

The NEW Vehicle Inspection Program

Overview

The ministry is proposing to modernize vehicle inspections by replacing the current Motor Vehicle Inspection Station (MVIS) program with a contractual model. The Vehicle Inspection Program will transition to a multi-year contract between the ministry and service stations/garages offering Emission Inspection Certificates, Safety Standard Certificates (SSC), Periodic Mandatory Commercial Vehicle Inspection (PMCVI) Certificates and Structural Inspection Certificates (SIC). Inspection results will be collected, and the certificate issued in a digital format, streamlining the process and providing more robust safety inspection data. At this time, safety inspection standards will not undergo significant changes to components being inspected or the pass criteria, however, key changes to the delivery of the program are being proposed, including:

- Establishing the inspection requirements through a Directive to stations offering inspections that will form part of the contractual agreement between the station and ministry,
- A requirement to have a valid PMCVI inspection result to obtain Commercial Motor Vehicle (CMV) plate renewals, and
- Integration of emission inspections into the annual safety inspection for diesel CMVs.

The proposed changes will simplify the light-duty and passenger vehicle registration process when a SSC or SIC is required. The safety requirements that form the inspection will remain in keeping with current requirements.

The ministry will integrate the heavy diesel vehicle emission inspections into the annual commercial vehicle safety inspections. Inspection criteria will continue to align to standards in the National Safety Code 11, part B along with the inclusion of the Ontario emission inspection requirements. Successful completion of the inspection will be required and will be digitally uploaded to support the registration or renewal of licence plate transactions. Integrating the commercial vehicle safety and emission inspection processes will create “one test, one result”, streamlining requirements.

Stations interested in providing inspections services will have an opportunity to enter into a contractual service agreement with the ministry. In early 2022, stations currently providing emission inspections will need to enter into a service agreement to join the new program. MVIS' offering safety inspections will be able to join the new program in late 2022 and throughout 2023.

The program will become fully digital, increasing the opportunity to collect more detailed inspection results, vehicle photos and to improve and monitor station performance and compliance. The new program will require inspection data to be collected via a dedicated tablet and automatically uploaded so that inspection results are digitally available for licensing transactions and to on-road enforcement. Stations will no longer purchase paper-based inspection certificate stock. The inspection result will be a digital certificate number and usage will be calculated and debited against the stations account using a Pre-Authorized Debit on a regular basis.

Personal Vehicle Owners

Vehicle owners who require a SSC to facilitate vehicle registration and licensing, will continue to be able to obtain the required inspection at a participating garage or service station. The current inspection criteria and “pass” standard identified in the Light Duty Standard will continue to apply. Upon completion of the inspection, the client’s results will be digitally uploaded to support registration transactions, eliminating the need to present a paper copy of the SSC. The inspection results will be valid for a 36-day period as is the current standard.

Vehicle owners who require a SIC to facilitate vehicle “brand” changes, will continue to be able to obtain the required inspection at a participating garage. The inspection criteria and “pass” standard will primarily remain as they are currently, with some enhancements, including the collection of supporting repair/parts documentation digitally and supplementing the inspection with photos to evidence key repairs. Upon completion of the inspection, the client’s results will be digitally uploaded to support registration transactions, eliminating the need to present a paper copy of the SIC to have the vehicle “brand” changed.

Commercial Vehicle Owners

Commercial vehicles will continue to be required to pass an annual inspection (PMCVI) and a semi-annual inspection (for buses) and display evidence (window inspection sticker). The inspection criteria will not be referenced in Regulation 611 in the new program but will be captured in the inspection directive issued to vehicle inspection centres. The inspection criteria will continue to reflect the National Safety Code Standard 11B. Successful completion of the inspection will be required and will be digitally uploaded to support the registration or renewal of licence plate transactions.

The ministry is adopting a “one test, one result” approach to safety and emission inspections for diesel CMVs by integrating the inspections.

Diesel CMVs with a weight less than 6,350kg will continue to require:

- A mandatory On-Board Diagnostic (OBD) test for vehicles with a model year of 2007 and newer, and a smoke opacity test with pass thresholds as follows:
 - 20% smoke opacity threshold for vehicles 2008 – 2010
 - 30% smoke opacity threshold for vehicles 1991 – 2007
 - 40% smoke opacity threshold for vehicles 1990 and older (if vehicle not a school bus)
 - 30% smoke opacity threshold for school buses (1990 and older)

Diesel CMVs with a weight of 6,350kg and more, that are 7 years of age and older, or at the time of an ownership transfer (all ages), will require the current smoke opacity test:

- 20% smoke opacity threshold for vehicles 2008 – 2010
- 30% smoke opacity threshold for vehicles 1991 – 2007
- 40% smoke opacity threshold for vehicles 1990 and older (if vehicle not a school bus)
- 30% smoke opacity threshold for school buses (1990 and older)

NEW

The ministry is proposing to enhance diesel CMV emission inspection requirements, by introducing:

- A smoke opacity standard of 10% for all CMV's 2011 and newer required to complete the inspection. The smoke opacity threshold will be lowered to 10% from 20%. This change is reflective of the technology required on these vehicles which aims to reduce particulate emission close to 0%.
- A NEW advisory OBD inspection for diesel CMV's with a weight over 6,350 kgs and with a model year of 2016 and newer.
- Additional visual checks as part of the current annual emissions component inspection for:
 - Diesel Particulate Filter (DPF) and Regeneration System
 - Diesel Exhaust Fluid (DEF) System

Vehicle Inspection Centres

Stations currently providing MVIS or emissions inspections will be able to apply to the new inspection program to continue offering inspection service. To join the new program, stations will be required to enter into a contract with the ministry and will be required to complete inspections in accordance with issued Directives and follow Standard Operating Procedures in delivering the program services. Applicants who have a history of violations in previous programs, have previously been removed or revoked from a program or are affiliated to such a business enterprise may not be permitted to obtain a contract with the ministry. As the ministry begins transitioning to the new program, current stations will be invited to attend information sessions in their

community or virtually. Stations are not required to attend these sessions, although extensive information on the design of the new program will be provided.

There will be very few changes to the inspection requirements themselves, however the process to capture inspection findings will be substantially enhanced through the use of inspection software. Inspection software will be embedded into the tablets required to be purchased to participate in the program. In addition to recording inspection data, technicians will be required to use the tablet to take photos of key items during the inspection. With the transition to digital inspections, stations will not be required to pre-purchase paper-based inspection certificates. In the new program, a digital certificate will be issued at the conclusion of the inspection and stations will pay for the issued certificates on a weekly/monthly basis using a Pre-Authorized Debit. Technicians will continue to apply a PMCVI decal to the vehicle at the conclusion of the inspection.

Technicians who seek program enrollment will be required to:

- Take training on the program requirements, including data collection, photos, etc., and
- Hold the appropriate Ontario College of Trade qualification, except for emission inspectors currently certified to perform On-Board Diagnostic and Smoke Opacity tests.

The new inspection program will introduce an opportunity for mobile safety inspections where they can be completed in accordance with requirements specified within the contract, directives or Standard Operating Procedures.

Implementation Timing

MVIS' currently providing emissions inspections:

- Registration into the new inspection program will begin in March 2022 and completed by June 30, 2022.
- All emission inspections under the Environmental Protection Act (EPA) will cease effective July 1, 2022.

MVIS' currently providing commercial vehicle inspection services (PMCVI/SSC):

- Registration into the new inspection program will begin in late 2022 and continue until June 2023.
- A MVIS MAY NOT issue PMCVI certificates as of August 1, 2023.

MVIS' currently providing light duty vehicle inspection services:

- Registration into the new inspection program for stations issuing SSC will begin in summer 2023 and be complete by October 2023.
- Registration into the new inspection program for stations issuing SIC will begin and occur between September and November 2023.
- A MVIS MAY NOT issue SSC or SIC as of January 1, 2024.

Summary of Consequential Regulatory Changes

Amended Highway Traffic Act regulations:

- 628 to require that a CMV pass an annual or semi-annual inspection before the vehicle permit is renewed, and various changes consequential to proclamation of legislation.
- 381/02 to support enforcement against vehicles with emissions control defects. Officers would be authorized to place vehicles with emissions defects out of service and to remove their number plates.
- 419/15 to define the term “commercial motor vehicle” for the purpose of the new vehicle emissions section of the HTA. Offences committed by means of a CMV are subject to higher fines under the legislation than apply to other motor vehicles.
- 215/17 to remove references to inspection procedures applicable to low-speed vehicles being inspected for SSC ; procedures will be addressed in the directive under the new program.
- 28/16 to remove references to inspection procedures applicable to three-wheeled vehicles being inspected for SSC; procedures will be addressed in the directive.
- 316/03 governing off-road vehicles to add windshield requirements while removing the cross reference to windshield requirements in Regulation 611, as that regulation is being revoked.
- 376/02 governing vehicles branded after a collision to limit vehicle brand change review requests, remove references to MVIS, and update with various housekeeping changes.
- 199/07 – amendments consequential to Reg 611 amendments.
- 73/94 under the Environmental Bill of Rights (EBR), 1993 to require the posting on the EBR Registry of proposed amendments by MTO to its new vehicle emissions regulation.

Amend Regulation 950 under the Provincial Offences Act by adding short form offence wordings for new vehicle emissions offences under the HTA, updating existing wordings, and revoking wordings for HTA and EPA offences.

Repealed regulations:

- Revocation of HTA Regulation 601 that addresses the licensing of MVIS.

- Revocation of provisions of the HTA Regulation 611 that set inspection procedures to be performed by MVIS.
- Revoking Regulation 457/19 that governs vehicles emissions and emissions testing under the EPA.