	Windshield washer system ineffective		

7. Emergency material

7.1	First-aid kit required by law insecurely fixed and not readily accessible		
7.2	Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible		

8. Headlights and lights

8.1	Low beam, parking light, turn-indicator light, brake light or license plate light that does not turn on	**8.A**	Failure of all low-beams
		8.B	At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles: • Failure of the right or left turn-indicator lamp • Failure of all brake lights • Failure of all parking lights

9. Tires

9.1	Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator	**9.A**	For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator
9.2	A tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture	**9.B**	Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
9.3	A tire in the same wheel assembly so damaged that the cord or steel belt is exposed	**9.C**	Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed
9.4	Distorted tire, tread or sidewall separated from the carcass of the tire	**9.D**	Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge
9.5	Valve worn down, damaged, scraped or gashed		

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10. Doors and other openings

10.1 Driver's door opens with difficulty or fails to open

10.A Passenger compartment door fails to close securely

11. Glass and mirrors

11.1 Windshield or side window on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged

11.2 Outside rearview mirrors required by the Code missing, damaged or may not be adjusted and remain in set position

11.3 Outside rearview mirror insecure or shows a sharp edge

12. Wheels, hubs and fasteners

12.1 Lubricant under the minimum level or lubricant leakage of wheel bearing other than oozing

12.2 Support or mounting holding the spare wheel not securely fixed to hold it

12.A Wheel bearing lubricant missing or not visible through a sight glass

12.B Wheel fastener is missing, cracked, broken or insecure

12.C Wheel damaged or shows signs of repair with welds

13. Seat

13.1 Driver's seat inadequate or not staying in set position

13.A Driver's seat belt missing, modified or inadequate

14. Suspension

14.1 Leaf spring other than a main spring leaf or broken coil spring

14.2 Air leak in suspension, ball so damaged that the cord is exposed or repaired

14.A Main spring leaf, rubber pad or 25% or more of the leaf springs in the assembly are broken or missing

14.B Air leak in the system not compensated by compressor or ball missing or deflated

14.C Component for mounting the axle missing, insecure, cracked or broken

14.D Composite spring leaf cracked over 75% of its length or has cracks

14.E Leaf spring or coil spring moved and in contact with moving parts

14.F Coil spring so broken that the vehicle is completely sagged or torsion bar cracked

14.G Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or

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			damaged so as to affect the parallelism or cause an axle or wheel to move out of its position
15.	**Fuel system**		
		15.A	Tank poorly fixed and could break loose
		15.B	Cap missing
		15.C	Fuel leak other than oozing
16.	**Exhaust system**		
	16.1 Leak of exhaust gas elsewhere than where intended by the manufacturer	**16.A**	Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated
17.	**Electric brake system**		
	17.1 Cable or electric connection not securely attached to the fasteners or connection	**17.A**	Important reduction in the braking capacity of the service brake
18.	**Hydraulic brake system**		
	18.1 Fluid level in the reservoir of the master cylinder below minimum level required	**18.A**	Fluid level in the reservoir of the master cylinder lower than one quarter of the maximum level specified by the manufacturer
	18.2 Brake pedal reaches the floor	**18.B**	Brake pedal reaches the floor within less than 10 seconds or pedal has to be depressed several times before getting pressure
	18.3 Warning light on while the engine is running or not on where the ignition key is in the "on" or "start" position	**18.C**	Brake boost or power assist is inoperative
	18.4 Warning light not on when the parking brake is applied and released or not turned off when released	**18.D**	Important reduction in the braking capacity of the service brake
	18.5 Parking brake not operating properly		
19.	**Pneumatic brake system**		
	19.1 Low pressure warning buzzer not operating properly	**19.A**	No low pressure visual and warning light and buzzer is operating properly
	19.2 Low pressure visual and warning lights not operating properly	**19.B**	Air compressor not operating properly
	19.3 Pressure regulator not operating properly	**19.C**	Air leak whose rate within one minute exceeds 40 kPa (6lb/in^2) for a single-unit vehicle, 48 kPa (7lb/in^2) for a two-unit vehicle and 62 kPa (9lb/in^2) for a three-unit vehicle
	19.4 Audible air leak or whose rate within one minute exceeds 20 kPa (3lb/in^2) for a single-unit	**19.D**	Important reduction in the braking capacity of the service brake

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vehicle, 28 kPa (4lb/in^2) for a two unit vehicle and 35 kPa (5lb/in^2) for a three-unit vehicle

19.5 Parking or emergency brake not operating properly

Specific inspections required by the operator

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O.C. 370-2016, s. 109; I.N. 2016-12-01; I.N. 2017-01-01.

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SCHEDULE IV

LIST 2 - BUS

Application :

This list applies to buses (other than motor coaches), minibuses and any trailer towed by a bus, minibus or motor coach.

	Minor defects		Major defects
1.	**Coupling devices**		
The defects provided for in points 1.C and 1.F apply when vehicles are coupled.			
1.1	Fastener component(s) of the coupling device missing, broken or loose	**1.C**	More than 20% of the fasteners of the coupling mechanism damaged or missing
1.2	Safety fasteners and coupling components missing, damaged or insecurely mounted	**1.F**	Coupling mechanism component missing, insecurely fixed, not properly adjusted or so damaged that it might rupture or fall off
2.	**Frame and cargo body**		
2.1	Side rails cracked or cross members cracked or broken	**2.A**	Side rails might break
2.2	Fixed components of the body missing or insecurely mounted	**2.B**	Side rails or cross members sagged in a way that makes a mobile part and the body touch
2.3	Outside door of a luggage or auxiliary compartment inadequate or not securely mounted on the road vehicle		
3.	**Heater and defroster**		
3.1	Windshield blower not operating		
4.	**Driver controls**		
4.1	Accelerator or clutch not operating properly	**4.A**	Engine fails to return to idle when accelerator is released
4.2	Horn not operating properly		
5.	**Steering**		
5.1	Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position	**5.A**	Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation
5.2	Fluid level of power steering not the one prescribed by the manufacturer	**5.B**	Power steering inoperative
5.3	Pump belt cut		
6.	**Windshield wiper and washer**		

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6.1	Wiper on passenger's side missing or inadequate	**6.A**	Wiper on driver's side missing or inadequate
6.2	Windshield washer system ineffective		

7. Emergency material

7.1	First-aid kit required by law insecurely fixed and not readily accessible		
7.2	Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible		

8. Headlights and lights

8.1	Low beam, parking light, turn-indicator light, brake light or license plate light that does not turn on	**8.A**	Failure of all low-beams
		8.B	At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles: • Failure of the right or left turn-indicator lamp • Failure of all brake lights • Failure of all parking lights

9. Tires

9.1	Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator	**9.A**	For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator
9.2	A tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture	**9.B**	Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture
9.3	A tire in the same wheel assembly so damaged that the cord or steel belt is exposed	**9.C**	Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed
9.4	Distorted tire, tread or sidewall separated from the carcass of the tire	**9.D**	Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge
9.5	Valve worn down, damaged, scraped or gashed		

10. Doors and other openings

10.1	Driver's door opens with difficulty or fails to open	**10.A**	Passenger compartment door fails to close securely
		10.B	Emergency exit blocked
		10.C	Emergency door inadequate or its warning light or buzzer not in good working order

11. Glass and mirrors

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11.1 Windshield or side window on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged

11.2 Outside rearview mirrors required by the Code missing, damaged or may not be adjusted and remain in set position

11.3 Outside rearview mirror insecure or shows a sharp edge

11.4 Side window of a school bus on each side of the driver's compartment and immediately behind the driver's compartment fails to provide the required view to the driver as a result of being damaged

12. Wheels, hubs and fasteners

12.1 Lubricant under the minimum level or lubricant leakage of wheel bearing other than oozing

12.2 Support or mounting holding the spare wheel not securely fixed to hold it

12.A Wheel bearing lubricant missing or not visible through a sight glass

12.B Wheel fastener is missing, cracked, broken or insecure

12.C Wheel damaged or shows signs of repair with welds

13. Seat

13.1 Driver's seat inadequate or not staying in set position

13.A Driver's seatbelt missing modified or inadequate

14. Suspension

14.1 Leaf spring other than a main spring leaf or broken coil spring

14.2 Air leak in suspension, ball so damaged that the cord is exposed or repaired

14.A Main spring leaf, rubber pad or 25% or more of the leaf springs in the assembly are broken or missing

14.B Air leak in the system not compensated by compressor or ball missing or deflated

14.C Component for mounting the axle missing, insecure, cracked or broken

14.D Composite spring leaf cracked over 75% of its length or has cracks

14.E Leaf spring or coil spring moved and in contact with moving parts

14.F Coil spring so cracked or broken that the vehicle is completely sagged or torsion bar cracked

14.G Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or damaged so as to affect the parallelism or cause an axle or wheel to move out of its position

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15. Fuel system

		15.A	Tank poorly fixed and could break loose
		15.B	Cap missing
		15.C	Fuel leak other than oozing

16. Exhaust system

16.1	Leak of exhaust gas elsewhere than where intended by the manufacturer	**16.A**	Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated

17. Electric brake system

17.1	Cable or electric connection not securely attached to the fasteners or connection	**17.A**	Important reduction in the braking capacity of the service brake

18. Hydraulic brake system

18.1	Fluid level in the reservoir of the master cylinder below minimum level required	**18.A**	Fluid level in the reservoir of the master cylinder lower than one quarter of the maximum level specified by the manufacturer
18.2	Brake pedal reaches the floor	**18.B**	Brake pedal reaches the floor within less than 10 seconds or pedal has to be depressed several times before getting pressure
18.3	Warning light on while the engine is running or not on where the ignition key is in the "on" or "start" position	**18.C**	Brake boost or power assist is inoperative
18.4	Warning light not on when the parking brake is applied and released or not turned off when released	**18.D**	Important reduction in the braking capacity of the service brake
18.5	Parking brake not operating properly		

19. Pneumatic brake system

19.1	Low pressure warning buzzer not operating properly	**19.A**	No low pressure visual and warning light and buzzer is operating properly
19.2	Low pressure visual and warning lights not operating properly	**19.B**	Air compressor not operating properly
19.3	Pressure regulator not operating properly	**19.C**	Air leak whose rate within one minute exceeds 40 kPa (6lb/in^2) for a single-unit vehicle, 48 kPa (7lb/in^2) for a two-unit vehicle and 62 kPa (9lb/in^2) for a three-unit vehicle
19.4	Audible air leak or whose rate within one minute exceeds 20 kPa (3lb/in^2) for a single-unit vehicle, 28 kPa (4lb/in^2) for a two-unit vehicle and 35 kPa (5lb/in^2) for a three-unit vehicle	**19.D**	Important reduction in the braking capacity of the service brake

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19.5 Parking or emergency brake not operating properly

20. Passenger transport

20.1 Stanchion, horizontal bar, grab handle and guard panel insecure

20.2 Shock-absorbing material provided by the manufacturer on stanchions missing or inadequate

20.3 Floor or steps of passenger compartment damaged

20.4 Lighting of passenger access or aisle inoperative

20.5 Top luggage rack or top luggage compartment insecure or cannot retain luggage

20.6 Passenger's seat or bench seat inadequate

20.7 Stop sign not operating properly or one of the flashing lights does not turn on

20.8 One of the flashing lights or one of the alternately flashing yellow lights does not turn on

Specific inspections required by the operator

O.C. 370-2016, s. 109; I.N. 2016-12-01; I.N. 2017-01-01.

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SCHEDULE V

LIST 3 – MOTOR COACH

Application :

This list applies to a motor coach. Any trailer towed by the motor coach must be inspected in accordance with list 2.

	Minor defects	Major defects
1.	**Coupling devices**	
	The defects provided for in points 1.C and 1.F apply when vehicles are coupled.	
	1.1 Fastener component(s) of the coupling device missing, broken or loose	**1.C** More than 20% of the fasteners of the coupling mechanism damaged or missing
	1.2 Safety fasteners and coupling components missing, damaged or insecurely mounted	**1.F** Coupling mechanism component missing, insecurely fixed, not properly adjusted or so damaged that it might rupture or fall off
2.	**Frame and cargo body**	
	2.2 Fixed components of the body missing or insecurely mounted	
	2.3 Outside door of a luggage compartment or of an auxiliary compartment inadequate or insecurely mounted on a road vehicle	
3.	**Heater and defroster**	
	3.1 Windshield blower not operating	
4.	**Driver controls**	
	4.1 Accelerator or clutch not operating properly	**4.A** Engine fails to return to idle when the accelerator is released
	4.2 Horn not operating properly	
5.	**Steering**	
	5.1 Misplacement of the steering column in relation to the normal position or adjustable steering wheel not remaining in set position	**5.A** Misplacement of the steering column or wheel in relation to the normal position showing a risk of separation
	5.2 Fluid level of power steering not the one prescribed by the manufacturer	**5.B** Power steering inoperative
	5.3 Pump belt cut	
6.	**Windshield wiper and washer**	
	6.1 Wiper on passenger's side missing or inadequate	**6.A** Wiper on driver's side missing or inadequate
	6.2 Windshield washer system ineffective	

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7. Emergency material

7.1 First-aid kit required by law insecurely fixed and not readily accessible

7.2 Chemical extinguisher required by law insecurely fixed, inadequate and not readily accessible

8. Headlights and lights

8.1 Low beam, parking light, turn-indicator light, brake light or license plate light that does not turn on

8.A Failure of all low-beams

8.B At the rear of a single-unit vehicle or the last vehicle of a combination of vehicles:
- Failure of the right or left turn-indicator lamp
- Failure of all brake lights
- Failure of all parking lights

9. Tires

9.1 Wear indicator for a tire touches the roadway or depth of a groove is equal to or less than the wear indicator

9.2 A tire in the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture

9.3 A tire in the same wheel assembly so damaged that the cord or steel belt is exposed

9.4 Distorted tire, tread or sidewall separated from the carcass of the tire

9.5 Valve worn down, damaged, scraped or gashed

9.A For a tire mounted on the steering axle of a motor vehicle having a GVWR of 4,500 kg or more, the depth of 2 adjacent grooves is equal to or less than the wear indicator

9.B Single tire or the dual tires of the same wheel assembly having foreign material embedded in the tread or sidewall that could cause a puncture

9.C Single tire or the dual tires of the same wheel assembly so damaged that the cord or steel belt is exposed

9.D Tire in contact with a fixed part of the vehicle, a flat tire or a tire losing air or a bulge

10. Doors and other openings

10.1 Driver's door opens with difficulty or fails to open

10.A Passenger compartment door fails to close securely

10.B Emergency exit blocked

11. Glass and mirrors

11.1 Windshield or side window on each side of the driver's compartment fails to provide the required view to the driver as a result of being damaged

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11.2 Outside rearview mirror required by the Code missing, damaged or may not be adjusted and remain in set position

11.3 Outside rearview mirror insecure or shows a sharp edge

12. Wheels, hubs and fasteners

12.1 Lubricant under the minimum level or lubricant leakage of wheel bearing other than oozing

12.2 Support or mounting holding the spare wheel not securely fixed to hold

12.A Wheel bearing lubricant missing or not visible through a sight glass

12.B Wheel fastener is missing, cracked, broken or insecure

12.C Wheel damaged or shows signs of repair with welds

13. Seat

13.1 Driver's seat inadequate or not staying in set position

13.A Driver's seat belt missing, modified or inadequate

14. Suspension

14.2 Air leak in suspension, ball so damaged that the cord is exposed or repaired

14.B Air leak in the system not compensated by compressor or ball missing or deflated

14.G Broken axle or component for positioning the axle or wheel missing, insecure, cracked, broken or damaged so as to affect the parallelism or cause an axle or wheel to move out of its position

15. Fuel system

15.A Tank poorly fixed and could break loose

15.B Cap missing

15.C Fuel leak other than oozing

16. Exhaust system

16.1 Leak in exhaust system elsewhere than where intended by the manufacturer

16.A Leak that causes exhaust gas to enter the passenger compartment where the floor is perforated

17. Electric brake system (not subject to inspection)

18. Hydraulic brake system (not subject to inspection)

19. Pneumatic brake system

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19.1 Low pressure warning buzzer not operating properly

19.2 Low pressure visual and warning lights not operating properly

19.3 Pressure regulator not operating properly

19.4 Audible air leak or whose rate within one minute exceeds 20kPa (3lb/in2) for a single-unit vehicle, 28kPa (4lb/in2) for a two-unit vehicle and 35 kPa (5lb/in2) for a three-unit vehicle

19.5 Parking or emergency brake not operating properly

19.A No low pressure visual and warning light and buzzer is operating properly

19.B Air compressor not operating properly

19.C Air leak whose rate within one minute exceeds 40 kPa (6lb/in2) for a single-unit vehicle, 48kPa (7lb/in2) for a two-unit vehicle and 62kPa (9lb/in2) for a three-unit vehicle

19.D Important reduction in the braking capacity of the service brake

20. Passenger transport

20.1 Stanchion, horizontal bar, grab handle and guard panel insecure

20.2 Shock-absorbing material provided by the manufacturer on stanchions missing or inadequate

20.3 Floor or steps of passenger compartment damaged

20.4 Lighting of passenger access or aisle inoperative

20.5 Top luggage rack or top luggage compartment insecure or cannot retain luggage

20.6 Passenger's seat or bench seat inadequate

Specific inspections required by the operator

O.C. 370-2016, s. 109; I.N. 2016-12-01; I.N. 2017-01-01.

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SCHEDULE VI

LIST 4 – MOTOR COACH (INSPECTION EVERY 30 DAYS OR 12,000 KM)

Application :

This list applies to a motor coach.

Note :

• All the defects described in this list constitute major defects that must be repaired before the vehicle may be used again.

• Inspections under list 4 must be made while the vehicle is placed above a pit or elevated to facilitate inspection.

1. Frame and cargo body

1.A Structural members missing, insecure, cracked, broken, bent or inadequate

2. Steering

2.A Steering or self-steering axle component missing, damaged, insecure or inadequate

2.B Fluid leak other than a slight oozing

3. Tires

3.A Inadequate air pressure

3.B Tire groove that reached the wear limit

3.C Tire tread or sidewall damaged or foreign material that could cause a puncture stuck in the tread or in the sidewall

3.D Tire tread recapped mounted on the active steering axle

4. Emergency exits, seatbelts and seats

4.A Roof emergency exit fails to open adequately

4.B Emergency window fails to open and close without difficulty or warning light or buzzer is inadequate

4.C Seatbelt is missing, damaged, modified, insecure or inadequate

4.D Seat or bench seat not securely attached

5. Wheels and fasteners

5.A Fastener missing, insecure, cracked, broken, damaged, repaired with welds or inadequate

5.B Wheel damaged, cracked, broken, repaired or welded

5.C Wheel bearing makes abnormal noise, shows wear signs and leakage of the lubricant other than oozing or lubricant is below the minimum level

6. Suspension

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6.A Suspension component missing, insecure, deteriorated or inadequate or air leak in lines and system components

6.B Component for mounting the axle or positioning the axle or wheel that is missing, cracked, broken, insecure, displaced, bent or repaired with welds

6.C Axle cracked, warped, repaired with welds, misaligned or not perpendicular to the vehicle's lengthwise axis

6.D Lines or fittings insecure, damaged or inadequate

6.E Ball insecurely mounted on the structure, shows repair or so damaged that the cord is exposed

6.F Shock absorber or bracket missing, inadequate, insecure, cracked or broken

6.G Shock absorbers leaking in a way that hampers their performance

7. Fuel system

7.A Fuel leak

7.B Fuel tank cracked or fuel tank fixing component missing, insecure, cracked, broken or inadequate

7.C Lines or fittings insecure, damaged or inadequate

8. Exhaust system

8.A Exhaust system component insecure or leaking

9. Pneumatic brake system

9.A Audible air leak

9.B Pushrod stroke exceeds the adjustment limit or the variation in the travel of the actuating rods on a single axle exceeds 6.4 mm

9.C Brake linings poorly adjusted

9.D Air compressor insecure or whose pulley is cracked or broken

9.E Belt of air compressor is cut or whose tension is inadequate

9.F Lines or fittings insecure, damaged or inadequate

9.G Air reservoir insecure, damaged or inadequate

9.H Drain tap missing or inadequate

9.I Service, parking or emergency brake not operating properly

Specific inspections required by the operator

O.C. 370-2016, s. 109.

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