Little British Car owners that read through the

Summary of Changes Effective July 1, 2016

may speculate that the objective of the Provincial Government is to get older vehicles off the road.

So I'm pretty sure I understand concerns about the new Ontario passenger / light duty truck vehicle inspection standards that came into force on July 1st, but the information recently published is **ONLY** a summary of the things that have changed; they are **NOT** the actual standards.

The information provided clearly states:

"This is a summary of major changes that come into effect on July 1, 2016 - please refer to the Passenger / Light Duty Vehicle Inspection Standard referenced in Ontario Regulation 611.for the full description of inspection criteria"

The information link does set out some instructions to the Mechanics:

"Technicians must complete the vehicle inspection in accordance with the full Passenger / Light Duty Vehicle Inspection Standard referenced in Ontario Regulation 611."

The information link does highlight what sections of the REGULATION have new/revised STANDARDS:

Ten Sections have changed in the actual STANDARDS:

Section 1 – Powertrain

Section 2 – Suspension

Section 3 – Brakes

Section 4 – Steering

Section 5 – Instruments and Auxiliary Equipment

Section 6 – Lamps

Section 7 – Electrical

Section 8 – Body

Section 9 – Tire and Wheel

Section 10 – Coupling Devices

And one section has been added to the STANDARDS:

Section 11 – Road Test

The purpose of the road test is to enable the detection of safety concerns in the vehicle, which may not be found while the vehicle is stationary.

Elements of a comprehensive road test must include, as a minimum:

• Must be driven at a speed in excess of 40 km/h

• Complete both a left and right turn at full lock (maximum steering-wheel travel, against stop)

• From a minimum speed of 40 km/h, perform at least one heavy application of the service brakes, decelerating the vehicle to a complete stop

• Application and assessment of parking brake performance

• Drive over at least one bump equivalent to approximately 5cm in height

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These new standards are focused on the safety & integrity of vehicles; THERE ARE NO NEW STANDARDS FOR SUCH THINGS AS EMMISSION CONTROLS IN THIS NEW REGULATION.

And these instructions to the Mechanics direct them to provide an inspection report to the consumer, noting important information about the results of the inspection, including measurements for specified components (e.g. tire tread depth); and, any warning lamps that are illuminated. Licensees or Technicians can create their own report provided it meets all the requirements set out in section 9.1 of Regulation 601.

The STANDARDS are listed in a document (almost 100 pages long):

http://www.mto.gov.on.ca/english/trucks/pdfs/passenger-light-duty-vehicle-inspection-standard.pdf

I suggest you might consider downloading it and read through it. It will take a while to read through.

[please do be cautious as this is a large document file]

Mechanics are directed to inspect according to OEM design of vehicles. Minor adjustments that do not impact the safety & integrity of the vehicle (as long as they meet the REGULATION) are not causes for rejecting a vehicle. Vehicles must be in a functional condition, and meet the REGULATION, relative to its design, construction and operation.

Here are a couple of definitions that are of importance:

“OEM standard” – means the manufacturing methods, component and assembly quality levels, and performance levels set by the manufacturer of a vehicle or vehicle component to ensure a vehicle is able to perform safely as intended. It includes component quality, performance levels, repair methods, durability, safety and the service methods outlined in the warranty and service literature provided for the use and maintenance of a vehicle. Parts supplied by OEM, and established aftermarket manufacturers of parts intended for direct replacement of OEM parts, are generally considered to meet OEM standard.

“operate as intended” – means the manner in which a vehicle component or system ordinarily operates, operated when the vehicle was manufactured, or is required to operate for normal and safe vehicle operation.

As an example, on my MGA, the muffler is NOT ORIGINAL EQUIPMENT! The muffler I installed a couple of years ago is an aftermarket substitute that DOES MEET the OEM standard.

MECHANICS are charged to make sure things are not BROKEN / INOPERATIVE / LOOSE / MISSING / UNSECURE / LEAKING / DAMAGED / ABNORMALLY WORN / DON’T MEET INDUSTRY STANDARD (or OEM STANDARD) / FAILS TO OPERATE AS INTENDED / CAUSES WEAKNESS & STRESS / CONTAMINATED / CRACKED.

This Standard is intended to apply to light-duty trucks and passenger vehicles requiring the issuance of a Safety Standards Certificate (SSC) for the purposes of vehicle registration and/or transfer of ownership.

There may be some Little British Car owners who have made significant changes to their vehicles, for whatever reasons, and now may be ‘caught’ in the REGULATION, because the changes made do not meet safety & integrity requirements.

Generally speaking, our Little British Cars are NOT always perfect, but the items, products and parts on our cars make the vehicles road-worthy, safe and operational to OEM design. Although there a few odd-ball fixes that may have been incorporated over the years, that may raise an eyebrow of an INSPECTING MECHANIC, generally we are not worried about the future when our vehicles may have to have an inspection completed.

There may be some LBC owners who are worried, and I may suggest they have failed to maintain their vehicle in a fashion without safety & integrity in mind. These are the vehicles/people that the REGULATION is focused on.

This document was developed from a variety of sources, as a result of several concerned British car owners/drivers who felt new regulations from the Province of Ontario specifically were focused to get older motor vehicles off the roads.

Most of the text, information and links are from MTO summaries, documents and regulations; some of the text and statements are from British car owners/drivers interpretation of the MTO summaries, documents and regulations.

Contact: President@britishcarcouncil.ca for information.