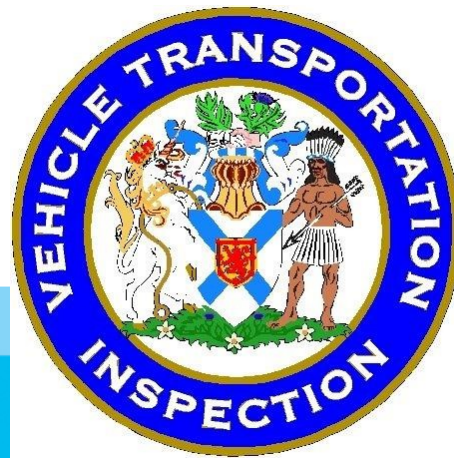


Landscape NS

Commercial vehicles and your responsibilities

Presented by Vehicle Transportation and Inspection



Topics in this presentation

- Who is Vehicle Transportation?
What do they do?
- Definitions
- Trailer Weights and safety
- Load security
- Carriers and Drivers role
- National Safety Code.
- Why we do what we do.
(Inspectors, carriers and Drivers)



Who is vehicle Transportation Inspection ?

We are inspectors ! All our authority is under the MVA

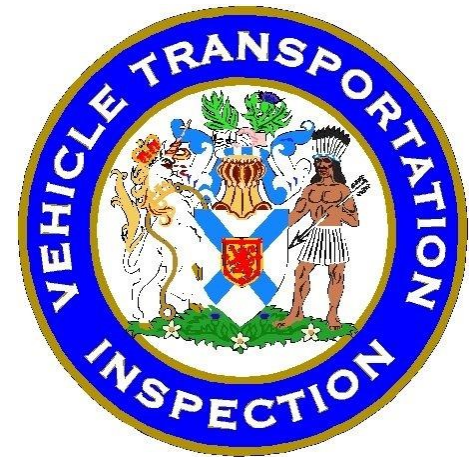
“inspector” means a motor vehicle inspector appointed under Section 6 of the *Motor Vehicle Act*;

We do assist other agencies when requested (RCMP, Local police, ect)

Compliance Officers / Motor Carrier / Motor vehicle
Inspection / Auditors
Combined to form Vehicle Transportation Inspection.

Vehicle Transportation and Inspection Mandate

“Safety and Compliance through Education,
Inspection and Enforcement”



Vehicle Compliance



Motor Vehicle Inspection



All Combined to form VTI



Vehicle Transportation Inspection

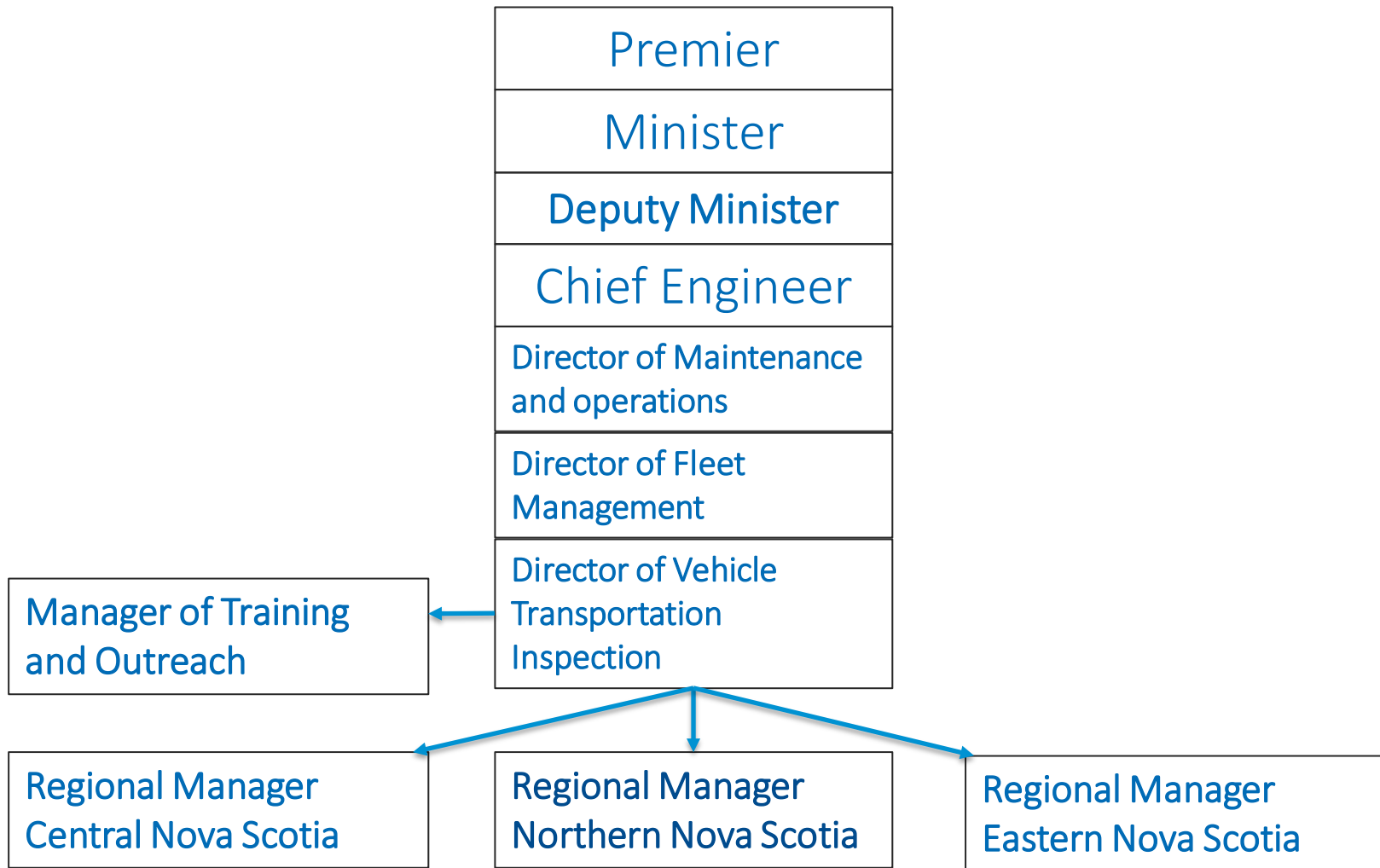


Motor Carrier Inspection



National Safety Code Auditors

Structure of the Department



Vehicle Transportation Inspection

VTI operates 5 compliance stations within the province.

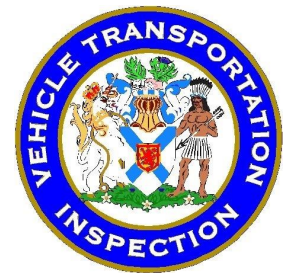
Amherst outbound, highway 104 in Amherst

Amherst inbound, highway 104 in Amherst

Enfield , highway 102 (south)

Kelly Lake, highway 102 (north)

Aulds Cove, highway 104 (both east and west)





Mobile units are fully equipped to perform an Inspectors duties anywhere in the province.

Definitions

WHAT IS A HIGHWAY?

Under the Motor Vehicle Act,

“highway” means

(i) a public highway, street, lane, road, alley, park, beach or place including the bridges thereon, and

(ii) private property that is designed to be and is accessible to the general public for the operation of a motor vehicle;

Who is a Carrier?

The Commercial Vehicle Hours of Service defines a carrier as,

“carrier” means a person who owns, leases or is otherwise responsible for the operation of a commercial vehicle;

Who is a Driver?

The Commercial Vehicles Hours of Service defines a driver as,

“driver” means any of the following and, for the purposes of Section 41, includes a co-driver:

- (i) a person who operates a commercial vehicle,
- (ii) in relation to a carrier, a person who is employed or otherwise engaged by the carrier to operate a commercial vehicle, including a self-employed driver;

What Defines a Commercial Vehicle

Under the Commercial vehicles Hours of Service

“commercial vehicle” means

- (i) a truck, truck-tractor or trailer, **or any combination of them**, that exceeds a registered gross vehicle weight of 4500 kg, or
- (ii) a bus that is designed and constructed to have a designated seating capacity of more than 10 persons, including the driver, and is used for transporting passengers for compensation;

Commercial Vehicle?



YES!



YES!



YES !

Commercial vehicle ?



Registered weight of 4500kgs.

NO !

The registered weight **does not exceed 4500kgs**, therefore this would be considered a passenger vehicle.

Commercial vehicle ?



Registered weight of 4501kgs.

YES !

The registered weight **exceeds 4500kgs.**
Therefore this is a commercial vehicle.
Fully regulated!

A black pickup truck is towing a dump trailer. The trailer is tilted upwards, and a wheelbarrow is balanced on its bed. The scene is outdoors on a grassy area with trees and a house in the background.

4000-KGS

3000-KGS

If the combined registered weight is $>$ than 4500kgs, this combination is considered to be a commercial vehicle!

Trailer weights and safety

Trailer Safety

Types of Trailers



Trailer Safety

Types of Hitches

Bumper hitch



Weight distribution system

Receiver for weight-carrying or weight-distribution hitch



**Gooseneck hitch
(to be installed
in the body of
a pickup truck)**



**Ball platforms
(drawbars) showing
different "drops"
(Hitch ball and receiver
pin also shown)**



Fifth-wheel hitch

Trailer Safety

Gross Vehicle Weight Rating (GVWR) & Gross Axle Weight Rating (GAWR)

GVWR of Trailer. This is the Maximum weight of load & Trailer's weight.

Tire size & Tire Pressure Specs

GAWR, this is the axle rating. Note, the sum of both axles is more than the GVWR. This does not allow you to load each axle to the max weight

MANUFACTURED BY CANADA TRAILERS MANUFACTURING LIMITED
FABRIQUÉ PAR 11918 IMPERIAL ROAD - AYLMER, ON N5H 2R3
TYPE : TRAILER TL721-10K
GVWR / PNBV : 4491 KG (9900 LB)
V.I.N./N.I.V. : 2CPUSH2DXGA0264
PH : (519) 765-1717
FAX : (519) 765-1722
DATE : 05/2016
COLD INFL. PRESS. / PRESS. DE GONFL. À FROID
KPA (PSI / LPC)
448 KPA (65 PSI) SINGLE
FR/AV 2359 KG (5200 LB)
RR/AR 2359 KG (5200 LB)
TIRE / PNEU
ST225/75R15 LRD
NONE/AUCUN
ST225/75R15 LRD
RIM / JANTE
15" X 6" J
15" X 6" J
448 KPA (65 PSI) SINGLE
THIS VEHICLE CONFORMS TO ALL APPLICABLE CANADIAN AND FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
CE VÉHICULE EST CONFORME À TOUTES LES NORMES CANADIENNES ET FÉDÉRALES DE SÛRETÉ AUTOMOBILE EN VIGUEUR AU CANADA À LA DATE DE FABRICATION INDICUÉE CI-DESSUS

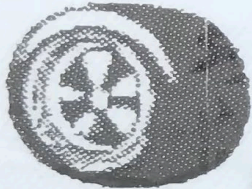
NSAC
196
TRANSPORT

TIRE / PNEU
FR/AV
INT/INT
RR/AR
SPARE/DE SI

Trailer Safety

Gross Vehicle Weight Rating (GVWR) & Gross Axle Weight Rating (GAWR)

Manufacturer's decal showing proper tire size, pressure, and rating.
Note, on this unit the **CARGO** should not exceed **7489kgs**. However, the tire rating is always taken off the side wall of the tire.



TIRE AND LOADING INFORMATION RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

The weight of cargo should never exceed **7,489** kg or **16,511** lbs.
 Le poids du chargement ne doit jamais dépasser **7,489** kg ou **16,511** lb.

TIRE / PNEU	SIZE / DIMENSIONS	COLD TIRE PRESS. / PRESS. DES PNEUS À FROID
FR/AV	ST235/80R16 LRE	552 KPA (80 PSI)
INT/INT	NONE/AUCUN	
RR/AR	ST235/80R16 LRE	552 KPA (80 PSI)
SPARE/DE SECOURS	NONE/AUCUN	

**SEE OWNER'S
 MANUAL FOR
 ADDITIONAL
 INFORMATION
 VOIR LE MANUEL
 DE L'USAGER
 POUR PLUS DE
 RENSEIGNEMENTS**

Trailer Safety

Gross Combined Weight Rating(GCWR)

The **Gross combination weight rating (GCWR)**, is the maximum allowable combined mass of a

- ✓ road vehicle, the passengers, cargo in the tow vehicle,
- ✓ plus the mass of the trailer and cargo in the trailer.

This rating is set by the vehicle manufacturer.

The GCWR is a function of the torque output of the engine, the capacity and ratios of the transmission, the capacity of the driving axles and tires, the capacity of the radiator, and the ability of the chassis to withstand that powertrain torque.

How does VTI Calculate Weight!

There are a few different factors we consider when calculating weight.

1. The GVWR- this is the gross vehicle weight rating by the manufacture.
2. The GAWR- this is the gross axle rating
3. The load rating on the tires.
4. The permitted weight on the registration.
5. The rating of the highway you are travelling on.

Of all the above calculations, the lesser amount is what is used to determine compliance in relation to weight.

Important Note: If you are towing a trailer that exceeds 4500kgs(gross weight) you must have condition 15 on your drivers license. (any class except for class 1)

Trailer Safety

Commercial Vehicle Requirements

What is a Commercial Vehicle?

Commercial Vehicle?

VEHICLE PERMIT

PROVINCE OF NOVA SCOTIA

AQK296951104314

VEHICLE OWNER JOHN Q PUBLIC		DRIVER LICENSE NUMBER PUBLI070770008					
VIN WWWK73C38E127052	MAKE VOLK	MODEL PASSAT (CANADA)	YEAR 2008	WT 4W	COLOR BRN	CLASS 10	TRANS. DATE 2017/07/11
PLATE OWNER MASTER NUMBER PUBLI070770008	CONDITION CODES	CYL 4	FUEL G	REG. WEIGHT (kg) 1558	FEES XXXXXXXX	FEES PAID 13.20	EFFECTIVE DATE 2017/07/11

PLATE OWNER

REVALIDATION NO. 52761	PLATE NUMBER JAB503	TYPE N	EXPIRY DATE 2019/05/31
---------------------------	------------------------	-----------	---------------------------

JOHN Q PUBLIC
PO BOX 1234
HALIFAX NS B3K 3P7

VOID
SAMPLE ONLY

THIS ORIGINAL VEHICLE PERMIT MUST BE CARRIED IN THE VEHICLE OR IN THE IMMEDIATE POSSESSION OF THE DRIVER AT ALL TIMES WHEN THE VEHICLE IS BEING OPERATED ON THE HIGHWAY, EXCEPTION: FARM TRACTOR.
THE OPERATION OF THE VEHICLE DESCRIBED HEREIN IS AUTHORIZED UNDER THE MOTOR VEHICLE ACT WHEN THE ASSOCIATED PLATE(S) IS (ARE) ATTACHED.

NOVA SCOTIA
Transportation
and Infrastructure Renewal

Trailer Safety

Safety Devices

Safety Chains

A trailer shall be coupled to the towing vehicle with *a safety connecting device* that will prevent the trailer from breaking loose in the event the tow bar fails or becomes disconnected.

The safety connecting device referred to in subsection (1) shall

(a) not be attached to any part of a trailer hitch that would render the *safety connecting device ineffective* should the trailer hitch or its attachment to the towing vehicle fail;

(b) have the *minimum slack necessary* for adequate articulation;

Trailer Safety

Safety Devices

Safety Chains

(d) be connected in such a manner so as to prevent the tow bar from dropping to the ground, and to keep the swing of the trailer within safe limits in the event the tow bar fails or becomes disconnected;

(e) be equipped with a hook or hooks or other means of attachment that will not become disconnected accidentally;

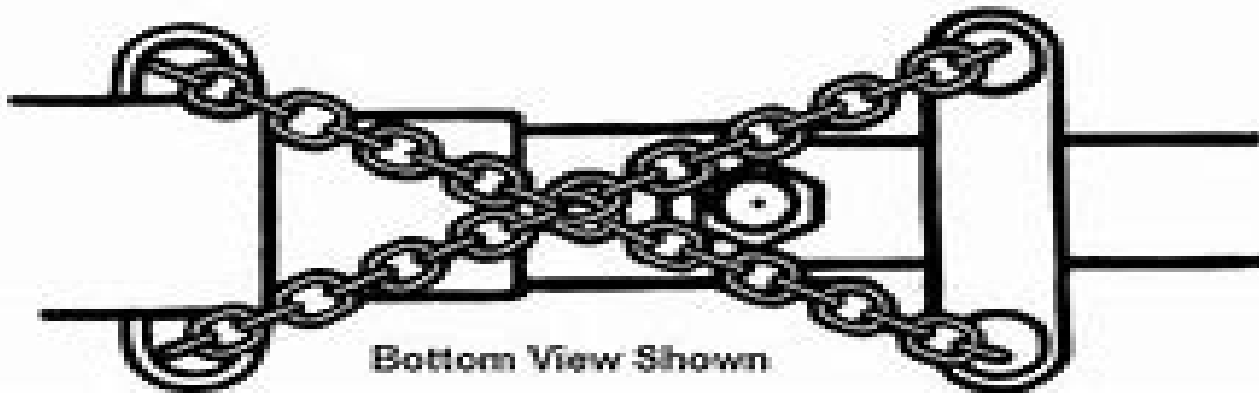
Trailer Safety

Safety Devices

Safety Chains

WARNING: Before trailering to avoid accidents...

- Hitch only to ball size marked on coupling.
- Ball clamp must capture ball and lever or hand wheel is fully clamped.
- Cross safety chains under coupling.
- Allow only enough slack for turns.



Trailer Safety

Commercial Vehicle Requirements

Here is a 13 min video on how to properly connect and disconnect a utility trailer to a power unit.

<https://www.youtube.com/watch?v=hyhFzYHiuyg>

Source- YouTube

Load security

Trailer Safety

Tie Downs

What is a tie down?

Cargo securement systems

The components of the cargo securement system of a vehicle.

- (a) shall be in *proper working order*,
- (b) shall be fit for the purpose for which they are used,
- (c) shall *have no knots, damaged or weakened components* that will adversely affect their performance for cargo securement purposes, and
- (d) shall *not have any cracks or cuts*.

(3) A securing device, integral locking device, movable structure or blocking device used to secure cargo to a vehicle *shall itself be secured in a manner that prevents it from becoming unfastened while the vehicle is on a highway*.

Trailer Safety

Tie Downs

What is a tie down?

Cargo securement systems

A person *shall not use a tiedown or a component of a tiedown to secure cargo to a vehicle unless* it is marked by the manufacturer with respect to its *working load limit*.



Trailer Safety

Tie Downs

How Many Tie Downs
Cargo Less than 4500 kg-2 tie downs



Trailer Safety

Tie Downs

How Many Tie Downs

Cargo more than 4500 kg- 4 tie downs

Hoe must be lowered to the deck and secured with a tiedown



Bucket must be lowered to the deck and secured with a tiedown

This unit requires 6 tiedowns in total

Trailer Safety

Tarping



Roles and Reasonability.

Drivers Role

As a driver for a carrier, the driver is responsible for every aspect of the paperwork, vehicle, load and rules of the highway.

This includes, **maintaining a current valid drivers licence!!!**

Registration (current)

Annual inspection (current)

Hour of service (current filled out up to last duty status change)

Trip Inspection (current and free of major defects, proper schedule for vehicle. Report all defects to the carrier.)

load security (secured as per standard 10)

Transportation of Dangerous goods(If applicable)

Weights and Dimensions of the vehicle including load.

Rules of the road(as set out in the Motor Vehicle act)

Carriers Role

The role of a carrier is to provide the driver with the tools and equipment needed to legally and safely move a commercial vehicle upon a highway.

This includes,

Current registration

Current annual inspection

Proper training for specific vehicles and cargo

Maintain vehicle and keep records (maintenance and trip insp)

Monitor drivers hours of service and keep records

Supply tools and equipment needed for drivers current dispatch.

A carrier **CANNOT** require a driver to operate an illegal or unsafe vehicle upon a highway !!!!

National Safety Code.

NATIONAL SAFETY CODE PROGRAM

The Atlantic Provinces in cooperation with the other provinces and territories, the Government of Canada, and in consultation with the transportation industry, has adopted a National Safety Code. (NSC) This code is made up of 16 minimum standards that will support carriers and drivers to remain in compliance with local, national and international rules for owning and operating commercial vehicles.

Once you are operating a commercial vehicle, weather or not you are registered with the NSC. You are regulated under all 16 standards within the NSC

NSC

NSC Standard #1 - Single Driver's License

NSC Standard # 2 - Knowledge and Performance Tests

NSC Standard #3 - Driver Examiner Training

NSC Standard #4 - Classified Driver's License Program

NSC Standard #5 - Self-Certification

NSC Standard #6 - Medical Requirements

NSC Standard #7 - Carrier Record Keeping Requirement

NSC Standard #8 - Short-term Suspensions

NSC Standard #9 - Hours of Service

NSC Standard #10 - Security of Loads

NSC Standard #11 - Commercial Vehicle Maintenance

NSC Standard #12 - Commercial Vehicle Safety Alliance Roadside Inspections

NSC Standard #13 - Daily Trip Inspection Report

NSC Standard #14 - Safety Rating

NSC Standard #15 - Facility Audits

NSC Standard #16 - First Aid Training

Goals of the NSC

Reducing fatalities, injuries, property damage and other highway incidents by assisting commercial carriers and drivers in understanding how the NSC standards will allow them to operate legally and safely.



NSC (Points)

With the National Safety Code, all carriers have a profile.

As with your personal driver licence, the NSC works on a points system.

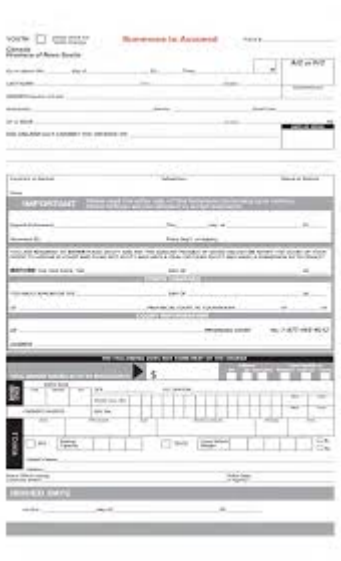
The less points on a profile the better. Once points accumulate on a profile, an audit may be triggered.

(this would happen differently depending on the number of trucks in a carriers profile)

NSC (Points)

How Are points accumulated (awarded) to a carriers profile.

- **Convictions**, if a driver is convicted of an offence while operating a carriers vehicle, there may be points awarded to the carriers profile.

A screenshot of a Nova Scotia Conviction Report form. The form is titled "Conviction Report" and includes sections for "Conviction Information", "Offence Information", "Driver Information", and "Carrier Information". It contains various fields for dates, times, locations, and names, along with checkboxes and dropdown menus. The form is partially filled out with text and numbers.

From any law enforcement agency,
TIR, RCMP, Local Police ect.
Depending on the offence, may award
points to your carrier !!!

NSC (Points)

How Are points accumulated (awarded) to a carriers profile.

- Commercial Vehicle safety Alliance (CVSA)
points are awarded to a carriers profile if an Inspector performs a CVSA inspection and the vehicle or driver is placed out of service.



NSC (Points)

How Are points accumulated (awarded) to a carriers profile.

- **At Fault Collisions.**

If a driver has a collision with a carriers vehicle and is found to be at fault, points get awarded to the carriers profile.



Carrier Safety Rating

There are 4 rating categories:

- 1- Satisfactory Unaudited
- 2- Satisfactory Audited
- 3- Conditional
- 4- Unsatisfactory

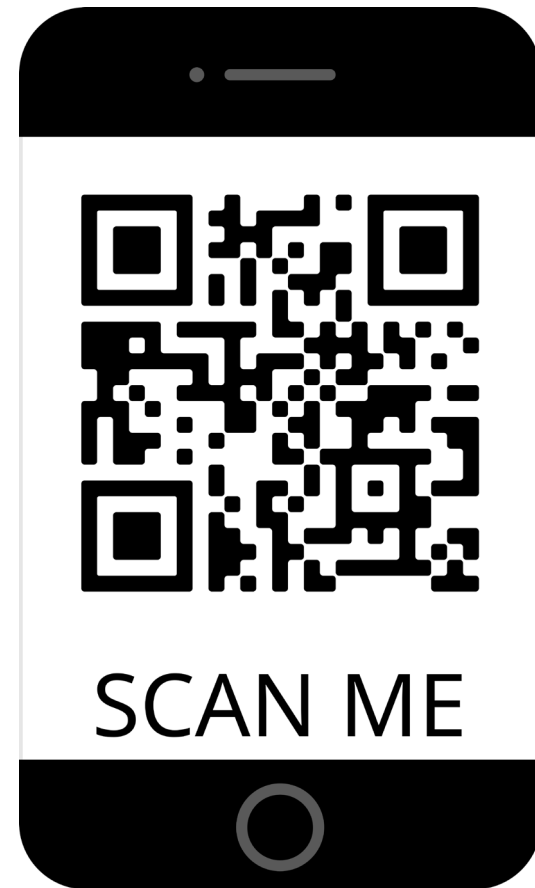
If an unsatisfactory rating is achieved, the registry may remove plates from vehicles. Once plates are removed, the vehicle cannot be moved upon a highway and all transactions in the registry are halted. (Cannot register or transfer ownership)

Guide to NS Trucking

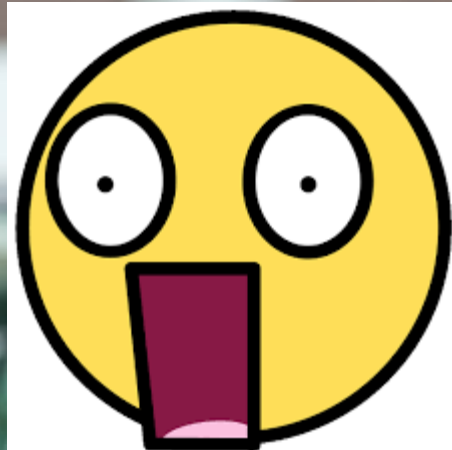
Scan this QR code to access the NS Trucking Guidebook or go to:

<https://novascotia.ca/tran/roadsafety/brochure/Guide-to-Nova-Scotia-Trucking-Rules.pdf>

This is a PDF of the Rules and regulations for commercial vehicles in Nova Scotia.

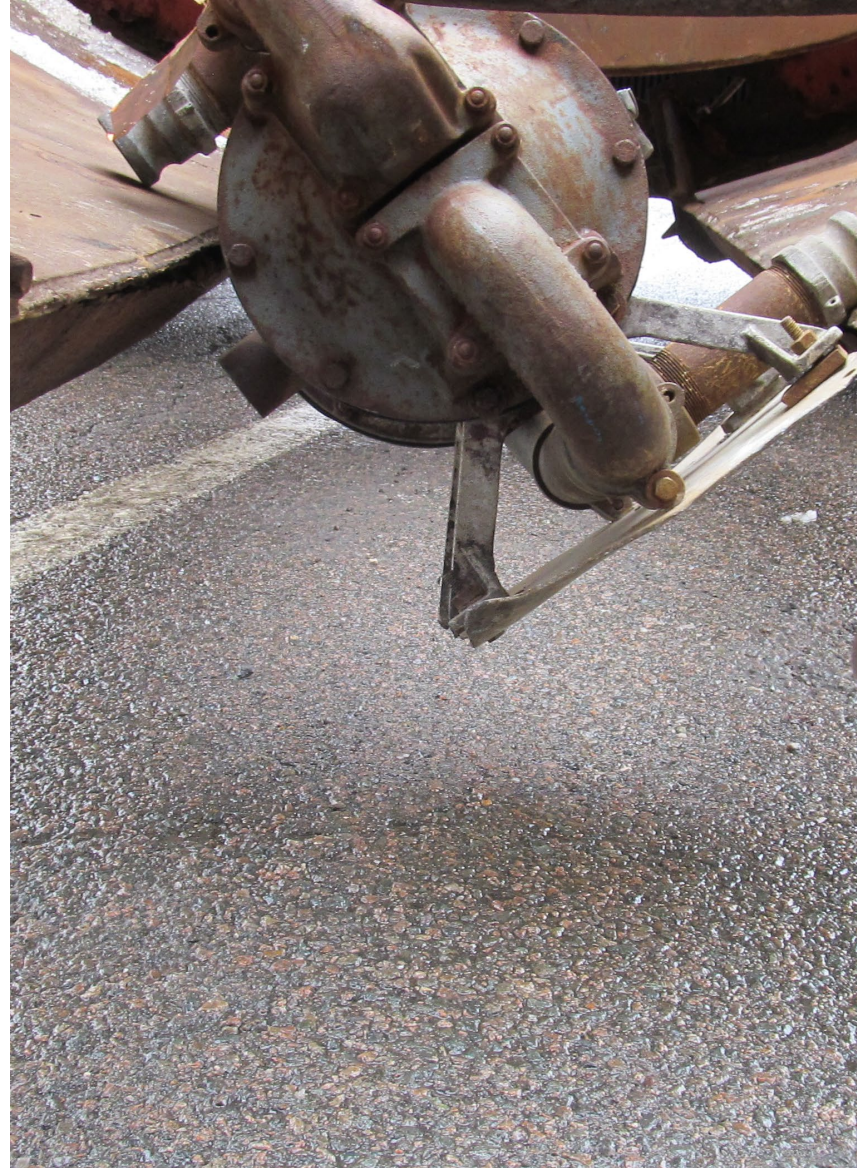
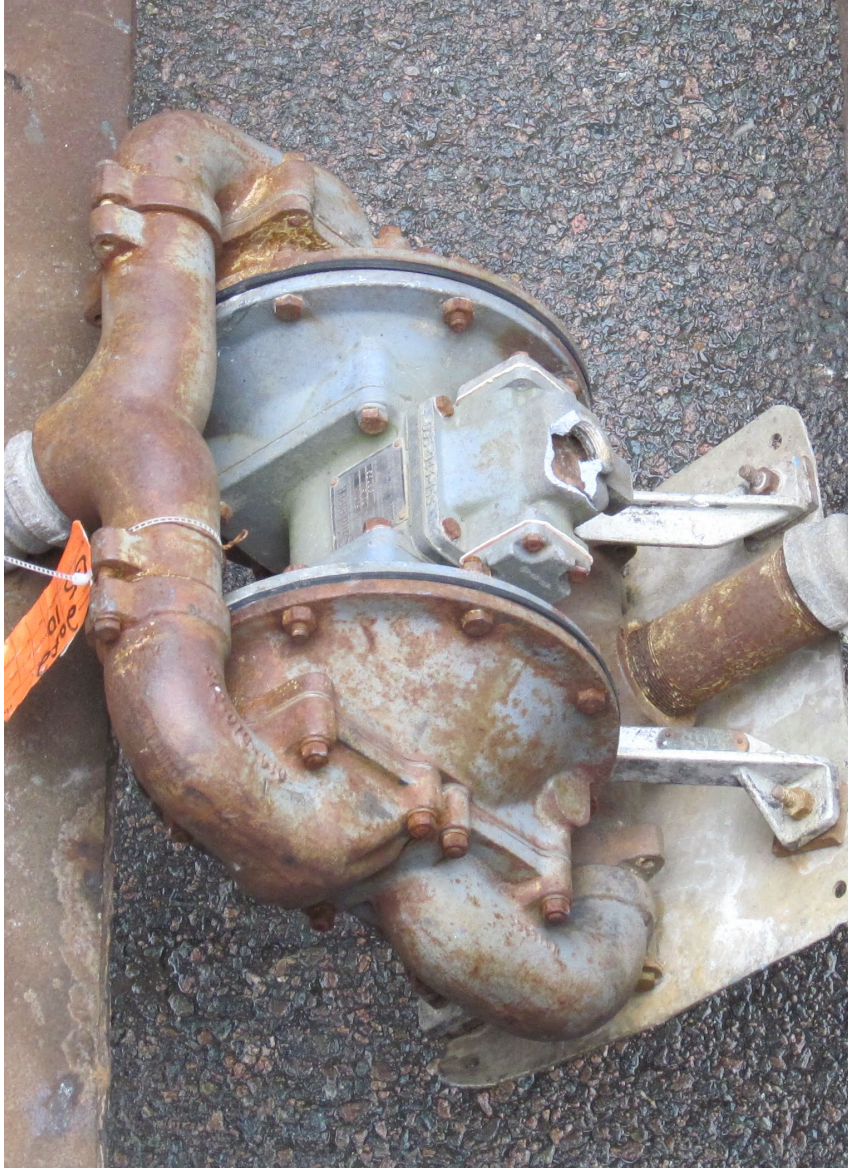


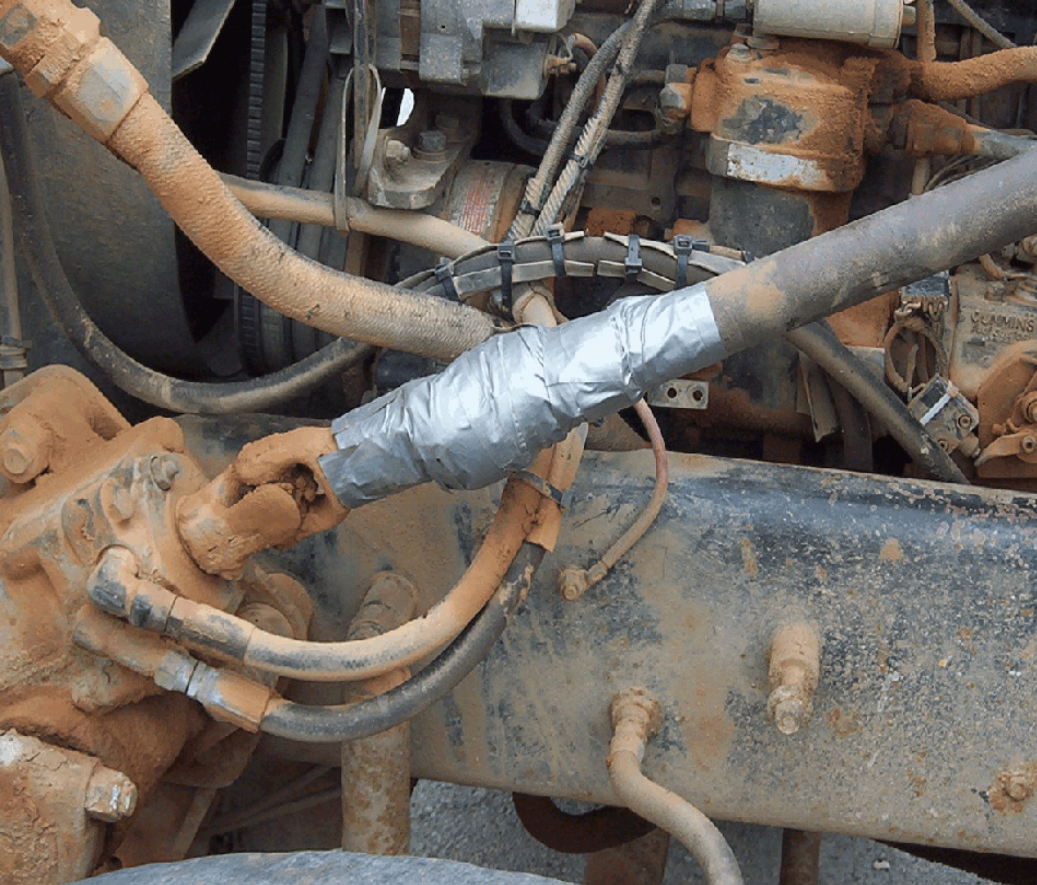
Some of What We See









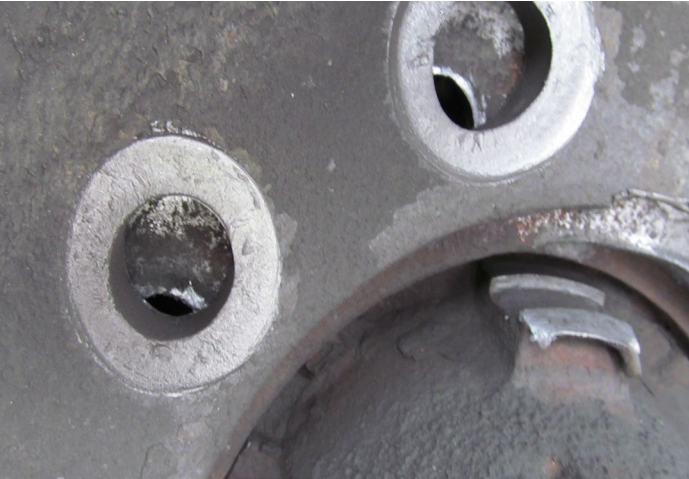




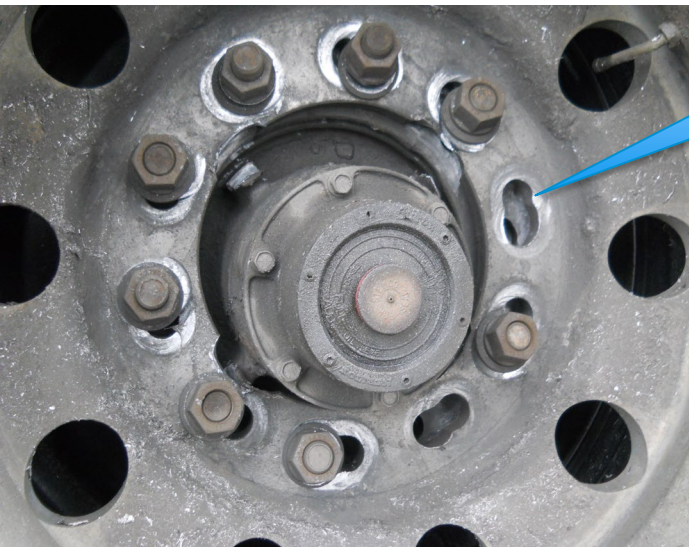


Missing
Parts!
Missing
the
lower
bolt.

Safety
Chains!
Worn
more
than 20%



Loose or over-torqued wheels Studs or nuts.



Loose

Over torqued









05/26/2014

If you have your breakaway switch hooked in your safety chain, be prepared for \$237.50 penalty or your trailer placed out of service . **Or possibly Both!**



Share The Road

WHO DO WE SHARE THE ROAD WITH?

General Public !!!!!

INCLUDES

CARS

BUSSES

MOTORCYCLES

RV'S

ATV' (RURAL AREAS)

BICYLES

PEDESTRIANS

SNOWMOBILES (CROSSINGS)

Most of them have absolutely no idea about what you are driving
and the size and weight of your truck!!!!

PLEASE KEEP IN MIND

As professional drivers, you are held to a higher standard than the rest of the motoring public on the highways.

As a professional driver, its your job to maintain your HOS and ensure that a trip inspection is current.

Also when you take a commercial vehicle on the road, you are the captain of that unit. You are responsible for load security, equipment associated with the safe operation of the unit on the highway and all the regulations associated with your current dispatch.

Do you think that this driver planned this to happen or be responsible for the deaths of 16 and injuries to 13 people?

Upon inspection of the requirements for the legal and safe operation of the vehicle there were over 70 infractions identified!!!!

The Driver should not have been operating a commercial vehicle at the time of this incident!!!!



Why We DO What We DO

Safety !!!!

We all want to go home to our loved ones at the end of the day!

Protect the infrastructure of the province.

Damage to infrastructure (roads, bridges, signs, guardrail ect).

Costs to repair is paid by the taxpayer.

THE PRESENTATION IS DONE!

Any ?'S

THANKS FOR YOUR ATTENTION!

memegenerator.net