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Ontario

Study Guide

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CHAPTER 1

Turning (Right and Left Turns)

1.1 Understanding Off-Track in Combination Vehicles

A combination vehicle such as a semi-trailer unit has an off-track of the rear wheels of the tractor unit, and an even greater off-track of the rear wheels of the semi. The amount of off-track depends on the length of the combination and the wheel base of the units. Drivers must account for off-track to avoid running rear wheels over curbs and sidewalks.

- ✓ The rear wheels of a semi have greater off-track than the rear wheels of the tractor unit
- ✓ The amount of off-track depends on the length of the combination and the wheel base of the units
- ✓ If possible, do not change lanes to turn

1.2 Making Right Turns with Large Vehicles

Right turns at intersections require you to lead the turning arc according to the amount of off-track to avoid running rear wheels over curbs and sidewalks. Proceed well into the intersection before beginning the turn. Use more space from the road you are leaving than from the road you are entering. Move close to the left side of your lane, then make the turn using space from the road you are entering.

- ✓ Lead the turning arc according to the amount of off-track
- ✓ Use more space from the road you are leaving than the road you are entering
- ✓ You may have to cross the centre line or travel into the second traffic lane of the street entered
- ✓ The critical point is reached when the tractor is at the sharpest point of the turn in relation to the trailer, as vision through your right rear view mirror is limited

1.3 Making Left Turns with Off-Track

You must be aware of and allow for any off-track when making a left turn. Use your left outside mirror to monitor the trailer's path, otherwise the trailer might hit a vehicle or a sign post on an island. Turn in a wide arc before bringing the vehicle back to its proper position just right of the centre line.

- ✓ Use your left outside mirror to monitor the trailer's path during left turns
- ✓ Turn the vehicle in a wide arc before bringing it back to its proper position just right of the centre line
- ✓ As you increase speed and when safe, move to the right lane

1.4 Blocking a Lane During Turns

When driving a tractor-trailer on a narrow street, you may need to use some or all of the left lane to get around a corner without the rear wheels going up on the curb. When it is necessary to block off another traffic lane, ensure smaller vehicles, motorcycles or cyclists are not attempting to move up along the right side of your vehicle.

- ✓ Use extreme caution and ensure the movement can be made safely
- ✓ Make sure smaller vehicles, motorcycles or cyclists are not moving up along your right side when blocking a lane

CHAPTER 2

Warning signs

2.1 Purpose and shape of warning signs

Warning signs alert drivers to dangerous or unusual conditions ahead such as curves, turns, dips or sideroads. They are usually diamond-shaped with a yellow background and black letters or symbols.

- ✓ Warning signs are diamond-shaped with yellow background and black symbols
- ✓ They warn of hazards such as curves, turns, dips or sideroads ahead

2.2 Vertical clearance and truck-specific warnings

A maximum vertical clearance sign (e.g. 3.9 metres) indicates a structure may not accommodate a tall vehicle; drivers of tall vehicles must choose an alternate route. Other signs advise trucks to slow for curves with a small radius, warn that trucks over 10 tonnes should not use a roadway, or indicate truck/bus/fire truck entrances.

- ✓ Tall vehicles must take an alternate route if height exceeds posted maximum vertical clearance
- ✓ A truck symbol on the right/left shows which side a truck entrance is on
- ✓ Trucks over 10 tonnes may be advised not to use a marked roadway

2.3 Railway, animal and pedestrian warnings

Signs warn of railway crossings (showing the angle tracks cross the road), snowmobile crossings, deer crossings, bumps/uneven pavement, falling rock, water over the road, pedestrians, and school-related crossings and hidden school bus stops.

- ✓ Slow down and be alert for trains at a railway crossing sign
- ✓ At a hidden school bus stop, slow down and watch for a bus with flashing red lights
- ✓ Follow directions of crossing guards at school crossings

2.4 Warning sign appearance and purpose

Warning signs alert drivers to dangerous or unusual conditions ahead such as curves, turns, dips or sideroads. They are usually diamond-shaped with a yellow background and black letters or symbols.

- ✓ Warning signs are diamond-shaped with yellow background and black symbols
- ✓ They warn of curves, turns, dips, sideroads and other hazards ahead

2.5 Vertical clearance and overheight signs

A maximum vertical clearance sign (e.g. 3.9 m) indicates an upcoming structure may not allow room for a tall vehicle, so tall vehicle drivers should choose an alternate route. An OVERHEIGHT sign warns the same condition.

- ✓ A 3.9 m clearance sign means tall vehicles must choose an alternate route
- ✓ Overheight signs warn a structure may not provide room for a tall vehicle

2.6 Truck-specific curve and weight warnings

Some warning signs advise trucks to slow down around a curve due to its smaller radius. A MAXIMUM 10 tonnes sign advises trucks over 10 tonnes not to use the roadway.

- ✓ Trucks should slow down for curves with a smaller radius
- ✓ Trucks over 10 tonnes are advised not to use a roadway posting that limit

2.7 Divided highway and lane warnings

Signs warn where a divided highway begins (keep right, each road carries one-way traffic), where it ends (two-way traffic on same road ahead, keep right), right lane ends (merge safely to the left), traffic lights ahead, steep hill ahead (use lower gear), and two roads merging into one.

- ✓ At a divided highway begins/ends sign, keep to the right-hand road
- ✓ When the right lane ends, merge safely with traffic in the left lane
- ✓ On steep hill warnings you may need to use a lower gear
- ✓ Where two roads merge, both drivers are equally responsible for merging safely

2.8 School bus and school crossing warnings

A hidden school bus stop warning means slow down, drive with extra caution, and watch for children and a school bus with flashing red lights. School crossing signs mean watch for children and follow the crossing guard or safety patroller.

- ✓ At a hidden school bus stop sign, slow down and watch for a bus with flashing red lights
- ✓ At school crossings, follow the directions of the crossing guard or safety patroller

2.9 Curve, intersection and roundabout warnings

Warning signs indicate narrow bridges, branching roads, upcoming intersections (arrow shows right-of-way direction), roundabouts (reduce speed, counter-clockwise arrows show traffic flow), hidden traffic views, pavement narrowing, and bends/curves of varying severity.

- ✓ Reduce speed when approaching a roundabout; traffic flows counter-clockwise
- ✓ An intersection sign arrow shows which direction has right-of-way

2.10 Curve speed and chevron signs

A sign posted under a curve warning shows the maximum safe speed for that curve. Chevron (arrowhead) signs are posted in groups to guide drivers around sharp curves. Sharp bend/turn signs with checkerboard borders warn of danger and require slowing down.

- ✓ The speed sign under a curve warning shows the maximum safe speed for the curve
- ✓ Chevron signs are grouped to guide drivers around sharp curves
- ✓ Checkerboard borders warn of danger at sharp turns

2.11 Hazard, passing and lane-ending warnings

Signs warn of slippery-when-wet pavement, hazards close to the road edge (downward lines show the safe side to pass), divided highway begins/ends, right lane ends (merge left), lanes merging, and steep hills where a lower gear may be needed.

- ✓ Downward lines on a hazard marker show the side on which you may safely pass
- ✓ When the right lane ends you must merge safely with traffic on your left
- ✓ Use a lower gear when descending a steep hill

2.12 Entrance warning signs (truck, bus, fire truck)

These signs warn of an upcoming entrance on the right (or left if the symbol shows it on the left) for trucks, buses or fire trucks. Drivers must be aware of these vehicles entering the roadway.

- ✓ Truck/bus/fire truck entrance is on the right unless the symbol is shown on the left
- ✓ Be prepared for these vehicles entering the roadway ahead

2.13 Road configuration warning signs

Signs warn of a narrow bridge, road branching off, intersection ahead (arrow shows which direction has right-of-way), roundabout ahead (counter-clockwise arrows), obstructed side-road view, pavement narrowing, and lane-end merges.

- ✓ An intersection arrow shows which traffic direction has the right-of-way
- ✓ Roundabout counter-clockwise arrows show the direction of vehicle traffic
- ✓ Reduce speed when approaching a roundabout

2.14 Curve, bend and chevron warnings

Signs warn of slight bends, sharp bends/turns and winding roads. A speed tab posted under a curve warning shows the maximum safe speed. Chevron (arrowhead) signs are posted in groups to guide drivers around sharp curves.

- ✓ A speed sign under a curve warning shows the maximum safe speed for that curve
- ✓ Chevron signs are posted in groups to guide drivers around sharp curves

2.15 Hazard and road-surface warnings

Signs warn of lift/swing bridges, paved surface ending, bicycle crossings, stop sign ahead (slow down), share the road with oncoming traffic and cyclists, slippery-when-wet pavement, and roadside hazards where downward lines show the side to pass safely.

- ✓ Slow down when a stop sign is posted ahead
- ✓ On slippery-when-wet pavement, slow down and drive with caution
- ✓ On a hazard marker, the downward lines show the side you may safely pass

2.16 Crossing, bump and railway warnings

Signs warn of snowmobile crossings, deer crossings, bumps/uneven pavement (slow down and keep control), and railway crossings (be alert for trains; sign shows the crossing angle). A checkerboard-border arrow warns of a sharp danger turn.

- ✓ At railway crossing signs, be alert for trains and note the crossing angle
- ✓ Slow down and keep control over bumps and uneven pavement
- ✓ A checkerboard border warns of danger at a sharp turn

2.17 Speed, pedestrian and hazard warnings

Signs show maximum safe speed on a ramp, warn to share the road with pedestrians, watch for fallen rock and be ready to avoid collision, and warn of water flowing over the road.

- ✓ Ramp speed signs show the maximum safe speed for that ramp
- ✓ Watch for and be prepared to avoid fallen rock or water over the road

CHAPTER 3

Brakes - Brake Fluid

3.1 Brake Fluid Level Defects

Brake fluid is required for the hydraulic brake system to operate. Loss of brake fluid can cause brakes to malfunction or fail completely. During inspection, open the hood and check the brake-fluid reservoirs.

- ✓ Minor defect: brake fluid level is below the minimum mark set by the manufacturer
- ✓ Major defect: reservoir is less than one-quarter full
- ✓ Major defect: a brake-fluid leak is noticeable

3.2 Brake Fluid Level and Reservoir Defects

Brake fluid is required for the hydraulic brake system to operate. A low fluid level or leak can cause brakes to malfunction or fail. Candidates must distinguish between minor and major defect thresholds based on the reservoir level relative to manufacturer markings.

- ✓ Minor defect: brake fluid level is below the manufacturer's minimum mark
- ✓ Major defect: brake-fluid reservoir is less than one-quarter full
- ✓ During inspection, open the hood and confirm fluid is above minimum and reservoir is at least one-quarter full

3.3 Brake Fluid Leak

Loss of brake fluid from a leak can cause brakes to malfunction or fail completely. A noticeable brake fluid leak is a major defect. Inspect reservoirs and surrounding areas visually for any evidence of leaking fluid.

- ✓ Major defect exists when a brake fluid leak is noticeable
- ✓ Inspect brake-fluid reservoirs to ensure there is no brake-fluid leak

3.4 Brake Fluid Inspection Procedure

Open the hood and inspect brake-fluid reservoirs to confirm the system has adequate fluid and no leaks before operating the vehicle.

- ✓ Ensure brake fluid is above the minimum required level
- ✓ Ensure there is no brake-fluid leak
- ✓ Ensure reservoir is not less than one-quarter full

CHAPTER 4

Getting your licence

4.1 Driver's Licence Classification Chart

Ontario licences are classified by vehicle type. Class A allows driving any tractor-trailer combination and also class D and G vehicles. Class D allows a motor vehicle exceeding 11,000 kg gross/registered weight or any truck/combination provided towed vehicle is not over 4,600 kg, plus class G vehicles. Class G covers cars, vans, small trucks or combinations up to 11,000 kg with towed vehicle not over 4,600 kg.

- ✓ Class A permits any tractor-trailer combination and also class D and G vehicles
- ✓ Class D permits vehicles over 11,000 kg with towed vehicle not over 4,600 kg, plus class G
- ✓ Class A does NOT permit driving a bus carrying passengers, a motorcycle or moped
- ✓ A 'Z' air brake endorsement is required to operate any air brake equipped motor vehicle

4.2 Full vs Restricted Class A configuration

Class A vehicles have either full or restricted configuration. Full requires a truck/tractor and trailer combination with MGVWR of at least 4600 kg AND a full air brake system on both truck/tractor and trailer. Restricted requires the same MGVWR but the trailer is not equipped with air brakes. Testing on a non-full vehicle results in an AR (A Restricted) licence.

- ✓ Full Class A requires MGVWR of at least 4600 kg and full air brakes on both units
- ✓ Restricted Class A requires MGVWR of at least 4600 kg but trailer has no air brakes
- ✓ A driver testing on a non-full Class A vehicle receives an AR licence and cannot operate a full Class A vehicle

4.3 Minimum requirements for Class A or D application

An applicant for a class A or D driver's licence must meet age, licence, knowledge, vision, medical and road test requirements. As of May 11, 2026, applicants must also provide documentation verifying Ontario residency, legal presence in Canada, and work eligibility.

- ✓ Must be at least 18 years of age
- ✓ Must hold a valid Ontario class G or higher licence or equivalent
- ✓ Must pass a knowledge test, meet vision standards and provide a satisfactory medical certificate
- ✓ Must demonstrate driving competence on a road test in the appropriate vehicle type

4.4 Class A or D road test requirements

On the road test, drivers demonstrate a daily inspection and name/describe equipment condition. Class A applicants also demonstrate uncoupling/coupling and backing of combination vehicle units. All applicants drive in traffic and handle the vehicle safely. Bring wheel chocks/blocks if the vehicle has air brakes.

- ✓ All applicants must demonstrate a daily inspection naming items and their condition
- ✓ Class A applicants must demonstrate uncoupling, coupling and backing of the combination
- ✓ Bring wheel chocks or blocks if the vehicle is equipped with air brakes

4.5 Transporting dangerous goods

There are nine classes of dangerous goods. Drivers transporting dangerous goods must receive training from their current employer, who determines the training level required and issues a certificate upon completion. This certificate must be carried when transporting dangerous goods.

- ✓ There are nine classes of dangerous goods
- ✓ Training is provided by the current employer who determines the level required
- ✓ A certificate must be carried when transporting dangerous goods

4.6 Medical certificate requirements

When applying for a class A or D licence, a completed satisfactory ministry medical certificate must be provided. Medical practitioners and optometrists are legally required to report conditions that might affect safe operation. Applications are refused if the condition does not meet Highway Traffic Act standards.

- ✓ A completed satisfactory ministry medical certificate is required for class A or D application
- ✓ Medical practitioners/optometrists must report conditions affecting safe driving
- ✓ Applications are refused if physical/medical condition does not meet HTA standards

4.7 Commercial Vehicle Operator Registration (CVOR)

CVOR tracks the safety performance of truck and bus operations in Ontario. A CVOR certificate is required for trucks with plated/actual weight over 4,500 kg and buses designed for 10+ passengers. It applies to Ontario, US and Mexico plated vehicles travelling in Ontario. Original application fee is $255.

- ✓ CVOR certificate required for trucks over 4,500 kg or buses designed for 10 or more passengers
- ✓ CVOR record items remain for five years from the offence date
- ✓ The ministry may suspend or cancel CVOR certificate, plates and permits for unacceptable records

4.8 Size and weight limits

Commercial motor vehicles are restricted to 2.6 m (8.5 ft) width, 4.15 m (13.6 ft) height including loads, and combinations to 23 m (75.5 ft) length. Semi-trailers are limited to 14.65 m (48 ft) or 16.2 m (53 ft) if special requirements are met. Gross weight cannot exceed maximums under Part VII of the HTA.

- ✓ Maximum width is 2.6 metres (8.5 ft); maximum height is 4.15 metres (13.6 ft)
- ✓ No combination may exceed 23 metres (75.5 ft) except approved double-trailer combinations
- ✓ Semi-trailers limited to 14.65 m or 16.2 m if special requirements met
- ✓ Drivers, operators and shippers are all responsible for the vehicle weight

CHAPTER 5

Right turns

5.1 Leading the turn arc for off-track

Combination vehicles like semi-trailers have off-track where the rear wheels follow a tighter path than the tractor's front wheels. The amount of off-track depends on the length of the combination and the wheelbase of the units. When making right turns you must lead the turning arc according to the amount of off-track to avoid running rear wheels over curbs and sidewalks.

- ✓ Lead the turning arc according to the amount of off-track when turning right
- ✓ The amount of off-track depends on the length of the combination and wheelbase
- ✓ Rear wheels of a semi have greater off-track than the tractor's rear wheels

5.2 Positioning for right turns at intersections

You may need to proceed well into the intersection before beginning the turn. It is better to use more space from the road you are leaving than the road you are entering. Move as close to the left side of your lane as possible, then make the turn using space from the road you are entering. Depending on vehicle type and lane width, you may have to cross the centre line or travel into the second lane of the street entered.

- ✓ Use more space from the road you are leaving than the road you are entering
- ✓ Move as close to the left side of your lane as possible before turning
- ✓ You may need to proceed well into the intersection before beginning the turn

5.3 Blocking a lane when turning right

On narrow streets a tractor-trailer may need to use some or all of the left lane to get around a corner without the rear wheels going on the curb. Use extreme caution. When you must block another lane, ensure smaller vehicles, motorcycles or cyclists are not moving up along your right side. The critical point is when the tractor is at the sharpest point of the turn, because vision through your right rearview mirror is limited.

- ✓ Check that smaller vehicles, motorcycles or cyclists are not moving up on your right when blocking a lane
- ✓ The critical point is reached when the tractor is at the sharpest point of the turn
- ✓ Vision through the right rearview mirror is limited during a sharp right turn

5.4 Changing lanes to turn

If possible, do not change lanes to turn. If you must use portions of an alternate lane to make a steep turn, it is your responsibility to ensure it is done safely and without interfering with traffic.

- ✓ Do not change lanes to turn if possible
- ✓ If using portions of an alternate lane, you must ensure it is done safely without interfering with traffic

CHAPTER 6

Legislation

6.1 Acts and Regulations Governing Truck Driving

Truck driving in Ontario is governed by the Highway Traffic Act (HTA) and its regulations covering the driver, vehicle, equipment, weight and passengers. Key regulations include Commercial Motor Vehicle Inspections (199/07), Hours of Service (555/06), Safety Inspections (611), and Security of Loads (363/04). The Dangerous Goods Transportation Act regulates transport of dangerous goods.

- ✓ The HTA and its regulations govern driver, vehicle, equipment, weight and passenger numbers
- ✓ The Dangerous Goods Transportation Act regulates documentation, handling, safety markings and driver certification
- ✓ There are nine classes of dangerous goods

6.2 Transporting Dangerous Goods Training

Drivers transporting dangerous goods must receive training from their current employer, who determines the level required. Upon completion, the employer issues a certificate that must be carried when transporting dangerous goods.

- ✓ Drivers must receive dangerous goods training from their current employer
- ✓ The employer issues a certificate that must be carried when transporting dangerous goods
- ✓ There are nine classes of dangerous goods ranging from corrosives to environmentally hazardous materials

CHAPTER 7

Driver's Licence Classification Chart

7.1 Class A Licence Privileges

A Class A licence allows driving any tractor-trailer combination where towed vehicles exceed 4,600 kg total gross weight. Holders may also drive Class D and G vehicles. It does not permit driving a bus carrying passengers, a motorcycle or a moped.

- ✓ Class A allows driving any tractor-trailer combination
- ✓ Class A holders may also drive Class D and G vehicles
- ✓ Class A does not permit driving a bus carrying passengers, motorcycle or moped

7.2 Class D Licence Privileges

A Class D licence allows driving a motor vehicle exceeding 11,000 kg gross weight or registered gross weight, or any truck/combination provided the towed vehicle is not over 4,600 kg. Holders may also drive Class G vehicles. It does not permit a bus with passengers, motorcycle or moped.

- ✓ Class D allows a motor vehicle exceeding 11,000 kg gross or registered gross weight
- ✓ Towed vehicle must not exceed 4,600 kg for Class D
- ✓ Class D holders may also drive Class G vehicles

7.3 Air Brake Z Endorsement Requirement

A 'Z' air brake endorsement is required on a driver's licence to operate any air brake equipped motor vehicle.

- ✓ A 'Z' endorsement is required to operate any air brake equipped motor vehicle
- ✓ The Z endorsement applies to any class of licence

7.4 Class G Licence Weight Limits

Class G allows driving any car, van or small truck, or combination of vehicle and towed vehicle up to 11,000 kg provided the towed vehicle is not over 4,600 kg. A pickup towing a house trailer over 4,600 kg is still Class G if total combined weight does not exceed 11,000 kg.

- ✓ Class G combination limit is 11,000 kg total with towed vehicle not over 4,600 kg
- ✓ A pickup and trailer combined under 11,000 kg is deemed Class G even if trailer exceeds 4,600 kg

CHAPTER 8

Backing

8.1 Backing Precautions and Preparation

Planning your route in advance may eliminate the need for backing. Drive around the block to avoid backing around a corner. Drive out into traffic rather than backing into traffic. Prior to backing, take proper precautions and examine the area into which you must back.

- ✓ Prior to backing: turn off phone/radio, open windows, activate four-way flashers and sound horn
- ✓ Exit the vehicle and walk around to examine the area, looking for overhead obstacles, wires, side clearances, pedestrians or objects
- ✓ Use both rearview mirrors and keep in mind the blind spot on the rear
- ✓ Back-up alarm devices do not relieve the driver's responsibility when reversing

8.2 Straight Backing Technique

The easiest and safest backing manoeuvre is straight backing; use this approach whenever possible. Position the tractor and trailer in line with the direction you want to take, ensure wheels are straight and centred, and watch both mirrors while backing slowly.

- ✓ Pull ahead and position the tractor and trailer in line with the direction you want it to take
- ✓ Ensure front and rear wheels are straight and centred
- ✓ Watch both mirrors while backing slowly in a straight line
- ✓ If the trailer drifts left or right, align the vehicle accordingly

8.3 Alley Dock Backing

When performing an alley dock, backing from the driver's side is recommended. Position your vehicle so the trailer is angled in the direction you want it to take, then turn the steering wheel hard to the right while backing slowly.

- ✓ Backing from the driver's side is recommended for an alley dock
- ✓ Turn steering wheel hard to the right while backing slowly
- ✓ Look out driver's window to monitor trailer while checking mirrors
- ✓ If the turn is too early or sharp, turn wheels slightly left; if too late or wide, turn wheels to the right

8.4 Offset Backing Technique

There are two types of offset backing: driver side (offset back to the left) and passenger side (offset back to the right). Drive straight forward until in a straight line, then turn the wheel fully and back up while watching the mirror.

- ✓ Turn the wheel all the way to the left angling the trailer toward the destination
- ✓ Back up while watching the right mirror until the outside edge of the tractor tires lines up with the middle of the landing gear
- ✓ Stop and turn the wheel to the right as far as possible, then back up until the tractor is straight and in line with the trailer
- ✓ Straighten the wheels and look out both mirrors while slowly backing toward the destination

8.5 Using a Guide When Backing

A responsible guide can help by watching the area into which you are backing and keeping an eye on your blind-spot zone. The guide should stand where they can see you and the area to the rear of your vehicle clearly.

- ✓ The guide should stand in a position to see you and the area to the rear of your vehicle clearly
- ✓ The guide should warn you if pedestrians or vehicles move into your path
- ✓ Back-up alarm devices do not relieve the driver's responsibility

8.6 General backing precautions

Planning your route in advance may eliminate the need for backing. Drive around the block to avoid backing around a corner. Drive out into traffic rather than backing into traffic. You are responsible for all precautions when backing into a driveway. Before backing: turn off phone/radio, open windows, activate four-way flashers and sound horn. Exit and walk around to examine the area for overhead obstacles, wires, side clearances, pedestrians and objects. Use both rearview mirrors and remember the rear blind spot.

- ✓ Plan routes to avoid backing; drive out into traffic rather than back into it
- ✓ Before backing: turn off phone/radio, open windows, activate four-way flashers and sound horn
- ✓ Exit and walk around to examine the area for overhead obstacles, wires and clearances
- ✓ Use both rearview mirrors and keep in mind the rear blind spot

8.7 Straight backing procedure

Straight backing is the easiest and safest backing manoeuvre and should be used whenever possible. Pull ahead and position the tractor and trailer in line with the direction you want to take, ensure front and rear wheels are straight and centred, watch both mirrors while backing slowly in a straight line, and align the vehicle if the trailer drifts left or right.

- ✓ Straight backing is the easiest and safest backing manoeuvre - use whenever possible
- ✓ Ensure front and rear wheels are straight and centred before backing
- ✓ Watch both mirrors and back slowly, correcting if the trailer drifts

8.8 Alley dock backing

When performing an alley dock, backing from the driver's side is recommended. Position the vehicle so the trailer is angled in the direction you want it to take, turn the steering wheel hard to the right while backing slowly, and look out the driver's window to monitor the trailer while checking mirrors. If the turn is too early or sharp, turn the wheels slightly left; if too late or wide, turn the wheels to the right.

- ✓ Back from the driver's side when performing an alley dock
- ✓ Angle the trailer toward the destination and turn the wheel hard right while backing slowly
- ✓ Correct: too early/sharp turn wheels left; too late/wide turn wheels right

8.9 Offset backing procedure

There are two types of offset backing: driver side (offset back to the left) and passenger side (offset back to the right). Drive straight forward until in a straight line, turn the wheel all the way to the left angling the trailer toward the destination, back up watching the right mirror until the outside edge of the tractor tires lines up with the middle of the landing gear, stop and turn the wheel right as far as possible, back until the tractor is straight and in line with the trailer, then straighten the wheels and back slowly toward the destination watching both mirrors.

- ✓ Two types: driver side (left) and passenger side (right)
- ✓ Line up the outside edge of the tractor tires with the middle of the landing gear
- ✓ Straighten the wheels and watch both mirrors when backing to the destination

8.10 Using a guide when backing

A responsible guide can watch the area into which you are backing and keep an eye on your blind-spot zone. The guide should stand where they can see both you and the area behind the vehicle clearly and warn you of pedestrians or vehicles. Back-up alarm devices do not relieve the driver's responsibility when reversing.

- ✓ A guide should stand where they can see both you and the rear area clearly
- ✓ Back-up alarm devices do not relieve the driver's responsibility when reversing

CHAPTER 9

Temporary condition signs

9.1 Temporary condition sign purpose and colour

Temporary condition signs warn of unusual temporary conditions such as road work zones, diversions, detours, lane closures or traffic-control people. They are usually diamond-shaped with an orange background and black letters or symbols.

- ✓ Temporary condition signs are diamond-shaped with an orange background
- ✓ They warn of work zones, detours, lane closures and traffic-control persons

9.2 Construction zone driving requirements

Signs indicate construction ahead, survey crews, traffic control persons (drive slowly and follow instructions), detours, milled/grooved pavement (reduced stopping/traction), lane closures requiring merging, and pilot/pace vehicles that must not be passed. Fines for speeding are doubled in designated construction zones when workers are present.

- ✓ HTA fines for speeding double in a designated construction zone when workers are present
- ✓ Do not pass a pilot or pace vehicle bearing the sign
- ✓ Obey traffic control persons and be prepared to stop
- ✓ Merge with traffic in the open lane at lane closures

9.3 Temporary condition sign appearance

Temporary condition signs warn of unusual temporary conditions such as road work zones, diversions, detours, lane closures or traffic-control people. They are usually diamond-shaped with an orange background and black letters or symbols.

- ✓ Temporary condition signs have an orange background
- ✓ They warn of construction, detours, lane closures and traffic-control persons

9.4 Construction and work zone signs

Signs indicate construction work ahead (e.g. 1 km), road work ahead, survey crew working, traffic control person ahead (drive slowly, watch for instructions), and construction zone begins (drive with extra caution, prepare for a lower speed limit).

- ✓ Slow down and watch for instructions at a traffic control person sign
- ✓ Entering a construction zone means drive with extra caution and prepare for a lower limit

9.5 Detour and lane-closure signs

Signs include temporary detours from the normal route, flashing directional arrows, milled/grooved pavement warnings (reduced stopping and traction), lane-closed-ahead signs (merge into the open lane), and closed-lane arrows (adjust speed to merge as indicated).

- ✓ On milled or grooved pavement, obey the speed limit and drive with extra caution
- ✓ When a lane is closed ahead, merge with traffic in the open lane

9.6 Pilot vehicle, STOP/SLOW and detour markers

Do not pass a pilot or pace vehicle bearing the DO NOT PASS WHEN FLASHING sign. A STOP/SLOW paddle means reduce speed and be prepared to stop. Follow detour markers until you return to the regular route.

- ✓ Do not pass a pilot/pace vehicle when its sign is flashing
- ✓ Reduce speed and be prepared to stop at a STOP/SLOW paddle
- ✓ Follow the detour marker until you return to the regular route

9.7 Doubled fines in construction zones

A SPEED FINES DOUBLED IN CONSTRUCTION ZONES WHEN WORKERS PRESENT sign enforces doubled HTA fines for speeding in a designated construction zone when workers are present.

- ✓ HTA speeding fines are doubled in construction zones when workers are present
- ✓ This applies to designated construction zones

CHAPTER 10

Suspension System

10.1 Air Suspension Leaks and Air Bags

You must know the normal appearance of air bags in suspension systems and recognize signs of damage that may cause deflation. Inspect for audible air leaks and damaged air bags.

- ✓ Minor defect: an air leak is noticeable in the air-suspension system
- ✓ Major defect: any air bag is damaged (patched, cut, bruised, cracked to braid or deflated) and has no air in it

10.2 Leaf Spring Defects

Perform a visual inspection of leaf springs to identify broken leaves. Main leaves are critical and treated more seriously than other leaves.

- ✓ Minor defect: any spring has a single broken leaf
- ✓ Major defect: a main leaf is broken OR more than one other leaf is broken

10.3 Displaced or Missing Suspension Parts

Suspension components and attaching hardware must be inspected visually to recognize serious unsafe conditions such as parts shifting or contacting other components.

- ✓ Major defect: any part of a leaf spring or suspension part is missing
- ✓ Major defect: any suspension part has shifted out of place or is in contact with another vehicle component

10.4 Suspension Fasteners and U-Bolts

Suspension fasteners (nuts, bolts) and U-bolts must be inspected for tightness and presence. A gap or looseness indicates a defect.

- ✓ Minor defect: any suspension fastener is loose, missing or broken
- ✓ Major defect: any spring U-bolt is loose

CHAPTER 11

Vehicle safety, maintenance and daily inspections

11.1 Truck inspection stations and documents to carry

Ministry enforcement staff and police perform inspections at truck inspection stations. When a station is open, trucks must enter and stop. Drivers must carry and surrender on demand required documents including licence, registration, CVOR certificate, insurance, daily inspection report and daily log.

- ✓ When a station is open, trucks must enter and stop for inspection
- ✓ Must carry valid licence, registration, CVOR certificate, insurance certificate, daily inspection report and daily log
- ✓ Must carry a daily log for the day and the previous fourteen days
- ✓ Refusing or failing to proceed to a weigh scale is an offence with fines up to $20,000 and possible 30-day suspension

11.2 Tires and wheels inspection

Tires must have appropriate tread depth and wheels must be securely attached. The rear tire must have at least 1.5 mm (0.06 in) tread in two adjacent grooves. Front tires on vehicles over 4,500 kg must have at least 3 mm (0.12 in). Wheel fasteners should be rechecked between 80 km and 160 km after installation.

- ✓ Rear tires must have at least 1.5 mm (0.06 in) of tread in two adjacent grooves
- ✓ Front tires on vehicles over 4,500 kg must have at least 3 mm (0.12 in) of tread
- ✓ Recheck wheel fasteners between 80 km and 160 km after installation
- ✓ Wheels and tires must be installed by a certified tire installer or mechanic

11.3 Cargo securement

The driver is responsible for evenly balanced and properly secured cargo. All loads must be bound, covered or fastened so nothing can fall off. Loads overhanging the rear by 1.5 m (5 ft) or more require a red light (when lights are required) or a red flag/marker at other times. Ontario has adopted NSC Standard 10 for Cargo Securement.

- ✓ The driver is responsible for ensuring cargo is balanced and secured against shifting
- ✓ Loads overhanging the rear by 1.5 m or more must be marked with a red light, flag or marker
- ✓ Cargo must be inspected before driving and re-checked not more than 80 km from loading point
- ✓ Ontario has adopted National Safety Code Standard 10 for Cargo Securement

11.4 Daily trip inspection requirement

A daily vehicle inspection (circle check/pre-trip) is required by the HTA. A driver may not drive unless a Schedule 1 inspection has been done within the previous 24 hours with a completed report. Defects are categorized as major or minor; drivers cannot drive with a major defect and must record and report minor defects.

- ✓ A vehicle inspection must be completed every 24-hour period
- ✓ Drivers must not drive a vehicle with a major defect
- ✓ Minor defects must be recorded on the inspection report and reported to the operator
- ✓ Drivers must carry both the current inspection report and the inspection schedule

11.5 Out-of-service and defect reporting

Safety defects found during inspection or on the trip must be reported to the operator as soon as possible; major defects must be repaired before operating again. The most common reason vehicles are taken out of service is out-of-adjustment air brakes; other reasons include insecure loads, defective lights/tires and broken springs.

- ✓ Major defects must be repaired before the vehicle is operated again
- ✓ Out-of-adjustment air brakes are the most common out-of-service reason
- ✓ You cannot adjust your own air brakes unless you completed an approved course or are a certified mechanic

11.6 160-km radius log exemption

If a driver operates within a 160-km radius of the start location and returns to the same location at the end of the day, they may be exempt from carrying a daily log but remain subject to all hours-of-service requirements.

- ✓ Drivers within a 160-km radius returning to start may be exempt from carrying a daily log
- ✓ Hours-of-service requirements still apply even when log-exempt

11.7 Steering free play (lash)

Free play or lash is the distance the steering wheel moves before tires begin turning. Check with the engine on and wheels straight ahead, turning the wheel with fingers until tire resistance is felt. Too much rotation indicates excessive free play.

- ✓ Check steering free play with engine on and wheels straight ahead
- ✓ Excessive rotation before tires turn indicates too much free play or lash

11.8 Cargo re-inspection intervals

The driver must re-inspect cargo and securement systems and adjust at intervals based on whichever occurs first: a change of duty status, driving three hours, or driving 240 km. Inspection is not required when cargo is sealed and the driver is ordered not to open it, or if the cargo is inaccessible.

- ✓ Re-inspect cargo at change of duty status, after 3 hours driving, or after 240 km — whichever occurs first
- ✓ No re-inspection required for sealed cargo the driver is ordered not to open, or inaccessible cargo

11.9 Annual inspection certificate

Operators must have each vehicle and trailer inspected annually by a licensed mechanic in compliance with NSC Standard 11 Part B. A compliant vehicle receives an annual inspection certificate, record and decal placed on the outside lower left of the windshield or left side of the cab/trailer. Drivers must check the decal validity during daily inspection.

- ✓ Operators must have each vehicle/trailer inspected annually by a licensed mechanic
- ✓ The inspection decal is placed on the outside lower left corner of windshield or left side of cab/trailer
- ✓ Drivers must check the inspection-certificate decal date during the daily inspection

11.10 Daily inspection items list

As part of the daily inspection, all items in the applicable schedule of O. Reg. 199/07 must be inspected, including air brake system (if equipped), cab, cargo securement, coupling devices, driver controls/seat, brakes, emergency equipment, exhaust, frame/body, fuel, glass/mirrors, heater/defroster, horn, lamps/reflectors, steering, suspension, tires, wheels and wiper/washer.

- ✓ Inspect all items in the applicable O. Reg. 199/07 schedule during the daily inspection
- ✓ Air brake system and coupling devices are inspected only if equipped
- ✓ Dangerous goods checks apply for qualified drivers only

CHAPTER 12

Left turns

12.1 Allowing for off-track on left turns

You must be aware of and allow for any off-track when making a left turn. Use your left outside mirror to monitor the trailer's path, otherwise the trailer might hit a vehicle or a sign post on an island. Turn in a wide arc before bringing the vehicle back to its proper position just right of the centre line, then move to the right lane when safe as speed increases.

- ✓ Use your left outside mirror to monitor the trailer's path when turning left
- ✓ Turn in a wide arc and bring the vehicle back just right of the centre line
- ✓ Move to the right lane only when it is safe as you increase speed

CHAPTER 13

Suspension system

13.1 Air Suspension Leaks and Damaged Air Bags

Air-suspension systems use air bags that must be intact and inflated. Candidates must recognize the normal appearance of air bags, signs of damage, and when damage causes deflation. A noticeable air leak is a minor defect, while a damaged and deflated air bag is a major defect.

- ✓ Minor defect: an air leak is noticeable in the air-suspension system
- ✓ Major defect: any air bag is damaged (patched, cut, bruised, cracked to braid or deflated) and has no air in it
- ✓ Inspect to ensure no air leak and that any air bag is not damaged and still has air

13.2 Broken Leaf Springs

Visual inspection of leaf springs is important. Candidates must know which leaves are 'main' leaves. Defect severity depends on how many leaves are broken and whether a main leaf is involved.

- ✓ Minor defect: any spring has a single broken leaf
- ✓ Major defect: a main leaf is broken OR more than one other leaf is broken
- ✓ Perform a visual inspection to identify cracked or broken spring leaves

13.3 Displaced or Missing Suspension Parts

Suspension-system components and attaching hardware must be inspected visually for serious unsafe conditions. Any missing, shifted, or contacting suspension part is a major defect.

- ✓ Major defect: part of a leaf spring or suspension is missing, shifted out of place, or in contact with another vehicle component
- ✓ Inspect (or describe the process where not accessible) for cracked/broken leaves and displaced or contacting parts

13.4 Suspension Fasteners and U-Bolts

Suspension fasteners and U-bolts hold the suspension to the vehicle and must remain tight. Loose, missing or broken fasteners are minor defects, but a loose U-bolt is a major defect.

- ✓ Minor defect: any suspension fastener is loose, missing or broken
- ✓ Major defect: any spring U-bolt is loose
- ✓ Inspect suspension fasteners and U-bolts for visual signs of loose, missing or broken components

CHAPTER 14

Precautions and Driver Conduct

14.1 Following Distance for Commercial Vehicles

When a number of trucks pull onto a highway after a stop, drivers should leave sufficient space. Commercial motor vehicles must maintain a minimum following distance at highway speeds.

- ✓ Commercial motor vehicles must maintain a minimum distance of at least 60 metres (200 ft.) between themselves and other vehicles when on a highway at a speed exceeding 60 km/h (40 mph)
- ✓ The exception is when overtaking and passing another motor vehicle
- ✓ Avoid improper passing and bluffing (using vehicle size to intimidate)

14.2 Speed Limiter Requirements

Speed limiter requirements apply to vehicles manufactured in 1995 or newer with a manufacturer's gross vehicle weight rating (MGVWR) of 11,794 kilograms (26,000 lbs.) or more, and only those with an electronically controlled engine.

- ✓ The speed-limiting system shall be properly set to no more than 105 km/h (65 mph)
- ✓ Applies to vehicles manufactured 1995 or newer with MGVWR of 11,794 kg (26,000 lbs.) or more and an electronically controlled engine
- ✓ Buses, mobile cranes, motor homes, ambulances, cardiac-arrest emergency vehicles and fire apparatuses are exempt

14.3 General Safe Driving Precautions

Observe the laws governing motor vehicle operation scrupulously and follow good driving practice. Back a truck with utmost care using all rearview mirrors. Adjust driving procedures and speed for road, weather and traffic conditions.

- ✓ Never load a truck beyond its licensed capacity
- ✓ Adjust your speed to meet road, weather and traffic conditions
- ✓ Avoid situations that call for quick stops
- ✓ Never allow an unauthorized person to occupy the driver's seat or operate the truck

14.4 Obstructing Traffic and Proper Signalling

Slowing down on hills is often unavoidable, but good drivers reduce delay by staying to the right and allowing following traffic to pass. Never use left-turn signals to tell following motorists it is safe to pass.

- ✓ Activate your hazard lights when unable to keep to traffic speed
- ✓ Never use your left-turn signals to tell following motorists it is safe to pass — it is against the law and confuses other drivers
- ✓ Stay to the right on hills to allow faster traffic to pass

CHAPTER 15

Tires

15.1 Tire Leaks and Flats

Keep tires properly inflated and check regularly for leaks. Kicking the tires or using a mallet to check for flats is acceptable. Distinguish between a leak you can only see versus one you can feel or hear.

- ✓ Minor defect: a leak appears evident but cannot be felt or heard in any tire
- ✓ Major defect: any tire is flat, or a leak can be felt or heard
- ✓ Inspect by listening and feeling for leaks

15.2 Tire Tread Depth Limits

You must know how to check tire-tread depth and the minimum allowable depths for various tire positions per vehicle safety regulations.

- ✓ Major defect: tread depth is below the allowable wear limit
- ✓ Steer tires require minimum 3 mm tread depth
- ✓ Other tires require minimum 1.5 mm tread depth

15.3 Tire Damage and Exposed Cords

Distinguish between tread and sidewall damage. Tires are built with steel cords covered in rubber; exposed cords are a serious defect.

- ✓ Minor defect: damage to the tread or sidewall area
- ✓ Major defect: exposed cords in the tread or outer sidewall of any tire
- ✓ Major defect: any tire in contact with another tire or vehicle component other than a mud flap

15.4 Tire Contact and Exposed Cords

Tires should never contact other tires or vehicle components (except mud flaps). Tires are built with steel cords covered in rubber; exposed cords are a serious safety issue. Both are major defects.

- ✓ Major defect: a tire is in contact with another tire or any vehicle component other than a mud flap
- ✓ Major defect: cords are exposed in the tread or outer sidewall of any tire
- ✓ A tire contacting a mud flap is not a safety concern

15.5 Tire Contact with Components

Tires should never contact other vehicle components. A tire touching a mud flap is not a safety concern, but other contact is a major defect.

- ✓ Major defect: tire in contact with another tire or any other vehicle component
- ✓ Contact with a mud flap only is acceptable

15.6 Tread and Sidewall Damage

Candidates must distinguish tread from sidewall and recognize visual damage such as cuts. Any damage to the tread or sidewall area is a minor defect.

- ✓ Minor defect: damage to the tread or sidewall area
- ✓ Inspect tire for visual signs such as cuts or other damage to treads and sidewalls

CHAPTER 16

Uncoupling and coupling of combinations (class A only)

16.1 Pre-coupling/uncoupling safety steps

Before uncoupling or coupling, the driver must roll down windows, turn off audio systems, sound the horn before backing (electric horn only during the road test), and confirm the location is suitable and safe.

- ✓ Roll down windows and turn off audio systems before coupling/uncoupling
- ✓ Sound the horn before backing (electric horn only during road test)
- ✓ Confirm the location is suitable and safe

16.2 Uncoupling procedure

To uncouple: secure both units (apply parking brakes, transmission park/neutral, chock trailer wheels), lower landing gear to ground level without lifting the trailer, disconnect and stow air/electrical lines and safety chains, unlock the fifth wheel, disengage and confirm trailer stability, then pull the tractor clear slowly.

- ✓ Apply both truck/tractor and trailer parking brakes and chock trailer wheels
- ✓ Lower landing gear until it just contacts the ground without raising the trailer from the fifth wheel
- ✓ Disconnect and stow air/electrical lines and safety chains before unlocking the fifth wheel
- ✓ Confirm the trailer is stable before pulling the tractor clear slowly

16.3 Coupling procedure and alignment

To couple: inspect fifth wheel/coupling devices and lines; position units checking alignment and height; back slowly at walking pace with fifth wheel just ahead/under but not against the kingpin; confirm kingpin alignment; engage fifth wheel; then verify locking. The trailer should be low enough to be raised slightly by the tractor.

- ✓ Reverse slowly at walking pace with the fifth wheel just ahead of or slightly under the trailer, not against the kingpin
- ✓ Confirm the kingpin is aligned with the fifth wheel lower coupler before engaging
- ✓ The trailer should be low enough to be raised slightly by the tractor when backed under
- ✓ If trailer is too low the tractor may damage the nose; if too high it may not couple correctly

16.4 Tug test and confirming lock

After engaging, perform a tug test ('hitting the pin') by stretching the tractor and trailer to confirm the trailer is locked. Then exit and visually confirm no space above the fifth wheel, the release lever is in the locked position, and the jaws/locking latch have closed around the kingpin (getting under the trailer).

- ✓ Perform a tug test to confirm the trailer is locked onto the tractor
- ✓ Any space between the upper plate and fifth wheel indicates the coupling is not secure
- ✓ Confirm the release lever is locked and the jaws have closed around the kingpin (get under the trailer)

16.5 Connecting lines and completing coupling

Connect air and electrical lines (blue = service, red = supply/emergency), connect breakaway device if equipped, raise landing gear fully and stow the handle, supply air to the trailer and establish normal pressure, check for leaks from the cab, then test brake operation while driving forward slowly.

- ✓ Industry standard colours: BLUE = service, RED = supply or emergency
- ✓ Raise the landing gear fully and stow the handle before moving
- ✓ Supply air to the trailer, check for leaks, then test brake operation while driving forward slowly

CHAPTER 17

Definitions

17.1 Key Weight and Vehicle Definitions

Gross weight is the combined weight of vehicle and load. Registered gross weight is the weight for which an HTA permit has been issued. Manufacturers' gross vehicle weight rating (MGVWR) is the gross weight specified by the manufacturer, often on a decal or plate on the cab. A commercial motor vehicle has a permanently attached truck or delivery body.

- ✓ Gross weight = combined weight of vehicle and load
- ✓ Registered gross weight = weight for which an HTA permit is issued
- ✓ MGVWR = gross weight specified by the manufacturer

17.2 Semi-trailer and Trailer Definitions

A semi-trailer is designed so the forward part of its body or chassis rests upon the towing vehicle. A trailer is a vehicle drawn/propelled/moved by a motor vehicle and is considered a separate vehicle, not part of the towing vehicle. The trailer definition excludes farm implements, mobile homes and side cars.

- ✓ A semi-trailer's forward part rests on the towing vehicle's body or chassis
- ✓ A trailer is considered a separate vehicle, not part of the motor vehicle drawing it

CHAPTER 18

Information and direction signs

18.1 Information and direction sign identification

Information and direction signs tell you about distances and destinations. They are usually rectangular with a green background and white letters. Other colours guide you to facilities, services and attractions.

- ✓ Information/direction signs are rectangular, green with white letters
- ✓ They show distances, destinations, exits and facilities

18.2 Information and direction sign appearance

Information and direction signs tell you about distances and destinations. They are usually rectangular with a green background and white letters. Other colours guide you to facilities, services and attractions.

- ✓ Information/direction signs are green with white letters
- ✓ Other-coloured signs guide you to facilities, services and attractions

18.3 Freeway exit and interchange numbering

Advance and exit signs help drivers choose the correct lane to exit or stay on the freeway; exit lane arrows appear in a yellow box with the word 'exit'. Interchange numbers equal the distance in km from the start of the freeway (e.g. interchange 204 on Hwy 401 is 204 km from Windsor). Distances are found by subtracting interchange numbers.

- ✓ Exit lane arrows are shown in a yellow box with 'exit' under them
- ✓ Interchange numbers equal kilometres from the freeway's start point
- ✓ Subtract one interchange number from another to calculate distance

18.4 Freeway exits and interchange numbering

Advance signs use arrows (in yellow boxes marked 'exit') to show which lanes lead off the freeway. Interchange numbers correspond to the distance in kilometres from the freeway's beginning (e.g. interchange 204 on Hwy 401 is 204 km from Windsor). Distances between interchanges are found by subtracting the numbers. 'VIA' describes roads to follow to a destination.

- ✓ Freeway interchange numbers equal the kilometre distance from the freeway's start
- ✓ Distance between two interchanges is found by subtracting their numbers
- ✓ 'VIA' indicates the roads to follow to reach a destination

18.5 VIA, roundabout and facility signs

'VIA' describes the roads to follow to reach a destination. Roundabout signs show upcoming exits and where they lead. Changeable message signs update drivers on delays and lane closures. Blue/other signs show off-road facilities like hospitals, airports, universities and carpool lots, and routes to rail stations, airports, ferries and wheelchair-accessible facilities.

- ✓ 'VIA' indicates the roads that must be followed to reach a destination
- ✓ Changeable message signs update drivers on current delays and lane closures

CHAPTER 19

A and D Licence Classes and Requirements

19.1 Learning to Operate a Truck or Tractor-Trailer

A licensed driver wishing to learn to operate a truck or tractor-trailer must hold a Class G or higher licence and be accompanied by a driver holding a valid Class D (truck) or Class A (tractor-trailer) licence respectively. Competence is assessed at a DriveTest Centre or by a Recognized Authority.

- ✓ Must hold a Class G or higher licence to learn to operate a truck or tractor-trailer
- ✓ Must be accompanied by a Class D (truck) or Class A (tractor-trailer) licensed driver
- ✓ Road test can be done at a DriveTest Centre or authorized Recognized Authority

19.2 Full vs Restricted Class A Configuration

A full Class A vehicle is any truck/tractor and trailer combination with MGVWR of at least 4,600 kg AND a full air brake system on both truck/tractor and trailer. A restricted configuration has the same MGVWR but the trailer is NOT equipped with air brakes. Completing the road test on a non-full vehicle results in an AR (A Restricted) licence.

- ✓ Full Class A requires MGVWR of at least 4,600 kg and full air brakes on both truck/tractor and trailer
- ✓ Restricted Class A has a trailer not equipped with air brakes
- ✓ A road test on a non-full Class A vehicle results in an AR (A Restricted) licence, unable to operate a full Class A vehicle

19.3 Minimum Requirements for Class A or D Application

Applicants must be at least 18 years of age, hold a valid Ontario Class G or higher licence or equivalent, pass a test of operating knowledge of large trucks and tractor trailers, meet vision standards, provide a satisfactory medical certificate, and demonstrate driving competence during a road test on the appropriate vehicle type.

- ✓ Must be at least 18 years of age
- ✓ Must hold a valid Ontario Class G or higher licence or equivalent
- ✓ Must pass a knowledge test, meet vision standards and provide a satisfactory medical certificate

19.4 Medical Certificate Requirements

When applying for Class A or D, a completed satisfactory ministry medical certificate is required. Medical practitioners and optometrists are legally required to report any physical, neurological, cardiovascular or other condition affecting safe operation. Application will be refused if the condition does not meet HTA regulation standards.

- ✓ A satisfactory ministry medical certificate is required for Class A or D
- ✓ Medical practitioners/optometrists must report conditions affecting safe vehicle operation by law
- ✓ Application is refused if physical or medical condition does not meet HTA regulation standards

CHAPTER 20

Sharing the Road

20.1 Sharing the Road with Smaller Vehicles

Most drivers of smaller vehicles do not understand what it is like to drive a large vehicle. A tractor-trailer needs twice as much stopping distance as the average car and takes much longer to get up to speed. Drivers of small vehicles may make sudden or unexpected moves when a large vehicle is near.

- ✓ A tractor-trailer needs twice as much stopping distance as the average car
- ✓ Be courteous when smaller, faster vehicles are trying to pass — slow down to allow them to fit in front safely
- ✓ Signal intentions clearly before turning, slowing or stopping
- ✓ Always check that a vehicle has not moved into your turning space before completing your turn

20.2 Sharing the Road with Cyclists

Cyclists are expected to ride about one metre from the curb or as close as practical to the right-hand edge, but may use any part of the lane for safety. When passing, allow at least one metre and change lanes when possible.

- ✓ Allow at least one metre between your vehicle and a cyclist when passing; change lanes to pass whenever possible
- ✓ When turning right, check mirrors and your right blind spot to avoid cutting off a cyclist
- ✓ When turning left, stop and wait for oncoming bicycles to pass before turning
- ✓ Stop for a traffic signal behind the bike box — do not stop in the box
- ✓ Check mirrors and blind spots for passing cyclists before opening a door

20.3 Sharing the Road with Pedestrians

Pay special attention to pedestrians crossing, walking, jogging or using crossings. Watch for children, seniors and pedestrians with disabilities who need extra caution. Mobility device users are treated the same as pedestrians.

- ✓ Drive slowly and cautiously through school zones, residential areas and where children may be walking or playing
- ✓ Watch for Community Safety Zone signs indicating special risk to pedestrians
- ✓ Pedestrians who are blind may use a white cane or guide dog — give appropriate consideration
- ✓ Persons operating mobility devices are treated the same way as pedestrians and travel along the left shoulder facing oncoming traffic when no sidewalk exists
- ✓ Pass streetcar safety islands and zones at a reasonable speed

20.4 Sharing the Road with Motorcycles and Mopeds

Motorcycles, limited-speed motorcycles and mopeds are harder to see because of their size and may make sudden moves. They are more likely to be injured in a collision. These vehicles have the right to use the whole lane.

- ✓ Motorcycles and mopeds have the right to use the whole lane even if they drive to the right edge
- ✓ Be careful turning left in front of an oncoming motorcycle with its turn signal on — the signal may not have shut off automatically
- ✓ Make sure the motorcyclist is actually turning before proceeding

20.5 Sharing the Road with Municipal Buses

Many roadways have indented stopping areas called bus bays. There are three types: mid-block indented bays, indentations before/after intersections, and bus-stop areas between parking areas. You must yield to a bus re-entering traffic.

- ✓ When a bus in a bus bay flashes its left-turn signals to leave and you are approaching in the adjacent lane, you must allow the bus to re-enter traffic
- ✓ There are three types of bus bays: mid-block indented bays, indentations before/after intersections, and bus-stop areas between parking areas

20.6 Sharing the Road with Farm Machinery

Farm machinery moves slowly compared to other road users. Most tractors and combines have a maximum speed of 40 km/h and are often oversized, making it hard for the driver to see behind. They must display a slow-moving vehicle sign.

- ✓ Farm machinery on the road must display an orange and red slow-moving vehicle sign warning it travels at 40 km/h or less
- ✓ Slow down, stay well back and do not pass until it is safe to do so
- ✓ Be cautious as farmers may be on roads after dark during peak planting and harvesting seasons

CHAPTER 21

Other signs

21.1 Oversize load marking requirements

Vehicles/loads exceeding dimensions under Section 109 of the HTA must display bright red or orange flags at least 40 cm square at the extremities, kept clean and effective. They must also display an 'OVERSIZE LOAD' sign (black letters at least 200 mm high on yellow, visible 150 m) or a 'D' sign on front and rear. At night the sign must be high-intensity retro-reflective, must not obstruct lights, and must be removed/covered when not in use.

- ✓ Oversize load flags must be at least 40 cm square, bright red or orange
- ✓ OVERSIZE LOAD lettering must be at least 200 mm high and visible for 150 metres
- ✓ Night signs must be high-intensity retro-reflective material
- ✓ The sign must not obstruct lights and must be removed when not in use

21.2 Slow-moving vehicle sign

The slow-moving vehicle sign is an orange triangle with a red border, alerting others the vehicle travels at 40 km/h or less. Farm tractors, farm machinery and vehicles unable to sustain over 40 km/h must display it. Watch for these vehicles and reduce speed as needed.

- ✓ The slow-moving vehicle sign is an orange triangle with a red border
- ✓ Vehicles travelling 40 km/h or less must display the slow-moving vehicle sign

21.3 Dangerous goods and LCV placards

When transporting dangerous goods, safety marks, placards or labels identify the dangerous-goods classification and nature of danger. An LCV placard indicates a long commercial vehicle (double trailer up to 40 metres). Recognize LCVs by rear signage and anticipate their extended length and limited speed when passing.

- ✓ Dangerous goods placards identify the classification and nature of danger
- ✓ An LCV is a double trailer up to 40 metres long; anticipate its length and limited speed when passing

21.4 Oversize load sign and flags

Vehicles/loads exceeding dimensions under Section 109 of the HTA must have bright red or orange warning flags at least 40 cm square mounted at the extremities. In addition, front of vehicle and rear of load must display an OVERSIZE LOAD sign (black letters at least 200 mm high on yellow, visible 150 m) or a 'D' sign. At night the sign must be high-intensity retro-reflective.

- ✓ Warning flags must be bright red/orange and at least 40 cm square at load extremities
- ✓ OVERSIZE LOAD lettering must be at least 200 mm high, visible for 150 metres
- ✓ At night the sign must be made of high-intensity retro-reflective material
- ✓ The sign must not obstruct lights and must be removed or covered when not in use

21.5 Dangerous goods placards

When transporting dangerous goods, safety marks, placards or labels are displayed to identify the dangerous-goods classification and the nature of the danger. They provide quick identification on trucks, cargo and pallets.

- ✓ Dangerous goods placards identify the classification and nature of danger
- ✓ They may appear on trucks, cargo and even pallets

21.6 Long commercial vehicle (LCV) placard

An LCV placard indicates a long commercial vehicle — a double trailer up to 40 metres long. Recognize an LCV by its rear signage and anticipate its extended length and limited speed when preparing to pass on the highway.

- ✓ An LCV is a double trailer that can be up to 40 metres long
- ✓ Anticipate extended length and limited speed when passing an LCV

21.7 Emergency detour and bilingual signs

EDR (Emergency Detour Route) signs guide traffic around unscheduled highway closures when OPP detour all traffic off the highway, and back onto the highway. Some information signs use a numbering system to aid emergency route determination. Bilingual signs appear in designated areas; read the message in the language you understand best.

- ✓ EDR markers guide motorists around highway closures and back to the highway
- ✓ In bilingual areas, read messages in the language you understand best

21.8 Emergency detour and response signs

EDR (Emergency Detour Route) signs are used during unscheduled provincial highway closures when OPP detour all traffic; markers along alternate routes guide motorists around the closure and back onto the highway. Some information signs have a numbering system to help emergency vehicles determine a route.

- ✓ EDR markers guide traffic around an unscheduled highway closure and back on
- ✓ Emergency response numbering assists emergency vehicles in route selection

21.9 Bilingual signs

In designated bilingual areas, read messages in the language you understand best. Bilingual messages may be on the same sign or separate, with an English sign immediately followed by a French sign.

- ✓ Read bilingual sign messages in the language you understand best
- ✓ Bilingual messages may be combined or an English sign followed by a French sign

CHAPTER 22

Wheels, Hubs and Fasteners

22.1 Hub Oil and Wheel Seals

Wheel hubs use bearings requiring lubrication. Oil-lubricated hubs may have a sight glass window to view the oil level. Wheel seals keep lubricant inside; a leaking seal can cause bearing failure.

- ✓ Minor defect: hub-oil level below minimum (when fitted with sight glass)
- ✓ Minor defect: evidence of a leaking wheel seal
- ✓ Look inside the wheel for oil and stains to detect a leaking seal

22.2 Imminent Wheel/Hub/Bearing Failure

Know the normal appearance of wheel and hub components and recognize visual indications of serious unsafe conditions signaling potential failure.

- ✓ Major defect: visual evidence that a wheel, hub or bearing failure could occur
- ✓ Inspect inner and outer wheel assemblies, opening the hood if it improves visibility

22.3 Wheel Fasteners

Know the visual features of wheel systems and the importance of keeping fasteners tight. Detect missing fasteners and recognize signs of looseness such as a gap between the nut and wheel.

- ✓ Major defect: any wheel has a loose, missing or ineffective fastener
- ✓ A gap between the nut and wheel indicates a loose or ineffective fastener

22.4 Damaged Wheel, Rim or Attaching Part

Inspect the wheel, rim, and any part used to attach them for damage, cracks or breaks.

- ✓ Major defect: any wheel, rim, or attaching part is damaged, cracked or broken
- ✓ Inspect both inner and outer wheel assemblies

CHAPTER 23

Wheels, hubs and fasteners

23.1 Evidence of Imminent Wheel/Hub/Bearing Failure

Candidates must know the normal appearance of wheel and hub components and recognize visual indications of serious unsafe conditions. Any visual evidence of imminent failure is a major defect.

- ✓ Major defect: visual evidence that a wheel, hub or bearing failure could occur
- ✓ Inspect wheel and hub assemblies for signs of imminent failure

23.2 Loose, Missing or Ineffective Wheel Fasteners

Wheel fasteners (nuts and bolts) must remain properly tightened. Candidates must detect missing fasteners and recognize signs of loose or ineffective ones, such as a gap between the nut and wheel. This is a major defect.

- ✓ Major defect: any wheel has a loose, missing or ineffective fastener
- ✓ A gap between the nut and wheel indicates a loose or ineffective fastener
- ✓ Inspect for missing fasteners and visual signs of looseness

23.3 Damaged, Cracked or Broken Wheel/Rim/Attaching Part

Candidates must know the normal appearance of individual wheel components. Any damage, crack or break to a wheel, rim or attaching part is a major defect. Open hood if access improves visibility, and inspect inner and outer wheel assemblies.

- ✓ Major defect: any wheel, rim, or attaching part is damaged, cracked or broken
- ✓ Inspect inner-and-outer wheel assembly; open hood if it improves visibility

23.4 Hub Oil and Wheel Seals

Wheel hubs use bearings that require lubrication, often oil, viewable through a sight glass. A leaking wheel seal can cause bearing failure. Both low hub oil and a leaking seal are minor defects.

- ✓ Minor defect: hub-oil level is below minimum (when fitted with sight glass)
- ✓ Minor defect: evidence of a leaking wheel seal
- ✓ Inspect sight glass for oil above minimum and look inside the wheel for oil and stains

CHAPTER 24

Commercial Vehicle Impoundment Program

24.1 Impoundment for critical defects

Under O. Reg. 512/97 the Registrar may impound a commercial vehicle with critical defects (brakes, steering, wheels/rims, tires, frame, suspension). First offence impoundment is 15 days; a second within two years is 30 days; third or subsequent within two years is 60 days. Fines can reach $20,000.

- ✓ Critical defects cover brakes, steering, wheels/rims, tires, frame and suspension
- ✓ First offence impoundment is 15 days, doubling to 30 days for a second within two years
- ✓ Third or subsequent offence within two years results in 60-day impoundment
- ✓ Fines for driving with critical defects can be up to $20,000

24.2 Impoundment for Critical Defects

Under O.Reg 512/97 the Registrar may impound a commercial vehicle with critical defects (brakes air/hydraulic, steering, wheels/rims, tires, frame and suspension). Impoundment is 15 days for a first offence, 30 days for a second within two years, and 60 days for a third or subsequent within two years. Fines for driving with critical defects can be up to $20,000.

- ✓ First critical-defect offence = 15-day impoundment; second within 2 years = 30 days; third = 60 days
- ✓ Critical defects include brakes, steering, wheels/rims, tires, and frame/suspension
- ✓ Fines for driving a vehicle with critical defects can be up to $20,000

CHAPTER 25

Precautions

25.1 General safe driving precautions

Observe laws scrupulously and follow good driving practice. Back a truck with utmost care using all rearview mirrors and having someone give directions if possible. Bad weather requires changing driving procedures with exceptional care. Adjust speed to road, weather and traffic. Never load a truck beyond its licensed capacity. Avoid situations that call for quick stops. Never allow an unauthorized person to occupy the driver's seat or operate controls.

- ✓ Never load a truck beyond its licensed capacity
- ✓ Adjust your speed to meet road, weather and traffic conditions
- ✓ Never allow an unauthorized person to operate the truck or its controls
- ✓ Avoid situations that call for quick stops

CHAPTER 26

Class A or D Road Test

26.1 Road Test Requirements

On the road test you must demonstrate a daily inspection (naming items checked and describing condition). Class A applicants must demonstrate uncoupling and coupling, and backing (reversing) of combination vehicle units. All applicants must drive in traffic and handle the vehicle safely. Bring wheel chocks/blocks if the vehicle has air brakes.

- ✓ You must demonstrate a daily inspection, naming items and describing condition
- ✓ Class A applicants must demonstrate uncoupling, coupling and backing of combination units
- ✓ Bring wheel chocks or blocks if the vehicle is equipped with air brakes

26.2 Road Test Format and Timing

All road tests have a set time frame. The examiner informs you of the time allowed for each part and explains the test but is NOT allowed to coach you during the test — ask questions before you begin. Class D with RV restriction applicants do not need to demonstrate a daily inspection.

- ✓ Road tests have a set time frame explained by the examiner beforehand
- ✓ The examiner cannot coach you during the test — ask questions before beginning
- ✓ Class D with RV restriction applicants do not demonstrate a daily inspection

CHAPTER 27

Yielding the Right-of-Way

27.1 Right-of-Way at Intersections

There are specific rules about when you must yield the right-of-way, meaning letting another person go first. These rules apply at uncontrolled intersections, all-way stops, turns and yield signs.

- ✓ At an intersection without signs or lights, yield to any vehicle approaching from the right
- ✓ At an all-way stop, yield to the first vehicle to come to a complete stop; if two stop at the same time, the vehicle on the left yields to the vehicle on the right
- ✓ When turning left, wait for approaching traffic to pass and for pedestrians to cross; when turning right, wait for pedestrians to cross
- ✓ A yield sign means slow down or stop if necessary and yield to traffic in or on the intersecting road
- ✓ When entering a road from a private road or driveway, yield to vehicles on the road and pedestrians on the sidewalk

27.2 Yielding to Pedestrians at Crossings

You must yield the right-of-way and wait for pedestrians to completely cross the road at specially marked pedestrian crossings, crossovers, and school crossings with guards. Signalling does not give you the right-of-way.

- ✓ Yield and wait for pedestrians to completely cross at marked pedestrian crossings, crossovers, and school crossings with crossing guards
- ✓ Signalling does not give you the right-of-way — you must make sure the way is clear

CHAPTER 28

Traffic lights

28.1 Green, yellow and red light meanings

A green light lets you turn left, go straight or turn right after yielding to vehicles and pedestrians already in the intersection; you must yield to pedestrians when turning. A yellow light means the red is about to appear — stop if you can do so safely. A red light means stop completely at the stop line, crosswalk, sidewalk edge or intersection edge.

- ✓ On a green light, yield to pedestrians and vehicles already in the intersection
- ✓ A yellow light means stop if you can do so safely; the red is about to appear
- ✓ On red, stop at the stop line; if none, at the crosswalk, sidewalk or intersection edge

28.2 Turning on a red light

Unless a sign prohibits it, you may turn right on a red light only after a complete stop and when the way is clear. You may turn left on a red light only when moving from a one-way road onto a one-way road, after a complete stop and when clear.

- ✓ Right turn on red is allowed only after a complete stop when the way is clear, unless prohibited
- ✓ Left turn on red is allowed only from a one-way road onto a one-way road after a complete stop

28.3 Flashing lights, beacons and blank signals

A flashing red light or red beacon requires a complete stop; proceed only when safe. A flashing yellow light or beacon means drive with caution. During a power loss, blank traffic lights must be treated as an all-way stop — yield to vehicles in the intersection and those entering from your right.

- ✓ A flashing red light or beacon requires a complete stop before proceeding
- ✓ A flashing yellow light or beacon means proceed with caution
- ✓ Treat blank/inoperative traffic lights as an all-way stop, yielding to traffic on your right

28.4 Green, yellow and red lights

A green light means you may turn left, go straight or turn right after yielding to vehicles and pedestrians in the intersection; when turning you must yield to pedestrians crossing. A yellow (amber) light means red is about to appear — stop if you can do so safely, otherwise proceed with caution. A red light means come to a complete stop.

- ✓ On green, yield to pedestrians and vehicles already in the intersection before turning
- ✓ On yellow, stop if you can do so safely; otherwise proceed with caution
- ✓ On red, come to a complete stop

28.5 Where to stop at a red light

At a red light stop at the marked stop line. If none, stop at the crosswalk (marked or not). If no crosswalk, stop at the edge of the sidewalk. If no sidewalk, stop at the edge of the intersection. Wait for green and a clear intersection before proceeding.

- ✓ Stop at the stop line; if none, at the crosswalk, then sidewalk edge, then intersection edge
- ✓ Wait for green and a clear intersection before moving through

28.6 Advance green light or arrow

A flashing green light or a left-pointing green arrow with a green light lets you turn left, go straight or turn right from the proper lane, because oncoming traffic still faces a red light. Pedestrians must not cross on a flashing green light unless a pedestrian signal tells them to.

- ✓ An advance green (flashing green/left arrow) means oncoming traffic faces a red light
- ✓ You may turn left, go straight or right from the proper lane on an advance green
- ✓ Pedestrians must not cross on a flashing green light

28.7 Simultaneous and protected left turns

A left-turn green arrow with a red light allows a left turn from the left-turn lane; oncoming left-turners may also face the same arrow. After the arrow, a yellow arrow means green is about to appear — do not start your turn, stop if safe. Fully protected left turns have separate lights and you may not begin turning left once the through-traffic green appears.

- ✓ A left-turn green arrow lets you turn left from the left-turn lane
- ✓ A yellow arrow after the green arrow means do not start your left turn; stop if safe
- ✓ In fully protected turns, do not begin turning left after the through-traffic green appears
- ✓ If the light changes while you are in the intersection, complete your turn with caution

28.8 Flashing lights and blank signals

A flashing red light requires a complete stop; proceed only when safe. A flashing yellow light means drive with caution through the intersection. During a power failure with blank traffic lights, treat the intersection as an all-way stop — yield to vehicles in the intersection and to those on your right.

- ✓ A flashing red light means come to a complete stop, then proceed when safe
- ✓ A flashing yellow light means proceed with caution
- ✓ Treat blank/non-working traffic lights as an all-way stop

28.9 Advance green and simultaneous left turns

A flashing green light or left-pointing green arrow with a green light (advance green) lets you turn left, go straight or turn right while oncoming traffic faces red. A left-turn green arrow with a red light lets you turn left; a following yellow arrow means the green is about to appear — do not start your turn, stop if safe. Pedestrians must not cross on a flashing green or left-turn green arrow unless a pedestrian signal allows.

- ✓ An advance green means oncoming traffic still faces a red light
- ✓ Do not start a left turn when the yellow arrow appears; stop if you can do so safely
- ✓ Pedestrians may not cross on a flashing green light or left-turn arrow unless signalled

28.10 Transit priority and fully protected left turns

At a transit priority signal (white vertical bar on top of the traffic signal), all traffic and pedestrians must yield to public transit vehicles while conflicting traffic faces red. Fully protected left-turn intersections have separate signals; you may only turn left on the green arrow and must not begin a left turn once the through-traffic green appears.

- ✓ Traffic and pedestrians must yield to transit at a transit priority signal
- ✓ At fully protected left turns, do not begin turning left after the through-traffic green appears

28.11 Traffic beacons

A traffic beacon is a single flashing light over an intersection or on signs/obstacles. A flashing red beacon means come to a complete stop and proceed only when safe. A flashing yellow beacon warns you to drive with caution.

- ✓ A flashing red beacon means come to a complete stop before proceeding
- ✓ A flashing yellow beacon warns you to drive with caution

28.12 Transit priority signals

At a transit priority signal, traffic and pedestrians must yield to public transit vehicles. The round signal on top shows a white vertical bar on a dark background, allowing transit to go through or turn while conflicting traffic faces a red light.

- ✓ Traffic and pedestrians must yield to transit at a transit priority signal
- ✓ A white vertical bar on dark background allows transit to proceed while others face red

CHAPTER 29

In-cab Check

29.1 Gauges and Air Pressure Gauge

Confirm all gauges and indicators are normal and working properly. On air-brake vehicles, confirm the air pressure gauge works and is within the normal operating range.

- ✓ Confirm all gauges and indicators are normal and working
- ✓ Air pressure gauge (air brake vehicles only) must be within normal operating range

29.2 In-cab Check Overview

After the exterior inspection, enter the vehicle and perform the in-cab check. You must point to or touch all items and fully explain what you are inspecting. You start the vehicle to perform the checks. You are not required to list minor or major defects during this portion.

- ✓ Point to or touch every item and explain what you inspect for
- ✓ Start the vehicle to perform the checks
- ✓ Listing minor/major defects is not required in this portion

29.3 Seat, Belt, Mirrors and Windshield

Confirm the driver seat is secure, seat belts are secure and in good condition, the windshield is clear with no obstructions or glass damage, and mirrors are properly adjusted.

- ✓ Confirm driver seat and seat belts are secure and in good working condition
- ✓ Confirm windshield is clear with no obstructions or damage and mirrors properly adjusted

29.4 Heater/Defroster, Steering, Wipers

Confirm heaters and defrosters work in all positions. Confirm the steering wheel is securely attached, responds normally, and has no excessive free play. Confirm wipers and washer fluid work normally.

- ✓ Heater(s) and defroster(s) must work in all positions
- ✓ Steering wheel must be secure with no excessive free play
- ✓ Wipers and washer fluid must work normally

CHAPTER 30

Hours of service

30.1 Daily hours of service limits

A driver must have 10 hours off-duty in a day, cannot drive more than 13 hours in a day, and cannot drive after 14 hours on-duty. After at least 8 hours off-duty, a driver cannot drive after 16 hours has elapsed.

- ✓ Driver must have 10 hours off-duty in a day
- ✓ Driver cannot drive more than 13 hours or after 14 hours on-duty in a day
- ✓ After 8 hours off-duty, a driver cannot drive after 16 hours has elapsed

30.2 Cycle requirements and reset

Operators designate a seven-day (70-hour) or 14-day (120-hour) cycle. On the 14-day cycle, a driver cannot drive after 70 hours without taking 24 consecutive hours off-duty. All drivers need at least 24 consecutive off-duty hours in the preceding 14 days. Reset requires 36 hours off (7-day) or 72 hours off (14-day).

- ✓ Seven-day cycle limit is 70 hours on-duty; 14-day cycle limit is 120 hours
- ✓ 14-day cycle drivers need 24 consecutive off-duty hours before accumulating 70 hours
- ✓ Cycle reset requires 36 consecutive hours off (7-day) or 72 hours off (14-day)

30.3 Who must comply with hours of service

Hours-of-service regulations (O. Reg. 555/06) apply to drivers of commercial motor vehicles over 4,500 kg and to buses/school buses. Exemptions include vehicles 4,500 kg or under, short-term leased vehicles, farm/forest product carriers, tow trucks, motor homes, transit buses, and emergency vehicles.

- ✓ Applies to commercial vehicles over 4,500 kg and buses/school buses
- ✓ Vehicles 4,500 kg or under (other than buses) are exempt
- ✓ Tow trucks, motor homes, transit buses and emergency vehicles are exempt

30.4 Duty status categories

There are four duty-time categories: off-duty (not sleeper berth), off-duty in a sleeper berth, on-duty driving, and on-duty not driving. On-duty activities include driving, inspecting/cleaning/repairing, travelling as co-driver (not in sleeper), loading/unloading, and waiting at inspections.

- ✓ Four duty categories: off-duty, off-duty sleeper berth, on-duty driving, on-duty not driving
- ✓ On-duty includes inspecting, loading/unloading, and waiting at inspections

30.5 Daily log requirements and exemption

A daily log may be handwritten, computer generated or by recording device and must include driver name, date, co-drivers, cycle, odometer readings, plate numbers, operator info, duty status times/locations, total distance and signature. A log is not required if driving within a 160 km radius, returning to the same location, and working for only one operator that day.

- ✓ Daily log must include duty status start/end times, locations, odometer readings and driver's signature
- ✓ Log exemption requires driving within 160 km radius, returning to start, and one operator that day
- ✓ When log-exempt, the operator must keep a record of duty status hours for the day

CHAPTER 31

Driver conduct

31.1 Obstructing traffic and signalling

Good drivers reduce delay on hills by staying right and allowing following traffic to pass. Activate hazard lights when unable to keep traffic speed. Never use left-turn signals to tell following motorists it is safe to pass — it is against the law and confuses other drivers who may think you are signalling a left turn or lane change.

- ✓ Stay to the right on hills and allow following traffic to pass
- ✓ Activate hazard lights when unable to keep to traffic speed
- ✓ Never use left-turn signals to tell following motorists it is safe to pass - it is illegal

31.2 Following distance for commercial vehicles

When trucks pull onto a highway after a stop, leave intervals allowing sufficient space. Commercial motor vehicles must maintain a minimum distance of at least 60 metres (200 ft.) between themselves and other vehicles on a highway at speeds exceeding 60 km/h (40 mph), except when overtaking and passing.

- ✓ Maintain minimum 60 metres (200 ft.) between vehicles at speeds over 60 km/h
- ✓ This distance requirement does not apply when overtaking and passing

31.3 Speed limiter requirements

Speed limiter requirements apply to commercial vehicles manufactured in 1995 or newer with a manufacturer's gross vehicle weight rating (MGVWR) of 11,794 kg (26,000 lbs.) or more with an electronically controlled engine. The speed-limiting system must be set to no more than 105 km/h (65 mph). Buses, mobile cranes, motor homes, ambulances, cardiac-arrest emergency vehicles and fire apparatuses are exempt.

- ✓ Speed limiter must be set to no more than 105 km/h (65 mph)
- ✓ Applies to 1995+ vehicles with MGVWR of 11,794 kg (26,000 lbs.) or more and electronic engine
- ✓ Buses, mobile cranes, motor homes, ambulances and fire apparatuses are exempt

31.4 Improper passing and bluffing

Avoid switching on turn signals and immediately pulling into close, dense traffic. Do not pass another large vehicle on a multi-lane highway when the speed difference is so small that it obstructs following traffic unreasonably. Drivers who use their vehicle's size to intimidate others (bluffing) create serious hazards.

- ✓ Do not pull into traffic when the stream is too close and dense
- ✓ Do not pass another large vehicle when the speed difference obstructs following traffic
- ✓ Do not use vehicle size to intimidate or force your way through traffic

CHAPTER 32

In-cab check

32.1 In-Cab Gauges and Air Pressure

Confirm all gauges and indicators are normal and working. On air-brake vehicles, confirm the air pressure gauge works properly and is within the normal operating range.

- ✓ Confirm all gauges and indicators are normal and working properly
- ✓ On air-brake vehicles, confirm the air pressure gauge is within normal operating range

32.2 In-Cab Check Overview and Requirements

After the exterior inspection, the candidate enters the vehicle, starts it, and performs the in-cab check. Candidates must point to or touch each item and explain what they are inspecting, but are not required to list minor or major defects during this portion.

- ✓ Point to or touch all items and fully explain what you are inspecting for each
- ✓ Start the vehicle and perform all required in-cab checks
- ✓ You are not required to list minor or major defects during the in-cab check

32.3 Seat, Belt, Mirrors and Windshield

Confirm the driver seat and seat belts are secure and in good working condition, the windshield is clear with no obstructions or damage, and mirrors are properly adjusted.

- ✓ Confirm driver seat is secure and seat belts are secure and in good working condition
- ✓ Confirm the windshield is clear with no obstructions or damage and mirrors are properly adjusted

32.4 Heater/Defroster, Steering and Wipers

Confirm the heater and defroster work in all positions, the steering wheel is securely attached with no excessive free play, and windshield wipers and washer fluid work normally.

- ✓ Confirm heater(s) and defroster(s) work in all positions
- ✓ Confirm the steering wheel is secure, responds normally, and has no excessive free play
- ✓ Confirm the windshield wipers and washer fluid work normally

CHAPTER 33

Interior Inspection

33.1 Driver Seat and Seat Belt

The driver seat must be properly positioned and lock in place to control the vehicle. Seat belts must be worn correctly and be in good working condition.

- ✓ Minor defect: seat is damaged or fails to remain in set position
- ✓ Major defect: any seat belt or tether belt is insecure, missing or malfunctions
- ✓ Test that the belt works clipped and unclipped

33.2 Windshield Wiper/Washer Defects

Know how to operate wipers and washers and test them periodically. Recognize when blades no longer clear the windshield adequately. Weather conditions determine when a wiper failure becomes a major defect.

- ✓ Minor defect: control/system malfunction, or wiper blade damaged, missing or fails to clear the driver's field
- ✓ Major defect: when weather requires wipers/washers, they fail to clear the area swept by the driver's-side wiper
- ✓ Confirm wipers and washers function in all directions

33.3 Interior Inspection Format

After the in-cab check, you find and inspect two randomly generated items from Schedule 1. For each you must demonstrate the inspection, explain the possible defects, and describe your action for minor and/or major defects.

- ✓ Two randomly generated Schedule 1 items are inspected
- ✓ Demonstrate the inspection and explain the defects
- ✓ Describe action to take for minor and major defects

33.4 Emergency Equipment

Know what emergency equipment is required for your type of transport and how to check it. Verbally identify the location of emergency flares, lamps or reflectors.

- ✓ Minor defect: necessary emergency equipment is missing, damaged or doesn't work
- ✓ Verbally identify location of emergency flares, lamps or reflectors and confirm they work and are secure

33.5 Heater/Defroster System

The heater/defroster must always be available to keep the windshield clear of condensation. Test all directional positions.

- ✓ Minor defect: heater/defroster system operates incorrectly
- ✓ Turn on the fan in all directional positions and confirm correct operation
- ✓ Ensure defroster keeps the windshield clear when applicable

33.6 Glass and Mirrors

A clear view around the vehicle is essential. Inspect required mirrors and windows for cracks or damage that reduce the driver's required view and ensure mirrors are adjusted.

- ✓ Minor defect: mirror or window glass cracked, broken, damaged, missing or maladjusted reducing required view
- ✓ Ensure mirrors are properly adjusted

CHAPTER 34

Driving — classes A and D

34.1 Starting the engine

To start: engage parking brake, depress clutch, place transmission in neutral, turn on power and operate starter, increase engine speed if needed, and check oil pressure. On air brake vehicles, the air-pressure gauge must show sufficient pressure and the warning buzzer/light must be off before moving.

- ✓ Engage parking brake, depress clutch, place transmission in neutral before starting
- ✓ On air brake vehicles, air pressure must be sufficient and warning buzzer/light off before moving
- ✓ Check the gauge for adequate engine oil pressure after starting

34.2 Use of brakes and downgrades

Apply steady pressure then ease off as the vehicle slows, releasing just before a stop to avoid jerk. Do not fan brakes except on slippery pavement (threshold braking). Avoid excessive braking on long downgrades; use engine braking and the same gear descending as climbing. Stop immediately if the low air-pressure warning operates.

- ✓ Do not fan brakes on dry pavement; fanning reduces air pressure and serves no purpose
- ✓ Use engine braking as the principal means of controlling speed on long grades
- ✓ Use the same gear descending a grade as climbing it
- ✓ Stop immediately if the low air-pressure warning device operates and correct the loss before proceeding

34.3 Combination braking and skid control

In a combination, trailer and truck brakes apply together via the foot valve (balanced braking). Trailer brakes can be applied independently by the hand valve. If the tractor jackknifes (rear wheels slide sideways), apply trailer brakes only. If trailer rear wheels slide, release all brakes and gradually apply the accelerator.

- ✓ Balanced braking applies equal pressure to trailer and truck-tractor brakes via the foot valve
- ✓ If the tractor jackknifes, apply the trailer brakes only
- ✓ If the trailer rear wheels slide sideways, release all brakes and gradually apply the accelerator

34.4 Spring brakes and brake failure

Spring brakes work for parking or emergencies when service brakes fail, applying automatically when air pressure drops below about 414 kPa (60 psi). If brakes fail on a level road, downshift and use engine braking; use emergency brakes for shorter stops and do not drive again until repaired.

- ✓ Spring brakes apply automatically when air pressure drops below about 414 kPa (60 psi)
- ✓ If brakes fail, downshift and use engine braking; use emergency brakes for a shorter stop
- ✓ Do not drive again until repairs have been made

34.5 Parking a combination unit

To keep a parked unit in position: set parking brakes and block the unit with chocks/blocks at the front and back of the rear wheel on one or both sides. Never use the trailer hand valve or tractor protection valve to hold a parked unit.

- ✓ Set parking brakes and chock the rear wheels front and back to secure a parked unit
- ✓ Never use the trailer hand valve or tractor protection valve to hold a parked unit

34.6 Stopping positions and hills

Come to a complete stop for all stop signs and red lights, stopping at the stop line, then crosswalk, then sidewalk edge, then intersection edge as applicable. Shift into a lower gear before descending long steep hills. When climbing a steep hill with reduced speed, continue driving and activate four-way flashers throughout the ascent.

- ✓ Stop at the stop line, or crosswalk, or sidewalk edge, or intersection edge in that priority order
- ✓ Downshift before starting downhill; be in the same gear going downhill as uphill
- ✓ Activate four-way flashers when climbing a steep hill at reduced speed

34.7 Stopping at railway crossings

Railway crossings are marked with red and white 'X' signs. Slow down, listen and look both ways before crossing. If a train is coming, stop at least 5 m from the nearest rail or gate. Buses and other public vehicles must stop at unprotected crossings; school buses must stop at all crossings. A train can take up to two kilometres to stop.

- ✓ Stop at least 5 metres from the nearest rail or gate if a train is coming
- ✓ Never drive around, under or through a gate/barrier while it is down, being lowered or raised
- ✓ Buses and public vehicles must stop at crossings not protected by gates, signals or a stop sign
- ✓ Avoid shifting gears while crossing tracks; a train can take up to 2 km to stop

34.8 Stopping for school buses

Stop whenever approaching a stopped school bus with upper alternating red lights flashing, whether behind or approaching from the front. From behind, stop at least 20 metres away. On a divided road with a median, only vehicles behind the bus must stop. Remain stopped until the arm folds and lights stop flashing.

- ✓ Stop at least 20 metres behind a stopped school bus with red lights flashing
- ✓ On a road with a median strip, only vehicles coming from behind the bus must stop
- ✓ First offence fine is $400 to $2,000 with six demerit points; second within five years is $1,000 to $4,000
- ✓ School buses stop at all railway crossings but do not use upper alternating red lights for those stops

34.9 Turns, steering and off-track

Rear wheels follow a shorter path than front wheels; the longer the wheelbase, the greater the off-track. On curves, lead the turning arc. A right curve requires keeping front wheels close to the left of the lane; a left curve requires keeping front wheels close to the right edge to prevent rear wheels crossing lanes or dropping off pavement.

- ✓ Rear wheels follow a shorter-radius path than front wheels (off-track)
- ✓ For a right curve, keep front wheels close to the left side of the lane
- ✓ For a left curve, keep front wheels close to the right edge of the pavement

34.10 Putting vehicle in motion and transmissions

When starting to move, gradually release the clutch and parking brake, speeding the engine to prevent stalling. Check brakes within at least 15 m (50 ft) of starting. Start in the lowest appropriate gear, avoid shock-loading the driveline, and do not slip the clutch excessively.

- ✓ Check brakes within at least 15 metres (50 ft) after starting to move
- ✓ Start the vehicle in the lowest appropriate gear
- ✓ Do not shock-load the driveline or slip the clutch excessively

34.11 Inter-axle differential lock

Used on tandem rear axle vehicles, the differential lock has lock/unlock positions and is normally kept unlocked. Use lock only when wheels may slip; it transmits power equally to both axles. Do not activate the lock when wheels are actually spinning.

- ✓ Normally keep the inter-axle differential lock in the unlock position
- ✓ Use lock only when one or both wheels may slip
- ✓ Do not activate the differential lock when the wheels are actually spinning

34.12 Brake inspection procedures

Drivers should identify improperly performing brakes. For hydraulic brakes with power assist, pump the pedal to eliminate assist, apply moderately, start engine (pedal should drop slightly and stop); if it keeps dropping or doesn't drop, take out of service. For brakes without power assist, apply and hold; a steady drop means take out of service.

- ✓ For power-assist hydraulic brakes, the pedal should drop slightly then stop when the engine starts
- ✓ A continually dropping pedal (or steady drop without power assist) means the vehicle must be taken out of service
- ✓ Have the braking system inspected professionally when a fault is detected

34.13 Stopping at school crossings

Where a school-crossing guard displays a red and white stop sign, stop before the crossing and remain stopped until all people including the guard have cleared the entire roadway and it is safe to proceed. Violations bring substantial fines and three demerit points.

- ✓ Stop and remain stopped until all people, including the guard, have cleared the entire roadway
- ✓ Failing to obey school crossing stops brings a substantial fine and three demerit points

34.14 Stopping for pedestrian crossovers

At pedestrian crossovers, drivers and cyclists must stop and allow pedestrians to cross, proceeding only once pedestrians and guards are safely on the sidewalk. Do not pass any vehicle within 30 metres of a pedestrian crossover, and never pass a vehicle stopped to allow pedestrians to cross.

- ✓ Stop and allow pedestrians to fully cross before proceeding at a pedestrian crossover
- ✓ Do not pass any vehicle within 30 metres of a pedestrian crossover
- ✓ Never pass a vehicle stopped to allow pedestrians to cross

34.15 Clearances

Larger vehicle drivers must know the vehicle's height and width and obey clearance signs on bridges and underpasses. The maximum height in Ontario is 4.15 metres. Road repairs, rough roads, ice and floods may reduce otherwise adequate clearance.

- ✓ The maximum vehicle height in Ontario is 4.15 metres
- ✓ Watch for and obey clearance signs on bridges and underpasses
- ✓ Obey signs banning trucks on certain highways, times or days

CHAPTER 35

Sharing the road

35.1 Sharing the road with smaller vehicles

Most smaller-vehicle drivers do not understand large-vehicle handling; a tractor-trailer needs twice the stopping distance of a car and takes longer to reach speed. Do not follow too closely. Be courteous when being passed by slowing to let faster vehicles fit in front. Signal intentions clearly. Watch for drivers who move into your turning space — proceed slowly, observe the rear and check before completing turns.

- ✓ A tractor-trailer needs twice as much stopping distance as an average car
- ✓ Slow down to allow smaller faster vehicles to pass and fit in safely
- ✓ Check that no vehicle has moved into your turning space before completing a turn

35.2 Sharing the road with cyclists

Cyclists ride about one metre from the curb but may use any part of the lane for safety (avoiding obstacles, crossing tracks at 90°, or discouraging unsafe passing). When passing a cyclist allow at least one metre and change lanes when possible. When turning right, check mirrors and the right blind spot. When turning left, stop and wait for oncoming bicycles. Stop behind bike boxes, not in them. Check for cyclists before opening doors when parked.

- ✓ Allow at least one metre when passing a cyclist and change lanes when possible
- ✓ When turning right, check the right blind spot to avoid cutting off a cyclist
- ✓ When turning left, stop and wait for oncoming bicycles to pass
- ✓ Stop for a traffic signal behind the bike box, not in it

35.3 Sharing the road with motorcycles and mopeds

Motorcycles, limited-speed motorcycles and mopeds are harder to see due to size and may make sudden moves. They may drive close to the right edge but have the right to use the whole lane. Since many motorcycle turn signals do not automatically shut off, be careful turning left in front of an oncoming motorcycle with its signal on — confirm it is actually turning.

- ✓ Motorcycles and mopeds have the right to use the whole lane
- ✓ Be careful turning left in front of an oncoming motorcycle with its signal on - it may not be turning

35.4 Sharing the road with municipal buses

Bus bays include mid-block indented bays, indentations before/after intersections, and bus-stop areas between parking areas. When a bus in a bus bay flashes its left-turn signals to leave and you are approaching in the adjacent lane, you must allow the bus to re-enter traffic.

- ✓ You must allow a bus signalling to leave a bus bay to re-enter traffic
- ✓ Three types of bus bays exist: mid-block, near intersections, and between parking areas

35.5 Sharing the road with farm machinery

Farm machinery moves slowly (max 40 km/h, less when towing). It is often oversized, making it hard for the driver to see behind. Farmers may turn directly into fields and be on roads after dark during planting/harvest. Farm machinery must display an orange and red slow-moving vehicle sign on the rear. Slow down, stay well back and do not pass until safe.

- ✓ Farm machinery must display an orange and red slow-moving vehicle sign on the rear
- ✓ The slow-moving vehicle sign indicates travel at 40 km/h or less
- ✓ Stay well back and do not pass farm machinery until it is safe

35.6 Sharing the road with pedestrians

Pay special attention to pedestrians, including jaywalkers. A ball bouncing into the road may be followed by a child. Drive slowly in school zones, residential areas and where children may play. Give seniors and pedestrians with disabilities extra caution. Persons using mobility devices are treated as pedestrians and, without a sidewalk, travel along the left shoulder facing traffic. Pass streetcar safety islands at reasonable speed.

- ✓ Drive slowly and cautiously through school zones and residential areas
- ✓ Persons using mobility devices are treated the same as pedestrians
- ✓ Without a sidewalk, mobility device users travel along the left shoulder facing oncoming traffic
- ✓ Watch for Community Safety Zone signs indicating special risk to pedestrians

CHAPTER 36

Interior inspection

36.1 Driver Seat and Seat Belt Defects

The driver seat must position properly to control the vehicle and must stay in the set position. Seat belts must be secure and functional. A damaged or non-locking seat is a minor defect; an insecure, missing or malfunctioning seat/tether belt is a major defect.

- ✓ Minor defect: seat is damaged or won't stay in the driving position
- ✓ Major defect: any seat belt or tether belt is insecure, missing or malfunctions
- ✓ Test seat belts clipped and unclipped to confirm they work correctly

36.2 Windshield Wipers and Washers

Wipers and washers must be tested periodically to ensure availability. Control/system malfunction and damaged/missing blades are minor defects. When weather requires their use and they fail to clear the driver's-side swept area, it is a major defect.

- ✓ Minor defect: control or system malfunction, or a wiper blade is damaged, missing or fails to clear the driver's field of vision
- ✓ Major defect: when weather requires wipers/washers and they fail to clear the area swept by the driver's-side wiper
- ✓ Inspect wipers and washers to confirm they function in all directions and clear the windshield

36.3 Interior Inspection Format

After the in-cab check, the candidate finds and inspects two randomly generated items from Schedule 1. For each, demonstrate the inspection, explain the possible defects, and describe the action to take upon finding a minor or major defect.

- ✓ Two randomly generated Schedule 1 items must be inspected
- ✓ Demonstrate the inspection, explain the defects, and describe action for minor and/or major defects

36.4 Emergency Equipment and Safety Devices

Required emergency equipment such as flares, lamps or reflectors must be present, working and secure. Candidates must know what equipment their transport type requires. Missing, damaged or defective equipment is a minor defect.

- ✓ Minor defect: any necessary emergency equipment is missing, damaged or doesn't work properly
- ✓ Verbally identify where emergency flares, lamps or reflectors are located and confirm they work and are secure

36.5 Heater/Defroster System

The heater/defroster must always be available to keep the windshield clear of condensation. A system that operates incorrectly is a minor defect. Test the fan in all directional positions.

- ✓ Minor defect: heater/defroster system operates incorrectly
- ✓ Turn on the fan for all directional positions and confirm the defroster keeps the windshield clear

36.6 Glass and Mirrors

A clear view of conditions around the vehicle is essential. Required mirror or window glass that is cracked, broken, damaged, missing or maladjusted and reduces visibility is a minor defect.

- ✓ Minor defect: required mirror or window glass fails to provide the required view due to being cracked, broken, damaged, missing or maladjusted
- ✓ Inspect mirrors and windows for cracks/damage that reduce the required view and ensure mirrors are adjusted

CHAPTER 37

Commercial Vehicle Operator Registration (CVOR)

37.1 CVOR Certificate Requirement

CVOR tracks the safety performance of truck and bus operations. A CVOR certificate is required to operate trucks with registered plated (or actual) weight over 4,500 kg and buses designed to carry 10 or more passengers. It applies to vehicles plated in Ontario, US or Mexico travelling in Ontario. Application fee is $255.

- ✓ CVOR certificate is required for trucks over 4,500 kg plated/actual weight
- ✓ CVOR is required for buses designed to carry 10 or more passengers
- ✓ Applies to vehicles plated in Ontario, US or Mexico travelling in Ontario

37.2 CVOR Record and Sanctions

The CVOR record contains carrier information (kilometric travel, violation rates, safety rating), reportable collisions, convictions, and all fleet inspections. All items remain on the record for five years from the date of the offence. If the record becomes unacceptable the ministry may warn, audit or impose sanctions including cancellation or suspension of the CVOR certificate, plates and permits.

- ✓ CVOR record items remain for five years from the offence date
- ✓ Unacceptable records can lead to warning letters, audits, or sanctions
- ✓ Sanctions include cancellation or suspension of CVOR certificate, plates and permits

CHAPTER 38

Driving in Roundabouts

38.1 Driving a Large Vehicle in a Roundabout

A driver negotiating a roundabout in a large vehicle may need the full width of the roadway including the central apron, a mountable portion of the centre island. The vehicle may need to occupy both lanes prior to entering.

- ✓ A large vehicle may need to use the full width of the roadway including the central apron
- ✓ Prior to entering the roundabout, the vehicle may need to occupy both lanes
- ✓ The back wheels of the oversize vehicle can ride up on the central apron to complete the turn
- ✓ Allow extra room alongside large vehicles as they may swing wide

38.2 Emergency Vehicles in a Roundabout

If you are in a roundabout when an emergency vehicle approaches, continue to your intended exit and proceed beyond the traffic island before pulling over.

- ✓ If in a roundabout when an emergency vehicle approaches, continue to your exit and proceed beyond the traffic island before pulling over
- ✓ If you have not entered the roundabout yet, pull over to the right and wait until the emergency vehicle has passed

CHAPTER 39

Pedestrian signals

39.1 Pedestrian signal symbols and right-of-way

A white walking symbol means pedestrians may cross; a flashing or steady orange hand means they must not begin crossing. Pedestrians already crossing when the hand appears should move quickly to safety and still have the right-of-way. Where pushbuttons exist, pedestrians must press to bring on the walk signal.

- ✓ A white walking symbol permits crossing; an orange hand means do not begin
- ✓ Crossing pedestrians have the right-of-way over all vehicles
- ✓ Pedestrians must not cross on a flashing green light or left-turn green arrow

39.2 Pedestrian signal symbols

A white walking symbol means pedestrians may cross in the direction of the signal and have right-of-way over all vehicles. A flashing or steady orange hand means do not begin to cross; those already crossing should reach a safe area quickly and still keep right-of-way.

- ✓ A white walking symbol allows pedestrians to cross and gives them right-of-way
- ✓ A flashing or steady orange hand means do not begin to cross
- ✓ Pedestrians must not cross on a flashing green light or a left-turn green arrow

39.3 Intersection pedestrian signals

Where pushbuttons exist, pedestrians must press the button to bring on the walk signal, which gives more crossing time. An intersection pedestrian signal has crosswalks, walk/don't-walk signals, pushbuttons and traffic lights on the main road only; stop signs control the smaller crossroad.

- ✓ Pedestrians must press the pushbutton to activate the walk signal where provided
- ✓ Intersection pedestrian signals have traffic lights on the main road only, stop signs on the crossroad

CHAPTER 40

Size and Weight Limits for Commercial Motor Vehicles

40.1 Width, Length and Height Limits

Commercial vehicles are limited to 2.6 m (8.5 ft) width; mirrors are excluded if not extending more than 30 cm beyond the vehicle. Semi-trailers are limited to 14.65 m (48 ft) or 16.2 m (53 ft) with special requirements. No combination may exceed 23 m (75.5 ft) except qualifying double-trailer combinations. Maximum height including load is 4.15 m (13.6 ft).

- ✓ Maximum width is 2.6 metres (8.5 ft)
- ✓ Maximum combination length is 23 metres (75.5 ft) except qualifying doubles
- ✓ Maximum height including load is 4.15 metres (13.6 ft)

40.2 Determining Maximum Allowable Gross Weight

You cannot operate on a highway when gross weight exceeds Part VII HTA limits. Allowable weight depends on number of axles, tire size, suspension type, axle distance, load type (aggregate/non-aggregate) and steering axle weight. The lower of several calculated figures is the maximum. Drivers, operators and shippers are all responsible and may be charged.

- ✓ Cannot exceed the maximum weight permitted under Part VII of the HTA
- ✓ The lower of the calculated weight figures is the maximum gross allowable weight
- ✓ Drivers, operators and shippers are all responsible for vehicle weight

CHAPTER 41

Driving at Night and in Bad Weather

41.1 Driving Safely in Fog

The best thing to do is avoid driving in fog. If caught in fog, use low-beam headlights and increase following distance. High beams reflect off moisture droplets making it harder to see.

- ✓ Use low-beam headlights in fog; high beams reflect off moisture and make it harder to see
- ✓ Do not stop on the travelled portion of the road — you could cause a chain-reaction collision
- ✓ Increase your following distance and use the right edge of the road as a guide rather than the centre line
- ✓ If fog is too dense, pull completely off the road, turn on emergency flashers and keep low-beam headlights on
- ✓ Do not speed up suddenly even if fog seems to be clearing

41.2 Driving in Rain and Hydroplaning

Rain makes roads slippery, especially as the first drops fall. If going too fast or with too much water, tires may ride on top of the water — this is hydroplaning, making control very difficult.

- ✓ Slow down when the road is wet and maintain good tires with deep tread to avoid hydroplaning
- ✓ Leave more space between you and the vehicle ahead in rain
- ✓ Avoid driving in puddles which can hide potholes, obstruct vision, or make brakes less effective
- ✓ Use smooth steering, braking and accelerating to reduce the chance of skids

41.3 Overdriving Your Headlights and Glare

You overdrive your headlights when your stopping distance is farther than you can see. Glare is dazzling light that makes it hard to see. Use the correct headlight beams to reduce glare at night.

- ✓ Do not overdrive your headlights — stopping distance should not exceed the distance you can see
- ✓ Use low-beam headlights within 150 metres (500 ft.) of an oncoming vehicle or when following within 60 metres (200 ft.)
- ✓ When meeting oncoming bright headlights, look up and beyond and slightly to the right
- ✓ On country roads, switch to low beams at curves or hilltops

41.4 Driving on Flooded Roads

Avoid driving on flooded roads as water may prevent brakes from working. If you must, test your brakes afterward to dry them out.

- ✓ Avoid flooded roads — water may prevent brakes from working
- ✓ Test brakes afterward by stopping quickly and firmly at 50 km/h, ensuring the vehicle stops in a straight line
- ✓ If pulling to one side or a spongy pedal remains after brakes are dry, take the vehicle in for repair immediately

CHAPTER 42

Pavement markings

42.1 Line colours and passing rules

Yellow lines separate traffic travelling in opposite directions; white lines separate traffic in the same direction. A solid line at the left of your lane means it is unsafe to pass; a broken line means you may pass if the way is clear and there is enough room to complete the pass safely.

- ✓ Yellow lines separate opposing traffic; white lines separate same-direction traffic
- ✓ A solid line on your left means no passing; a broken line means passing is allowed if clear

42.2 Line colours and meanings

Pavement markings work with signs and lights to indicate direction and where you may travel. Yellow lines separate traffic travelling in opposite directions; white lines separate traffic travelling in the same direction.

- ✓ Yellow lines separate traffic moving in opposite directions
- ✓ White lines separate traffic moving in the same direction

42.3 Solid and broken passing lines

A solid line at the left of your lane means it is unsafe to pass. A broken line at the left means you may pass if the way is clear and there are enough broken lines ahead to complete the pass safely.

- ✓ A solid line on your left means it is unsafe to pass
- ✓ A broken line on your left allows passing when clear and there is room to complete it

42.4 Stop lines, crosswalks and arrows

A stop line is a single white line showing where to stop; if none, stop at the crosswalk, then sidewalk edge, then intersection edge. A crosswalk is two parallel white lines. A white arrow on a lane means you may only move in the arrow's direction. Two solid lines guide traffic away from fixed objects.

- ✓ Stop at the stop line; if none, at the crosswalk, sidewalk edge, then intersection edge
- ✓ A white lane arrow means you may move only in that direction
- ✓ Two solid lines guide traffic away from fixed objects like bridge piers

42.5 Continuity lines, stop lines and crosswalks

Continuity lines (wider, closer broken lines) on your left mean your lane is ending or exiting and you must change lanes; on your right they mean your lane continues. A stop line is a single white line showing where to stop; if absent, stop at the crosswalk, then sidewalk edge, then intersection edge. Crosswalks are marked by two parallel white lines.

- ✓ Continuity lines on your left mean the lane is ending; change lanes to continue
- ✓ Stop at the stop line; if none, stop at the crosswalk, sidewalk edge, then intersection edge

42.6 Arrows, crossovers and object markings

A white arrow painted in a lane means you may move only in that direction. A pedestrian crossover has two double parallel white lines with an X in each approaching lane and overhead yellow lights — stop before the line and yield to pedestrians. Solid lines and yellow/black markings guide traffic away from fixed objects such as bridge piers.

- ✓ A white lane arrow means you may travel only in that direction
- ✓ At a pedestrian crossover, stop before the line and yield to pedestrians

42.7 Continuity lines

Continuity lines are broken lines that are wider and closer together than regular broken lines. Continuity lines on your left generally mean your lane is ending or exiting and you must change lanes to continue. Continuity lines on your right mean your lane continues unaffected.

- ✓ Continuity lines on your left mean your lane is ending or exiting — change lanes
- ✓ Continuity lines on your right mean your lane continues unaffected

42.8 Pedestrian crossover markings

A pedestrian crossover is marked by two double parallel white lines across the road with an X in each approaching lane and overhead yellow lights. Stop before the line and yield to pedestrians.

- ✓ A pedestrian crossover has double white lines, X markings and overhead yellow lights
- ✓ Stop before the line and yield to pedestrians at a crossover

CHAPTER 43

Uncoupling and Coupling Test

43.1 Uncoupling and Coupling Procedure

After the daily inspection test, exit the vehicle to safely demonstrate uncoupling and coupling a truck/tractor and trailer. The vehicle is placed in a pre-determined safe location. You perform uncoupling first, then coupling.

- ✓ You must safely demonstrate both uncoupling and coupling
- ✓ Uncoupling is performed first, followed by coupling
- ✓ The location will be pre-determined as safe for the procedure

CHAPTER 44

Yielding the right-of-way

44.1 Right-of-way rules at intersections

At an intersection without signs or lights, yield to any vehicle approaching from the right. At an all-way stop, yield to the first vehicle to stop; if two stop at the same time, the vehicle on the left yields to the one on the right. When turning left, wait for approaching traffic and pedestrians; when turning right, wait for pedestrians. A yield sign means slow or stop and yield to traffic in or on the intersecting road. When entering from a private road/driveway, yield to road vehicles and sidewalk pedestrians.

- ✓ At uncontrolled intersections yield to vehicles approaching from the right
- ✓ At an all-way stop, if two stop together the vehicle on the left yields to the one on the right
- ✓ Yield to pedestrians when turning; when entering from a driveway yield to road traffic and pedestrians
- ✓ Signalling does not give you the right-of-way - you must make sure the way is clear

44.2 Yielding at pedestrian crossings

You must yield the right-of-way and wait for pedestrians to completely cross the road at specially marked pedestrian crossings or crossovers, as well as at school crossings with crossing guards.

- ✓ Wait for pedestrians to completely cross at crossings or crossovers before proceeding
- ✓ Yield to school crossings with crossing guards

CHAPTER 45

Uncoupling and coupling test

45.1 Uncoupling and Coupling Procedure

After the daily inspection test, the candidate exits the vehicle to perform the uncoupling and coupling portion, demonstrating safe uncoupling and coupling of a truck/tractor and trailer at a pre-determined safe location. Uncoupling is performed first, followed by coupling.

- ✓ Must safely demonstrate uncoupling and then coupling of a truck/tractor and trailer
- ✓ The vehicle is placed in a pre-determined location suitable and safe for the procedure
- ✓ Uncoupling is performed first, followed by coupling

CHAPTER 46

Vehicle Safety, Maintenance and Daily Inspections

46.1 Documents to Carry and Surrender

Commercial vehicle drivers must carry and surrender on demand: a valid licence of the appropriate class, vehicle/trailer registration, CVOR certificate, insurance certificate, a daily inspection report completed within 24 hours plus inspection schedule, a daily log for the day and previous 14 days, and supporting documents (fuel, toll, accommodation receipts).

- ✓ Must carry valid licence, registration, CVOR certificate and insurance certificate
- ✓ Must carry a daily inspection report completed within 24 hours plus the inspection schedule
- ✓ Must carry a daily log for the day and previous fourteen days

46.2 Tire Tread Depth Requirements

Rear tires of a motor vehicle must not have less than 1.5 mm (0.06 in) of tread measured in two adjacent grooves. Front tires of a motor vehicle over 4,500 kg gross vehicle rating must have at least 3 mm (0.12 in) of tread in two adjacent grooves.

- ✓ Rear tires must have at least 1.5 mm (0.06 in) of tread in two adjacent grooves
- ✓ Front tires (vehicle over 4,500 kg) must have at least 3 mm (0.12 in) of tread
- ✓ Tires and wheels must be installed by a certified tire installer or mechanic

46.3 Weigh Scale and Inspection Compliance

Any police or ministry officer may perform a safety inspection at any time/location and may require you to drive to the nearest station. Refusing/failing to proceed to a weigh scale is an offence with fines up to $20,000 (s.124(5)) and up to 30-day licence suspension. Refusing to redistribute/remove a load or obstructing a weighing brings fines of $200 to $20,000 (s.124(6)).

- ✓ Refusing to proceed to a weigh scale carries fines up to $20,000 and up to 30-day suspension
- ✓ Refusing to redistribute a load or obstructing weighing carries fines of $200 to $20,000
- ✓ You must assist in the inspection of the vehicle if requested

46.4 Wheel Fastener Re-check

Inspect wheels, wheel fasteners and tires after new tires/wheels are installed or wheels removed for repairs. Wheel manufacturers recommend re-checking wheel fasteners between 80 km and 160 km after installation.

- ✓ Re-check wheel fasteners between 80 km and 160 km after installation
- ✓ Inspect wheels, fasteners and tires after new installation or removal for repairs

46.5 Steering Free Play Check

Free play or lash is the distance the steering wheel moves before the tires begin turning. Check with the engine on and wheels straight ahead, turning the wheel in both directions with fingers until you feel tire resistance. Excessive rotation indicates excessive free play/lash.

- ✓ Check steering free play with engine on and wheels straight ahead
- ✓ Excessive steering wheel rotation before tires turn indicates excessive free play or lash

CHAPTER 47

Skids and Braking Systems

47.1 Recovering from Skids

A skid happens when one or more tires lose grip with the road surface, most often on slippery surfaces and usually from driving too fast for conditions. Hard braking and aggressive turning or accelerating can cause a skid.

- ✓ To avoid a skid, drive at reduced speed and operate controls smoothly; make turns gently
- ✓ If your vehicle skids, ease off the accelerator or brake and, on very slippery surfaces, slip the transmission into neutral if you can
- ✓ Continue to steer in the direction you wish to go and be careful not to oversteer
- ✓ Once control is regained, brake gently and smoothly

47.2 Anti-lock Braking Systems (ABS)

ABS senses wheel speed during braking and reduces brake force when a wheel is about to lock, preventing tire skid and loss of steering control. It improves safety during heavy brake use or poor traction.

- ✓ ABS prevents wheel lock but does not shorten stopping distance
- ✓ With ABS, press the brake pedal hard and allow the system to control wheel lock up
- ✓ Do not release the pedal when you feel pulsations during emergency braking — this is normal ABS operation

47.3 Threshold Braking

Threshold braking brings you to a controlled stop in your own lane even in slippery conditions, and is generally practised in vehicles NOT equipped with ABS.

- ✓ Brake as hard as possible without inducing a skid; if a wheel begins to lock, release pressure slightly and re-apply
- ✓ Do not pump the brakes
- ✓ Continue braking this way until you have slowed to the desired speed

CHAPTER 48

Keeping your licence

48.1 Carrying and renewing your licence

Ontario has a one-piece licence with photo and signature that you must carry whenever you drive. Drivers under 80 with class A, B, C, E or F must pass a vision and knowledge test to renew, usually every five years. For air brake endorsement holders, the written air brake test aligns with the written knowledge cycle, and the practical air brake test is required only when a road test is triggered.

- ✓ You must carry your licence whenever you drive and produce it for police
- ✓ Class A/B/C/E/F drivers under 80 must pass vision and knowledge tests to renew, usually every five years
- ✓ The practical air brake test is required only when a road test is triggered

48.2 Age-based renewal and re-licensing rules

Drivers aged 65-79 with class A-F must pass vision, knowledge and road tests after an at-fault collision or accumulation of three or more demerit points. Drivers 80 and over must pass vision, knowledge and road tests before renewing. A licence suspended, cancelled or expired for more than three years requires re-applying and meeting all graduated licensing requirements before commercial-class eligibility.

- ✓ Drivers 65-79 must retest after an at-fault collision or three or more demerit points
- ✓ Drivers 80+ must pass vision, knowledge and road tests before every renewal
- ✓ A licence expired over three years requires full re-application including all tests

48.3 Commercial medical reporting schedule

Commercial licence holders (other than class D) must pass a medical examination every one to five years depending on age; a notice and blank form arrive three months before it is due. Failing to file downgrades the licence to Class G. Reporting frequency: under 46 every five years, 46-64 every three years, 65+ every year, and class D 80+ every year.

- ✓ Failure to file a required medical report downgrades your licence to Class G
- ✓ Drivers under 46 report every 5 years, 46-64 every 3 years, 65+ every year
- ✓ A medical notice arrives three months before the report is due

48.4 Changing name or address and licence laws

You must notify the Ministry of Transportation within six days of changing your name or address and get a new licence when your address changes (no charge). It is illegal to lend your licence, let others use it, use an altered/fictitious/another's licence, or hold more than one Ontario driver's licence.

- ✓ Notify the Ministry within six days of a name or address change
- ✓ It is illegal to lend, alter, or hold more than one Ontario driver's licence

48.5 Licence carrying and renewal requirements

Ontario has a one-piece driver's licence with photo and signature; you must carry it whenever you drive. Drivers under 80 with class A, B, C, E or F (and over 65 with class D) must pass a vision and knowledge test to renew, usually every five years. Drivers 65–79 must pass vision, knowledge and road tests after an at-fault collision or accumulating three or more demerit points. Drivers 80+ must pass vision, knowledge and road tests before renewing.

- ✓ You must carry your driver's licence whenever you drive
- ✓ Renewal usually occurs every five years with vision and knowledge tests
- ✓ Drivers 65-79 must retest after an at-fault collision or 3+ demerit points
- ✓ Drivers 80 and over must pass vision, knowledge and road tests to renew

48.6 Medical reporting for commercial drivers

Commercial licence holders must periodically submit satisfactory medical reports or be downgraded to Class G. Report frequency depends on age: under 46 every five years, 46–64 every three years, 65+ every year, and class D drivers 80+ every year. A notice and blank form arrive three months before it is due.

- ✓ Failure to file a required medical report results in a licence downgrade to Class G
- ✓ Drivers under 46 report every 5 years; 46-64 every 3 years; 65+ every year
- ✓ Notice and medical form are mailed three months before the report is due

48.7 Driver's licence laws and re-application

It is illegal to lend your licence, let someone else use it, use an altered or fictitious licence, use another's licence as your own, or hold more than one Ontario licence. If a licence is suspended, cancelled or expired more than three years, you must re-apply and meet all graduated licensing requirements before regaining commercial classes.

- ✓ It is illegal to lend, alter, or hold more than one Ontario driver's licence
- ✓ A licence expired/suspended over three years requires full re-application through graduated licensing

48.8 Changing name or address

You must notify the Ministry of Transportation within six days of a name or address change and obtain a new licence. There is no charge for a new licence due to name/address change. A name change requires a marriage certificate, court order for adoption, or change-of-name certificate depending on the reason.

- ✓ Notify the Ministry within six days of a name or address change
- ✓ A new licence is required and there is no charge for name/address changes
- ✓ Destroy your old licence when the new one arrives

CHAPTER 49

Backing Skills Test

49.1 Backing Test Manoeuvres

The backing test evaluates safe control while reversing and judging vehicle position relative to surrounding objects. You perform one manoeuvre: a 90-degree alley dock (driver's side), an offset left, or an offset right. Cones mark boundaries and must not be hit. The examiner stays outside, visible, but will not coach you.

- ✓ Perform one manoeuvre: 90-degree alley dock (driver's side), offset left, or offset right
- ✓ Do not hit any cones; finish as straight as possible within the cones
- ✓ Secure the vehicle and inform the examiner when finished

49.2 Backing Scoring Criteria

You are scored on observation, signals/horn, speed, pull-ups, and final position. Before backing you must exit to check the path; while backing use mirrors. Activate four-way flashers and sound the horn before backing. Reverse only at a walking pace.

- ✓ Exit vehicle to check path before backing; use mirrors while backing
- ✓ Activate four-way flashers and sound the electric horn before backing
- ✓ Always reverse at a walking pace
- ✓ Excessive pull-ups count as errors (initial pull-ups are not penalized)
- ✓ Back as close as possible to the final position

CHAPTER 50

Backing skills test

50.1 Backing Test Purpose and Manoeuvres

The backing skills test evaluates safe control while reversing and judging vehicle position relative to surrounding objects. One of three manoeuvres is performed: 90-degree alley dock (driver's side), offset left, or offset right. Cones mark boundaries and must not be hit.

- ✓ Perform one manoeuvre: 90-degree alley dock (driver's side), offset left, or offset right
- ✓ Do not hit any cones; vehicle should be as straight as possible within the cones
- ✓ Secure the vehicle and inform the examiner when finished
- ✓ Examiners remain outside the vehicle and will not coach or guide you

50.2 Backing Scoring Categories

Backing is scored on observation, signals/horn, speed, pull-ups, and final position. You must exit to check the path, use mirrors while backing, and reverse at walking pace. Excessive pull-ups count as errors.

- ✓ Before backing, exit the vehicle to check its path and observe surroundings; use mirrors while backing
- ✓ Activate four-way flashers and sound the electric horn before backing
- ✓ Always reverse at a walking pace
- ✓ Initial pull-ups are not penalized, but an excessive number counts as errors
- ✓ Back the vehicle as close as possible to the final position

CHAPTER 51

Driving in roundabouts

51.1 Driving large vehicles in roundabouts

Allow extra room alongside large vehicles that may swing wide in roundabouts. A large vehicle may need the full roadway width including the central apron (a mountable raised section of the centre island) and may need to occupy both lanes before entering. If in a roundabout when an emergency vehicle approaches, continue to your exit and pull over beyond the traffic island; if not yet entered, pull right and wait.

- ✓ Large vehicles may use the full roadway width including the central apron
- ✓ A large vehicle may need to occupy both lanes before entering a roundabout
- ✓ In a roundabout with an approaching emergency vehicle, exit first then pull over beyond the traffic island

CHAPTER 52

Cargo Securement

52.1 Driver Responsibility for Cargo

The driver is responsible for ensuring cargo is evenly balanced and secured against shifting. All loads must be bound, covered or securely fastened so no portion can fall off. Loose or shifting cargo could cause a collision or rollover. Any load overhanging the rear by 1.5 m (5 ft) or more must be marked by a red light when lights are required and otherwise a red flag or marker.

- ✓ Cargo must be evenly balanced and secured so no portion can fall off
- ✓ Loads overhanging the rear by 1.5 m (5 ft) or more must be marked with a red light or red flag/marker
- ✓ The driver is responsible for making sure cargo is properly secured

52.2 Cargo Re-inspection Intervals

Cargo must be inspected before driving and re-checked not more than 80 km from where it was loaded. The driver must re-inspect and adjust cargo securement whichever occurs first: a change of duty status, 3 hours of driving, or 240 km driven. Re-inspection is not required if the cargo is sealed and the driver was ordered not to open it, or if inaccessible.

- ✓ Re-check cargo not more than 80 km from the loading point
- ✓ Re-inspect cargo whichever occurs first: change of duty status, 3 hours driving, or 240 km
- ✓ Re-inspection not required for sealed cargo ordered not to be opened or if inaccessible

52.3 National Safety Code Standard 10

Ontario has adopted National Safety Code (NSC) Standard 10 for Cargo Securement (developed by CCMTA). Every commercial vehicle carrying cargo must comply. See also Ontario Regulation 363/04 'Security of Loads'.

- ✓ Ontario has adopted NSC Standard 10 for Cargo Securement
- ✓ Every commercial vehicle carrying cargo must comply with NSC Standard 10
- ✓ Ontario Regulation 363/04 governs Security of Loads

CHAPTER 53

Snow, Ice and Whiteouts

53.1 Driving in Snow and Whiteouts

Snow may be hard-packed, slippery, rutted or soft. Blowing snow may create whiteouts where snow completely blocks your view. Anticipate conditions and slow down.

- ✓ Use low-beam headlights in blowing snow; high beams reflect off ice particles
- ✓ Do not stop on the travelled portion of the road — you could cause a chain-reaction collision
- ✓ Increase following distance and try to get off the road into a safe parking area when visibility is near zero
- ✓ If stuck or stranded, stay with your vehicle, open a window slightly for ventilation, run the motor sparingly and use emergency flashers
- ✓ Carry a winter-driving survival kit with warm clothing, food, flashlight, shovel and blanket

53.2 Recognizing Black Ice

As temperatures drop below freezing, wet roads become icy. Shaded areas, bridges and overpasses freeze first. Black ice is a thin layer that makes asphalt look black and shiny.

- ✓ Sections of road in shaded areas or on bridges and overpasses freeze first
- ✓ If the road looks like black and shiny asphalt, be suspicious of black ice; normal winter asphalt should look gray-white
- ✓ If you suspect black ice, slow down and be careful

53.3 Sharing the Road with Snow Plows

Snow-removal vehicles have flashing blue lights visible from 150 metres, warning of wide and slow-moving vehicles. Some have wings extending up to three metres to the right.

- ✓ Flashing blue lights warn of wide and slow-moving snow-removal vehicles, visible from 150 metres
- ✓ Some snow plows have a wing extending as far as three metres to the right
- ✓ Do not try to pass between staggered plows on freeways — there is not enough room and the snow ridge can throw your vehicle out of control

CHAPTER 54

The demerit point system

54.1 How the demerit point system works

Demerit points are recorded for driving-related convictions and stay on your record for two years from the date of the offence. Accumulating too many points can result in suspension. Licences may also be suspended for medical reasons — doctors must report anyone 16+ with a condition affecting safe driving.

- ✓ Demerit points stay on your record for two years from the offence date
- ✓ Too many demerit points can lead to licence suspension
- ✓ Doctors must report medical conditions that may affect safe driving

54.2 Zero tolerance and impaired driving

Commercial drivers (classes A-F, CVOR vehicles, road-building machines) must have zero presence of alcohol or drugs when driving. Impaired driving is a crime even if the vehicle is not moving. Police may require breath samples, field sobriety tests, drug-recognition evaluations, or oral fluid/urine/blood samples; failing or refusing means a Criminal Code charge. Drivers 21 and under must have zero blood alcohol.

- ✓ Commercial drivers must have zero alcohol or drugs in their system when driving
- ✓ Refusing or failing a breath/sobriety demand results in a Criminal Code charge
- ✓ Drivers 21 and under must have a zero blood alcohol level

54.3 Effects of drugs and medications on driving

Drugs in all forms — cannabis, illegal, prescription and over-the-counter — can impair driving through dizziness, blurred vision, nausea or drowsiness. Ask your doctor or pharmacist before driving on medications; drugs and alcohol together can be dangerous even days later.

- ✓ Prescription and over-the-counter medicines can impair driving; check with a doctor or pharmacist
- ✓ Drugs combined with alcohol can be dangerous even several days later

CHAPTER 55

On-road Driving Test

55.1 On-road Test Overview

You drive a test route with varied traffic situations, always driving safely and responsibly while wearing your seat belt. Obey all signs, signals and laws and complete without accident or violation. If a situation is not present, you may be asked to simulate it by describing what you would do.

- ✓ Wear your seat belt and obey all traffic signs, signals and laws at all times
- ✓ Complete the test without an accident or moving violation
- ✓ Follow examiner directions; simulate a situation by explaining your actions if it does not occur
- ✓ Situations include turns, intersections, lane changes, driving along, curves, expressway, roadside stop/start

CHAPTER 56

Driving at night and in bad weather

56.1 Overdriving headlights and glare

You are overdriving your headlights when your stopping distance is farther than you can see with headlights, giving insufficient room to stop safely. Reflective signs can mislead you. For glare, look up, beyond and slightly right of oncoming lights at night. Use low beams within 150 m (500 ft.) of an oncoming vehicle or when following within 60 m (200 ft.). Switch to low beams on curves and hilltops on country roads.

- ✓ Do not overdrive your headlights - stopping distance must not exceed what you can see
- ✓ Use low-beam headlights within 150 metres (500 ft.) of an oncoming vehicle
- ✓ Use low beams when following a vehicle within 60 metres (200 ft.)

56.2 Driving in fog

The best action is to avoid driving in fog; delay if there is a warning. If caught: slow down gradually, turn on the full lighting system, use low beams (high beams reflect off moisture), use fog lights with low beams, avoid passing and lane changes, use the right edge as a guide, increase following distance, and pull completely off into a safe parking area if too dense. Do not stop on the travelled road or speed up suddenly.

- ✓ Use low-beam headlights in fog; high beams reflect off moisture and reduce visibility
- ✓ Use the right edge of the road as a guide rather than the centre line
- ✓ Do not stop on the travelled portion of the road - pull off into a safe parking area
- ✓ Do not speed up suddenly even if the fog seems to be clearing

56.3 Driving in rain and hydroplaning

Rain makes roads slippery, especially with the first drops. Excess water or too much speed causes hydroplaning where tires ride on top of water and control becomes difficult. Keep good tires with deep tread and slow down when wet. Increase following distance to avoid spray. Avoid puddles that may hide potholes, obstruct vision or drown the engine, and can make brakes less effective.

- ✓ Slow down when the road is wet to prevent hydroplaning
- ✓ Maintain good tires with deep tread
- ✓ Leave more space between vehicles to avoid spray and allow stopping
- ✓ Avoid driving through puddles which can hide potholes and reduce brake effectiveness

56.4 Flooded roads and testing brakes

Avoid driving on flooded roads as water may prevent brakes from working. If you must, test brakes afterward to dry them by stopping quickly and firmly at 50 km/h. The vehicle should stop in a straight line without pulling, and the pedal should feel firm, not spongy. If pulling or spongy pedal persists after drying, repair immediately.

- ✓ Avoid flooded roads - water may prevent brakes from working
- ✓ Test brakes after water by stopping quickly and firmly at 50 km/h
- ✓ A spongy or pulling brake after drying means take the vehicle for repair immediately

56.5 Handling skids

Skids happen when tires lose grip, most often on slippery surfaces and from driving too fast. To avoid, drive at reduced speed and operate controls smoothly; braking or accelerating while steering can push tires closer to a skid. If skidding, do not panic, ease off accelerator or brake, on very slippery surfaces slip into neutral if possible, continue steering in the direction you want to go, avoid oversteering, and brake gently once control returns.

- ✓ Most skids result from driving too fast for road conditions
- ✓ In a skid, ease off the accelerator or brake and steer in the direction you want to go
- ✓ On a very slippery surface, slip the transmission into neutral if possible
- ✓ Be careful not to oversteer and brake gently once you regain control

56.6 Anti-lock brakes (ABS)

ABS senses wheel speed during braking and reduces brake force to a wheel showing potential lock, preventing skid and loss of steering. ABS does not shorten stopping distance. Drivers may feel pulsations in the pedal when braking hard — do not release the pedal during emergency braking. With ABS, press the pedal hard and let the system control wheel lock-up.

- ✓ ABS prevents wheel lock and loss of steering control but does not shorten stopping distance
- ✓ Do not release the brake pedal during emergency braking with ABS despite pulsations
- ✓ With ABS press the brake pedal hard and allow the system to control wheel lock-up

56.7 Threshold braking

Threshold braking is for vehicles without ABS. Brake as hard as possible until a wheel begins to lock up, then release pressure slightly to release the wheel and re-apply, applying maximum braking without a skid. Do not pump the brakes. Continue until you reach the desired speed.

- ✓ Threshold braking is practised in vehicles not equipped with ABS
- ✓ Brake hard, release slightly when a wheel begins to lock, then re-apply
- ✓ Do not pump the brakes during threshold braking

56.8 Driving in snow, whiteouts and ice

Slow down on rutted snow and avoid sudden steering, braking or accelerating. In blowing snow/whiteouts use low beams (high beams reflect off ice particles), increase following distance, avoid passing, and pull off if visibility is near zero. If stranded, stay with the vehicle, open a window slightly, run the motor sparingly and use flashers. Carry a winter survival kit. Watch for black ice — shiny asphalt that should normally look gray-white; bridges and overpasses freeze first.

- ✓ Use low-beam headlights in blowing snow; high beams reflect off ice particles
- ✓ If stranded in severe weather, stay with your vehicle and run the motor sparingly
- ✓ Carry a winter-driving survival kit (warm clothing, food, flashlight, shovel, blanket)
- ✓ Watch for black ice on shiny asphalt; bridges and overpasses freeze first

56.9 Sharing the road with snow plows

Snow-removal vehicles have flashing blue lights visible from 150 metres warning of wide, slow-moving vehicles. Some snow plows have a wing extending up to three metres to the right. On freeways plows may be staggered clearing all lanes. Do not try to pass between staggered plows — there is not enough room and the ridge of wet snow can throw your vehicle out of control.

- ✓ Snow plow flashing blue lights are visible from 150 metres
- ✓ Snow plow wings can extend up to three metres to the right
- ✓ Never try to pass between staggered snow plows on a freeway

CHAPTER 57

The demerit point system and losing your licence

57.1 Zero tolerance for commercial drivers

Commercial drivers (classes A–F) must have zero presence of alcohol or drugs when driving a commercial vehicle, a CVOR-required vehicle, or a road-building machine. Presence of drugs/alcohol brings serious penalties including suspensions, monetary penalties, criminal charges and jail time.

- ✓ Commercial drivers must have zero presence of alcohol or drugs behind the wheel
- ✓ Zero tolerance applies to class A-F vehicles, CVOR vehicles and road-building machines
- ✓ Violations bring suspensions, monetary penalties and possible criminal charges

57.2 Impaired driving laws

Driving impaired by alcohol or drugs is a crime; you can be charged even if the vehicle is not moving. Police can require breath samples, standardized field sobriety tests, drug-recognition evaluations, and oral fluid, urine or blood samples. Refusing or failing any demand results in a Criminal Code charge. Drivers 21 and under must have a blood alcohol level of zero.

- ✓ You can be charged for being impaired behind the wheel even if not moving
- ✓ Refusing or failing a breath, sobriety or sample demand is a Criminal Code offence
- ✓ Drivers 21 and under must have a zero blood alcohol level

57.3 Demerit point system

The demerit point system encourages better driver behaviour. Convictions for driving offences record demerit points that stay on your record for two years from the offence date. Accumulating too many points can lead to licence suspension.

- ✓ Demerit points stay on your record for two years from the offence date
- ✓ Accumulating too many demerit points can suspend your licence

57.4 Medical and other suspensions

Doctors must report anyone 16 or older with a condition affecting safe driving (e.g. stroke, heart condition, dizziness) to the Ministry. Your licence may be suspended until medical evidence shows no safety risk.

- ✓ Doctors must report medical conditions affecting safe driving for anyone 16 or older
- ✓ A licence may be suspended until medical evidence shows no safety risk

57.5 Alcohol and drug effects

Police can stop any driver and require breath tests, roadside screening or physical coordination tests; failure or refusal brings Criminal Code charges. All drugs — cannabis, illegal, prescription or over-the-counter — can impair driving, and drug/alcohol combinations can be dangerous even days later. Ask a doctor or pharmacist about side effects before driving.

- ✓ Police may require breath, screening or coordination tests at any stop or spot check
- ✓ If you cannot give breath, police may require a blood sample
- ✓ Prescription and over-the-counter medicines can impair driving; check side effects

CHAPTER 58

On-road driving test

58.1 Road Test Overview and Situations

The candidate drives a route with varied traffic situations, driving safely and lawfully while wearing a seat belt. The examiner scores specific manoeuvres and general driving behaviour. If a situation is unavailable, the candidate may be asked to simulate and describe what they would do.

- ✓ Drive safely and responsibly, wear your seat belt, and obey all signs, signals and laws
- ✓ Complete the test without an accident or moving violation
- ✓ Manoeuvres include left/right turns, intersections, lane changes, driving along, curves, expressway, and roadside stop/start
- ✓ You may be asked to simulate a traffic situation by describing what you would do

CHAPTER 59

Dealing with Particular Situations

59.1 Drowsy Driving

Drowsiness is a causal factor in many collisions. Tired drivers can be as impaired as drunk drivers, with slower reaction times. Collisions involving drowsiness tend to occur between 2 a.m.-6 a.m. and 2 p.m.-4 p.m.

- ✓ Warning signs include difficulty keeping eyes open, head tilting forward, wandering mind, frequent yawning, and drifting into other lanes
- ✓ If you have any warning sign, pull off the road, park in a safe secure place and take a nap
- ✓ Stimulants like caffeine are never a substitute for sleep — the only safe driver is a well-rested, alert driver
- ✓ Shift workers, people with sleep disorders and commercial vehicle operators are at greater risk

59.2 Distracted Driving

Driving while using non-hands-free cellular phones and viewing display screens unrelated to driving is prohibited. Drivers can face fines and be charged with careless or dangerous driving.

- ✓ Using non-hands-free cell phones and viewing display screens unrelated to driving is prohibited
- ✓ Commercial drivers have a permanent exemption for a two-way radio if the microphone is securely mounted within easy reach
- ✓ Even with driver-assistance features, you must remain in care and control of your vehicle and able to take over immediate control
- ✓ Pull over and park to use a cell phone

59.3 Aggressive Driving and Road Rage

Aggressive-driving behaviours such as tailgating, speeding and cutting in can lead to road-rage conflicts. Avoid becoming angry and do not retaliate.

- ✓ Do not compete with or retaliate against other drivers, and do not take their mistakes personally
- ✓ Avoid honking unnecessarily; a light tap is usually sufficient
- ✓ If threatened, stay in your vehicle with doors locked, call police, and use horn and signals to attract attention
- ✓ If followed, do not drive home — drive to a police station or busy public place

59.4 Workers on the Road

Be extra careful in construction zones and where people work on or near the road. Obey warning signs and reduced speed limits which reflect increased hazards.

- ✓ In a construction zone, do not change lanes, be ready for sudden stops and watch for workers and equipment
- ✓ Obey all warning signs, people and devices directing traffic
- ✓ Slow down and pass with caution near roadside assistance, disabled vehicles, surveyors and utility workers; move over a lane if safe

59.5 Animals on the Road

Crashes involving animals like moose and deer are a growing problem. Animal-crossing signs warn of danger, especially during dusk-to-dawn hours when wildlife is most active.

- ✓ Reduce speed in darkness, rain and fog; scan the road shoulder to shoulder and watch for shining eyes
- ✓ If you see an animal, slow down and sound your horn; do not try to drive around it as movements are unpredictable
- ✓ Do not park on the shoulder to watch an animal; stay in your vehicle
- ✓ If you hit a deer or moose, report it to local police or the Ministry of Natural Resources and do not move the injured animal

CHAPTER 60

Road test

60.1 Road test components and passing criteria

The Class A road test includes a Daily Inspection test, uncoupling/coupling (Class A), backing skills (offset or alley dock), and on-road driving. To pass you must demonstrate safe operation, commit no moving violations, and meet component criteria: one error allowed on daily inspection, up to two errors total for uncoupling/coupling with no more than 5 pull-ups, and up to 30 errors on-road/backing with backing completed in under 10 minutes.

- ✓ Coupling must be completed using not more than 5 pull-ups; up to 2 errors total allowed
- ✓ Only one error is allowed on the daily inspection test
- ✓ Up to 30 errors allowed on-road/backing; backing must be completed in under 10 minutes
- ✓ No moving violations are permitted

60.2 Pre-test required equipment for air brake vehicles

For all Class A and any Class D road test with air brakes, you must bring wheel chocks/blocks, a means of keeping time in seconds, a means of holding the brake pedal applied, and a device for measuring pushrod stroke. Missing any item makes the test out of order and you must pay 50% of the fee to reschedule. You must also provide a valid Daily Inspection Report, the applicable schedule, and ensure valid inspection stickers.

- ✓ Bring wheel chocks, a timer, a brake-pedal holder and a pushrod-stroke measuring device
- ✓ Missing required items voids the test and requires paying 50% of the fee to reschedule
- ✓ Provide a valid completed Daily Inspection Report and applicable schedule before the test

60.3 Road test components and structure

The Class A or D road test includes a daily inspection test, uncoupling/coupling (Class A), a backing skills test (offset backing or alley dock), and an on-road driving test (turns, intersections, lane changes, driving along, expressway, curves, roadside stop/start).

- ✓ The road test has daily inspection, coupling (Class A), backing and on-road components
- ✓ Backing is either offset backing or alley dock (90-degree backing)

60.4 Road test passing criteria

To pass you must demonstrate safe operation, commit no moving violations, and meet each component's criteria: daily inspection allows errors on only one item; uncoupling/coupling (Class A) allows up to two errors total and coupling in no more than 5 pull-ups; on-road and backing skills allow up to 30 errors, with backing completed in under 10 minutes.

- ✓ No moving violations are allowed during the road test
- ✓ Daily inspection allows errors on only one item
- ✓ Coupling must use no more than 5 pull-ups; up to two coupling errors allowed
- ✓ On-road and backing allow up to 30 errors; backing must finish in under 10 minutes

60.5 Pre-test air brake requirements

For Class A (including AR) and any Class D road test with air brakes, you must bring wheel chocks/blocks, a means to keep time in seconds, a means to hold the brake pedal applied, and a device to measure pushrod stroke. Missing items make the test out of order and require paying 50% of the fee to reschedule. You must also present a valid completed Daily Inspection Report, the applicable schedule, and valid annual inspection stickers.

- ✓ Bring wheel chocks, a timer, a brake-pedal holder and a pushrod stroke measuring device
- ✓ Missing required items voids the test and costs 50% of the fee to reschedule
- ✓ Provide a valid Daily Inspection Report, applicable schedule and inspection stickers

CHAPTER 61

Left and Right Turns

61.1 Turn Approach

When approaching a turn, monitor surrounding traffic and visually search the intersection. Select the correct lane (making a lane change if needed), signal early, gradually slow, select an appropriate gear, and plan the correct pathway into and out of the intersection.

- ✓ Conduct a visual search for vehicles, pedestrians and objects on approach
- ✓ Select the correct lane and signal as soon as appropriate
- ✓ Choose a gear appropriate for speed and load within normal RPM range

61.2 Stopping Before a Turn

If stopping, make a smooth full stop without rolling forward or backward. Stop in the proper legal position leaving reasonable space ahead. Keep wheels straight while waiting. Check left, ahead, right and behind before entering.

- ✓ Make a smooth full stop; do not roll backward or forward
- ✓ Stop in the proper legal position with reasonable space ahead
- ✓ Keep wheels straight while waiting to turn
- ✓ Check left, ahead, right and behind before entering the intersection

61.3 Executing the Turn

Monitor traffic ahead, beside, and in mirrors. Keep a two-handed grip and minimize gear changes during the crossing. Complete the turn at an appropriate speed, respond correctly to right-of-way, and follow the correct path for your vehicle's size (not too wide or short).

- ✓ Maintain a two-handed grip and minimize/avoid unnecessary gear changes during the crossing
- ✓ Take your right-of-way when appropriate to avoid impeding traffic
- ✓ Follow a path appropriate for the vehicle's size and length

61.4 Completing the Turn

Make regular traffic checks. Turn into the lane corresponding to your starting lane, choosing one that permits travel without forced lane changes. Cancel signals, accelerate smoothly, and after a left turn move to the lane offering safest unimpeded through travel.

- ✓ Turn into the lane corresponding to the lane you started in
- ✓ Cancel signals so other drivers are not confused
- ✓ Accelerate smoothly and evenly so as not to delay traffic
- ✓ After a left turn, move to the safest unimpeded lane for through traffic

CHAPTER 62

Dealing with particular situations

62.1 Drowsy driving warning signs

Drowsiness is a growing cause of collisions; tired drivers can be as impaired as drunk drivers. Collisions occur most between 2-6 a.m. and 2-4 p.m., with shift workers and commercial operators at greater risk. Warning signs include difficulty keeping eyes open, head tilting, wandering mind, frequent yawning, not remembering recent kilometres, missing signals, drifting into lanes or off the road. Pull off, park safely and nap. Stimulants and caffeine are never a substitute for sleep.

- ✓ Tired drivers can be as impaired as drunk drivers
- ✓ If you show drowsiness warning signs, pull off and park in a safe place to nap
- ✓ Stimulants and caffeine are never a substitute for sleep

62.2 Distracted driving laws

Using non-hands-free cell phones and viewing display screens unrelated to driving is prohibited, with fines and penalties, and possible careless or dangerous driving charges. Commercial drivers have a permanent exemption for two-way radios if the microphone is securely mounted within easy reach. Even with driver-assistance features you must stay in care and control, monitoring the environment and ready to take over.

- ✓ Using non-hands-free cell phones and viewing unrelated display screens while driving is prohibited
- ✓ Commercial drivers may use a two-way radio if the microphone is securely mounted within reach
- ✓ Even with driver-assistance features you must remain in care and control of the vehicle

62.3 Aggressive driving and road rage

Aggressive behaviours like tailgating, speeding and cutting in frustrate others and can lead to road rage. Combat stress, don't compete or retaliate, don't try to educate other drivers, don't take mistakes personally, and avoid unnecessary horn use. If threatened, stay in your vehicle with doors locked, call police, use horn and signals, and if followed drive to a police station or busy place — not home.

- ✓ Do not compete with or retaliate against other drivers
- ✓ If threatened, stay in your vehicle with doors locked and call police
- ✓ If you believe you are being followed, drive to a police station or busy public place, not home

62.4 Workers on the road and construction zones

Be extra careful in construction zones. Obey warning signs, people and devices directing traffic; lower speed limits increase worker safety. Do not change lanes, be ready for sudden stops and watch for workers and equipment. For other roadside workers or disabled vehicles, slow down, pass with caution and move over a lane when safe.

- ✓ Obey lower posted speed limits and all traffic-directing signs and people in construction zones
- ✓ Do not change lanes and be ready for sudden stops in a construction zone
- ✓ Slow down and move over a lane when safe to pass roadside workers or hazards

62.5 Animals on the road

Animal crashes (mainly moose and deer) are a growing problem. Reduce speed in darkness, rain and fog; stay alert and scan shoulder to shoulder; watch for shining eyes; use high beams when safe. If you see an animal, slow down, sound your horn, watch for other animals and don't try to drive around it. To watch an animal, pull completely off the road. Stay in your vehicle. Report hitting a deer or moose to police or the Ministry of Natural Resources.

- ✓ Reduce speed in darkness, rain and fog when animals may be present
- ✓ Do not try to drive around an animal - their movements are unpredictable
- ✓ Stay in your vehicle; getting out increases your chance of being hit
- ✓ Report hitting a deer or moose to police or the Ministry of Natural Resources

CHAPTER 63

Left and right turns

63.1 Turn Approach

When approaching a turn, monitor surrounding traffic, do a visual search of the intersection, select the correct lane (with a lane change if needed), signal early, slow gradually, select an appropriate gear, and plan the correct pathway for entering and exiting.

- ✓ Conduct a visual search for vehicles, pedestrians and objects and correctly select the lane
- ✓ Activate turn signals on approach as soon as appropriate
- ✓ Select a gear appropriate for speed and load that keeps the engine in its normal RPM range
- ✓ Plan the correct pathway for entering and exiting the intersection

63.2 Stopping at a Turn

If stopping, execute a smooth full stop without rolling, stop in the proper legal position with reasonable gap to see the area ahead, keep wheels straight while waiting, and check left, ahead, right and behind before entering.

- ✓ Complete a smooth full stop without rolling backward or forward
- ✓ Stop in the proper legal position with reasonable space to the vehicle ahead
- ✓ Keep the wheels straight while waiting to turn
- ✓ Before entering, check to the left, ahead, to the right and behind to ensure the way is clear

63.3 Executing the Turn

During the turn, monitor traffic ahead, beside and in mirrors, maintain a two-handed grip, minimize gear changes, complete the turn at an appropriate speed, respond correctly to right-of-way, and follow the path appropriate for the vehicle's size to avoid running too wide or short.

- ✓ Maintain a two-handed grip and minimize/avoid unnecessary gear changes during the crossing
- ✓ Recognize and respond correctly to right-of-way obligations; failure to take own right-of-way impedes traffic
- ✓ Follow the path appropriate for your vehicle size and length (not too wide or short)

63.4 Completing the Turn

After turning, make regular traffic checks, turn into the lane corresponding to the one you started in, choose a lane free of obstructions, cancel signals to avoid confusing others, and accelerate smoothly. After a left turn, select the lane providing safest unimpeded travel for through traffic.

- ✓ Turn into the lane that corresponds to the lane you were in at the start of the turn
- ✓ Cancel signals after the turn so other drivers are not confused
- ✓ Accelerate smoothly and pick up speed so as not to delay other traffic
- ✓ After a left turn, move to the lane providing the safest unimpeded travel

CHAPTER 64

Annual Inspection Certificate

64.1 Annual Inspection Requirements

Operators must have each vehicle and trailer inspected annually by a licensed motor-vehicle inspection mechanic per NSC Standard 11, Part B. A compliant vehicle receives an annual inspection certificate, record and sticker (decal) placed on the lower left windshield/cab or front left of a trailer. Drivers must check the decal date during daily inspection to ensure validity.

- ✓ Vehicles and trailers must be inspected annually by a licensed mechanic per NSC Standard 11 Part B
- ✓ The inspection decal is placed on the outside lower left corner of windshield/cab or front left of trailer
- ✓ Drivers must check the decal date during daily inspection to ensure validity

CHAPTER 65

Daily Trip Inspection — Classes A and D

65.1 Daily Inspection Legal Requirement

A driver may not drive a truck unless they or another person conducted a Schedule 1 inspection and completed an inspection report within the previous 24 hours. The inspection is a legal requirement of the HTA and must be completed every 24-hour period, with the vehicle monitored throughout the trip. Drivers must carry both the current inspection report and the inspection schedule (electronic permitted).

- ✓ A Schedule 1 inspection and report must be completed within the previous 24 hours before driving
- ✓ Drivers must complete a vehicle inspection every 24-hour period
- ✓ Drivers must carry both the current inspection report and the inspection schedule

65.2 Major and Minor Defects

The inspection schedule divides defects into major and minor. For a minor defect, the driver must record it on the report and report it to the operator. Drivers are NOT permitted to drive a vehicle with a major defect. Major defects must be repaired before operating the vehicle again.

- ✓ Minor defects must be recorded on the report and reported to the operator
- ✓ Drivers are not permitted to drive a vehicle with a major defect
- ✓ Major defects must be repaired before operating the vehicle again

65.3 Common Out-of-Service Reasons

The most common reason for taking a commercial vehicle out of service is out-of-adjustment air brakes. Other reasons include insecure loads, defective lights or tires, and broken springs. Out-of-adjustment air brakes may result in vehicle detention and possible CVOR cancellation/suspension. You cannot adjust your own air brakes unless you completed an approved air brake adjustment course or are a certified mechanic.

- ✓ Out-of-adjustment air brakes are the most common out-of-service reason
- ✓ You cannot adjust your own air brakes unless you completed an approved course or are a certified mechanic
- ✓ Out-of-adjustment air brakes can result in detention and CVOR cancellation/suspension

65.4 Required Daily Inspection Items

The daily inspection must include (per O.Reg 199/07): air brake system (if equipped), cab, cargo securement, coupling devices, dangerous goods, driver controls, driver seat, electric brake system, emergency equipment, exhaust system, frame and cargo body, fuel system, glass and mirrors, heater/defroster, horn, hydraulic brake system, lamps and reflectors, steering, suspension, tires, wheels/hub/fasteners, and windshield wiper/washer.

- ✓ Daily inspection must include air brake system (if equipped), cab, coupling devices and steering
- ✓ Must include tires, wheels/hub/fasteners, lamps and reflectors, and suspension system
- ✓ Must include glass and mirrors, horn, exhaust system and windshield wiper/washer

CHAPTER 66

Emergency Vehicles

66.1 Reacting to an Approaching Emergency Vehicle

Emergency vehicles use flashing red (or red and blue) lights, sirens/bells, or alternating white high-beam flashes. When one approaches from either direction, you must immediately slow down, move right and stop.

- ✓ When you see or hear an approaching emergency vehicle from either direction, immediately slow down, move as far to the right as you can and stop
- ✓ It is illegal to follow within 150 metres of a fire vehicle or ambulance responding to a call in the same direction
- ✓ Do not drive on or block the shoulder on freeways as emergency vehicles may use it
- ✓ Yield the right-of-way to volunteer responders displaying a flashing green light

66.2 Reacting to a Stopped Emergency Vehicle or Tow Truck

When you see a stopped emergency vehicle with red/red and blue lights or a tow truck with amber lights flashing in your direction, you must slow down and pass with caution, moving over if possible.

- ✓ Slow down and pass with caution when passing a stopped emergency vehicle or tow truck with lights flashing
- ✓ If the road has two or more lanes, move over to allow one lane clearance if it can be done safely
- ✓ Failing to follow can result in conviction, demerit points, licence suspension up to two years, and fines of $400-$2,000 (first) or $1,000-$4,000 (subsequent)

CHAPTER 67

Daily inspection test

67.1 Daily inspection test structure

The daily inspection test determines your knowledge and skills for safe operation and to identify minor or major defects per O. Reg. 199/07. It is performed in order: exterior inspection, in-cab check, interior inspection. Exterior/interior items are randomly selected from Schedule 1; all in-cab items must be inspected, using Schedule 1 as a reference. The exterior inspection is done with the parking brake engaged and wheels chocked.

- ✓ The daily inspection is performed in order: exterior, in-cab, then interior
- ✓ Perform the exterior inspection with parking brake engaged and wheels chocked
- ✓ You may use Schedule 1 as a reference during the test

67.2 Air pressure build-up and leak testing

A minor defect exists when air pressure takes longer than two minutes to build from 85 to 100 psi (test at 600-900 RPM). Any audible air leak is a minor defect. The air-loss rate is a major defect when pressure drops in one minute more than 28 kPa (4 psi) for Class A or 21 kPa (3 psi) for Class D — test with wheels chocked, spring brakes released, pressure between cut-in and cut-out, brake pedal fully applied for one minute.

- ✓ Build-up over two minutes from 85 to 100 psi is a minor defect
- ✓ Air loss over 4 psi/min (Class A) or 3 psi/min (Class D) is a major defect
- ✓ Any audible air leak is a minor defect requiring an air-loss rate test

67.3 Pushrod stroke measurement

A major defect exists when any brake's applied pushrod stroke exceeds its adjustment limit. Secure with chocks, ensure air above 621 kPa (90 psi), release spring brakes, mark or measure the released pushrod, build pressure to 90-100 psi, shut off engine, hold brakes applied, then measure the applied stroke. Determine the chamber number/type, its adjustment limit, and identify any brake exceeding it as defective. Some vehicles (buses, air disk brakes) are examined verbally.

- ✓ A pushrod stroke exceeding the adjustment limit is a major defect
- ✓ Measure applied stroke with air at 90-100 psi, engine off, brakes held fully applied
- ✓ Determine chamber size and type to identify the correct adjustment limit

67.4 Tractor protection and low-air warning tests

An inoperative tractor protection valve is a major defect: with trailer supply valve closed and service brakes applied, no air should escape from the service-line coupler (glad-hand). The low-air warning system is a major defect if it fails to activate or activates before pressure drops below 55 psi — pump the brake pedal down and note when the warning (light or light and audible) activates.

- ✓ Air escaping from the service line with supply valve closed indicates a defective tractor protection valve (major)
- ✓ A low-air warning is a major defect if it fails or activates before 55 psi
- ✓ Test the tractor protection valve with the trailer supply valve closed

67.5 Door, coupler and safety chain inspection

A door meant for entry/exit failing to open is a minor defect; failing to close securely is a major defect. A coupler/mount with a loose or missing fastener is a minor defect. Fifth-wheel movement over 1/2 in. (13 mm) or pintle hook movement over 3/8 in. (10 mm) fore/aft is a major defect, as is a damaged coupler that fails to lock. A missing, wrong-type, or worn safety chain/cable is a major defect; chains must be hooked and crossed with a secondary hook.

- ✓ Fifth-wheel play over 13 mm or pintle play over 10 mm is a major defect
- ✓ A coupler that fails to lock properly is a major defect
- ✓ Safety chains must be hooked and crossed; missing/wrong/worn chains are a major defect
- ✓ A cab door failing to close securely is a major defect

67.6 Exhaust, frame and fuel system defects

A noticeable exhaust leak is a minor defect; an exhaust leak letting gases into the cab is a major defect (inspect running with hood open). Frame/cargo body damage such as cracked/bent parts is a minor defect, but shifted, cracked, collapsing or sagging frame members are a major defect. A missing fuel cap is a minor defect; an insecure fuel tank or dripping fuel leak is a major defect.

- ✓ Exhaust gases entering the cab are a major defect; a general exhaust leak is minor
- ✓ Shifted, cracked, collapsing or sagging frame members are a major defect
- ✓ An insecure fuel tank or dripping fuel leak is a major defect; a missing fuel cap is minor

67.7 Glass, mirror and hydraulic brake inspection

Required mirrors or glass with broken or damaged attachments to the vehicle body are a minor defect — ensure all external mirrors and attachments are secure. For hydraulic brake systems, a minor defect exists when the brake fluid level is below the indicated minimum and the reservoir is less than one-quarter full; know the master-cylinder reservoir location and how to check fluid.

- ✓ Broken or damaged required mirror/glass attachments are a minor defect
- ✓ Brake fluid below minimum with reservoir under one-quarter full is a minor defect

67.8 Exterior inspection procedure

Exterior inspection is done with the parking brake engaged (for Class A and air-brake vehicles unless it must be released) and wheels chocked. You inspect four random items and must demonstrate/describe how to inspect, explain the possible defect(s), and describe what action to take for a minor or major defect.

- ✓ Perform exterior inspection with parking brake engaged and wheels chocked
- ✓ You must inspect four randomly generated items
- ✓ For each item, describe the inspection, the defects, and the action to take

CHAPTER 68

Intersections

68.1 Stop Intersections

Approach monitoring traffic, watching for signage and traffic-control devices. Slow gradually, select appropriate gear, and stay in the same lane. Make a smooth full stop without rolling, stop in the proper legal position, and monitor traffic while waiting.

- ✓ Stay in the same lane approaching the intersection
- ✓ Make a full stop without rolling backward or forward
- ✓ Stop in the proper legal position; do not stop in the intersection
- ✓ Start movement within a reasonable time when permitted

68.2 Starting from a Stop Intersection

Before entering, monitor traffic ahead. Start within a reasonable time when permitted by the light or vehicle ahead and travel through in reasonable time. Maintain a two-handed grip and follow the correct pathway without changing lanes in the intersection.

- ✓ Start movement within a reasonable time when permitted
- ✓ Maintain a two-handed grip except when operating controls or shifting
- ✓ Do not change lanes or position within the intersection

68.3 Through Intersections

Maintain speed to avoid disrupting traffic flow, but slow or cover the brake if cross traffic may enter. Keep a safe following distance and stay in the same lane. Make necessary shifts before entering and check mirrors after clearing.

- ✓ Maintain speed approaching, but slow or cover the brake for potential cross traffic
- ✓ Stay in the same lane/position through the intersection
- ✓ Make any transmission shifts before entering; downshift if needed to avoid lugging
- ✓ Check mirrors after clearing the intersection

CHAPTER 69

Emergency vehicles

69.1 Reacting to an approaching emergency vehicle

When you see red or red and blue flashing lights or hear sirens from either direction, immediately slow down, move as far right as possible and stop. React calmly using signals, check mirrors, pull right and stop gradually, wait for the vehicle to pass and watch for others. Do not block freeway shoulders. Never follow within 150 metres of a fire vehicle or ambulance responding to a call. Yield to volunteer responders showing a flashing green light.

- ✓ Immediately slow down, move to the right and stop for an approaching emergency vehicle
- ✓ It is illegal to follow within 150 metres of a responding fire vehicle or ambulance
- ✓ Yield the right-of-way to a firefighter or volunteer responder displaying a flashing green light

69.2 Reacting to a stopped emergency vehicle or tow truck

When you see a stopped emergency vehicle with red/blue lights or a tow truck with amber lights flashing in your direction of travel, slow down and pass with caution. On a road with two or more lanes, move over to leave one lane clearance if it can be done safely. Failing to comply can bring a conviction, demerit points, up to two years licence suspension, fines of $400-$2,000 first offence ($1,000-$4,000 subsequent within 5 years) and up to six months in jail.

- ✓ Slow down and pass a stopped emergency vehicle or tow truck with caution
- ✓ On roads with two or more lanes, move over to leave one lane clearance when safe
- ✓ Violations carry fines, demerit points, licence suspension and possible jail time

CHAPTER 70

Uncoupling and Coupling of Combinations (Class A only)

70.1 Pre-Coupling/Uncoupling Precautions

Before any uncoupling/coupling procedure, roll down windows and turn off audio systems, sound your horn before backing (electric horn only during the road test), and confirm the location is suitable and safe. Knowing correct coupling and uncoupling is basic to safe combination vehicle operation.

- ✓ Roll down windows and turn off audio systems before coupling/uncoupling
- ✓ Sound your horn before backing (electric horn only during the road test)
- ✓ Confirm the location is suitable and safe for coupling/uncoupling

70.2 Uncoupling Procedure

To uncouple: secure both truck/tractor and trailer (apply both parking brakes, transmission in park/neutral, chock trailer wheels), lower the landing gear until just above/contacting ground without raising the trailer, disconnect and stow air/electrical lines and safety chains, unlock the fifth wheel/coupling device, disengage the fifth wheel by pulling the tractor forward, confirm the trailer is stable, then pull the tractor clear.

- ✓ Apply both truck/tractor and trailer parking brakes and chock trailer wheels
- ✓ Lower landing gear until just above or contacting ground without raising trailer off fifth wheel
- ✓ Disconnect and stow air/electrical lines and safety chains before pulling clear

70.3 Coupling Procedure and Alignment

To couple: inspect fifth wheel, coupling device, lines and chain points; position units and check alignment/height; reverse slowly until the fifth wheel is just ahead of the trailer touching or slightly under but not against the kingpin. The trailer should be low enough to be raised slightly by the tractor. If too low the tractor may damage the trailer nose; if too high it may not couple correctly.

- ✓ Reverse until the fifth wheel is just ahead of the trailer, not against the kingpin
- ✓ The trailer should be low enough to be raised slightly by the tractor when backed under
- ✓ If the trailer is too high it may not couple correctly; if too low it may damage the trailer nose

70.4 Engaging and Confirming the Coupling

After reversing to engage the fifth wheel, perform a tug test by stretching tractor and trailer to confirm the trailer is locked. Then exit and visually confirm there is no space above the fifth wheel, the release lever is locked, and the jaws/latch have closed around the kingpin (must get under trailer). For non-fifth wheel, connect safety chains crossed.

- ✓ Perform a tug test to confirm the trailer is locked onto the tractor
- ✓ Any space between the trailer upper plate and fifth wheel indicates the coupling is not secure
- ✓ Visually confirm the release lever is locked and jaws closed around the kingpin from under the trailer

70.5 Air Line Colours and Final Coupling Steps

Industry standard air line colours: BLUE for service, RED for supply/emergency. After connecting lines, raise landing gear fully and stow the handle, supply air to the trailer to establish normal pressure, shut off the engine and listen for leakage at supply and service connections, then test brake operation by driving forward slowly.

- ✓ Industry standard: BLUE = service, RED = supply or emergency
- ✓ Raise the trailer landing gear fully and stow the handle before moving
- ✓ Supply air and listen for leakage, then test brake operation by driving forward slowly

70.6 Testing the Hook-up

To test the hook-up, place transmission in reverse and partially release the clutch to move the power unit backward in a short sharp motion ('hitting the pin'). Then set trailer brakes (hand control or parking brake) and try to pull forward against the pin. Then perform a visual coupling inspection under the trailer.

- ✓ 'Hitting the pin' tests the hook-up by moving the power unit backward sharply
- ✓ Set the trailer brakes then try to pull forward against the pin to confirm locking
- ✓ Leave the cab and visually inspect that the upper plate rests firmly on the fifth wheel

CHAPTER 71

Dealing with Emergencies

71.1 Emergency Warning Devices and Procedures

Every commercial motor vehicle on a provincial highway during limited-visibility hours must carry sufficient emergency warning devices. When disabled, take actions to safeguard the vehicle and other motorists.

- ✓ Must carry flares/lamps/lanterns producing two warning lights each visible from at least 150 metres (500 ft.) for at least eight hours, or portable reflectors
- ✓ Turn on emergency flashers; use low-beam headlights when visibility is limited
- ✓ In a speed zone greater than 60 km/h, if you cannot move the vehicle off the roadway, set out warning devices approximately 30 metres (100 ft.) to both front and rear during limited visibility
- ✓ Times of limited visibility are one-half hour before sunset to one-half hour after sunrise and other poor light conditions preventing clear visibility beyond 150 metres

71.2 Collision with Injuries or Fuel Leak

Every driver involved in a collision must stay at or return to the scene and give all possible assistance. Take steps to protect people and property when there are injuries or a fuel leak.

- ✓ Do not move vehicles, turn off all engines and warn approaching drivers
- ✓ By law, report any collision to police when there are injuries or damage exceeding $5,000
- ✓ Do not allow smoking or flares near vehicles in case of fuel leak; leave injured people where they are unless there is danger of fire
- ✓ Cover injured people to reduce shock and stay with them until help arrives

71.3 Fire Precautions and Fire Classes

Commercial drivers should know how to prevent fires and use the correct extinguisher for each fire class. Common causes include soft tires, overheated brakes and fuel leaks.

- ✓ Class A: wood, paper, textiles, tires; Class B: grease, oil, gasoline, solvents, paints; Class C: live electrical equipment; Class D: burning metals
- ✓ When a fire occurs, stop in a safe position away from buildings/vehicles and uncouple a combination unit if possible
- ✓ Contact the fire department and tell them what type of material is burning
- ✓ If the fire is due to a short-circuit, remove battery cables; if cargo is explosive, stop traffic and warn spectators

71.4 Collision with No Injuries

In a collision with no injuries, follow specific steps including exchanging information and reporting when required.

- ✓ Give police your name and address, the registered owner's name and address, the vehicle plate and permit number, and the liability insurance card
- ✓ If damage is less than $5,000, you must still exchange information but the collision does not have to be reported to police
- ✓ Get names, addresses and phone numbers of all witnesses and contact your insurance company if making a claim

CHAPTER 72

Lane Changes

72.1 Performing a Lane Change

Observe traffic to identify where and when to change lanes, signal, maintain safe spacing, check mirrors and blind spots, and make a deliberate but smooth change. Avoid sudden or hesitant movements. Do not change lanes at intersections, crossings or over solid lines.

- ✓ Signal before the change and cancel it once complete
- ✓ Check mirrors and blind spots for vehicles alongside, passing or approaching from the rear
- ✓ Ensure the target-lane gap is adequate for the vehicle's length
- ✓ Do not change lanes at intersections, pedestrian/railway crossings or over solid pavement markings
- ✓ Operate within 10 km/h of the posted limit without exceeding it

CHAPTER 73

Dealing with emergencies

73.1 Emergency warning devices

Every commercial motor vehicle on a provincial highway from a half-hour before sunset to a half-hour after sunrise must carry either flares/lamps/lanterns producing two warning lights visible at least 150 metres (500 ft.) for at least eight hours, or portable reflectors. In a zone over 60 km/h, if you cannot move the vehicle off the road, set out warning devices about 30 metres (100 ft.) to front and rear during limited visibility. Recommended for all emergencies.

- ✓ Carry flares/lamps/lanterns (two lights visible 150 m for 8 hours) or portable reflectors
- ✓ In zones over 60 km/h place warning devices about 30 metres (100 ft.) to the front and rear
- ✓ Warning devices are required during times of limited visibility (half hour before sunset to after sunrise)

73.2 Collision with injuries or fuel leak

Carry a well-stocked first-aid kit. Every driver in a collision must stay or return and give all possible assistance. With injuries or fuel leaks: set out warning devices with caution near leaks, do not move vehicles, turn off engines, warn approaching drivers, call for help. Report collisions with injuries or damage over $5,000 to police. Prevent smoking/matches near fuel leaks. Leave injured people in place unless there is fire danger. Treat within your first-aid training or cover for shock. Stay with injured until help arrives.

- ✓ Report any collision with injuries or property damage exceeding $5,000 to police
- ✓ Do not move vehicles, turn off engines and warn approaching drivers
- ✓ Do not let anyone smoke or light matches near a possible fuel leak
- ✓ Leave injured people in place until medical help arrives unless there is fire danger

73.3 Parking and disabled vehicle rules

Move a disabled vehicle as far off the roadway as safely possible. Turn on emergency flashers and, in limited visibility, low-beam headlights. Do not park or leave a vehicle on a roadway unless it cannot be moved off, or unless there is a clear view of at least 125 metres (400 ft.) in both directions. If the vehicle's view is blocked by a hill or curve within 150 metres (500 ft.), place an additional warning signal.

- ✓ Move a disabled vehicle as far off the roadway as safely possible and turn on flashers
- ✓ Do not park on a roadway unless there is a clear view of at least 125 metres (400 ft.) both directions
- ✓ Place an additional warning signal if the vehicle's view is blocked within 150 metres by a hill or curve

73.4 Fire precautions and classes

Know fire classes: A (wood, paper, textiles, tires), B (grease, oil, gasoline, solvents, paints), C (live electrical equipment), D (burning metals like magnesium, sodium, potassium requiring special compounds). Common truck fire causes include soft tires, overheated brakes, leaking fuel systems, unequal load, careless smoking, misplaced flares and short circuits. Check hub temperatures when checking tires. Never smoke while loading/unloading.

- ✓ Class A: ordinary combustibles; Class B: flammable liquids; Class C: electrical; Class D: metals
- ✓ Class D metal fires require special compounds suitable to the combustible metal
- ✓ Check hub temperatures every time tires are checked to detect overheated brakes
- ✓ Never smoke while loading or unloading

73.5 Actions when a fire occurs

When a fire occurs: stop the vehicle in a safe position away from buildings and other vehicles; if a combination unit, uncouple it if possible; contact the fire department and tell them what material is burning; take steps to extinguish based on the fire type; if a short-circuit is suspected, remove battery cables; if the cargo is explosive, stop traffic and warn spectators to stay back.

- ✓ Stop the vehicle away from buildings and vehicles and uncouple a combination unit if possible
- ✓ Tell the fire department what type of material is burning
- ✓ If a short-circuit is suspected, remove the battery cables
- ✓ For explosive cargo, stop traffic and warn spectators to stay back

73.6 Collision with no injuries

When no one is injured: set out warning devices with caution, call police if damage exceeds $5,000, give all possible help and provide your name, address, owner's info, plate/permit number and insurance card. Get witness names and contacts. If damage is under $5,000 you must still exchange information but need not report to police. Contact your insurance company if making a claim.

- ✓ Report to police if damage exceeds $5,000
- ✓ Exchange information (name, address, owner, plate/permit, insurance) even for damage under $5,000
- ✓ Get names, addresses and phone numbers of all witnesses

CHAPTER 74

Air brake inspection items

74.1 Slow air pressure build-up rate

A vehicle has this minor defect when it takes longer than two minutes for air pressure to build from 85 to 100 psi. Procedure: close trailer supply valve, pump brakes to 80 psi or less, maintain 600–900 RPM, and time the rise from 85 to 100 psi (587 to 690 kPa), then report the time.

- ✓ Slow build-up is a minor defect when 85-100 psi takes longer than two minutes
- ✓ Maintain engine speed of 600-900 RPM while timing the build-up
- ✓ Report the build-up time to the examiner

74.2 Audible air leaks

A vehicle has this minor defect when any air leak can be heard. Leaks must be checked for regularly.

- ✓ An audible air leak is a minor defect
- ✓ Check for air leaks regularly

74.3 Air loss rate exceeds prescribed limit

This major defect occurs when air pressure drops in one minute by more than 28 kPa (4 psi) for Class A or 21 kPa (3 psi) for Class D. Procedure: secure with chocks, release spring brakes, ensure pressure is between cut-in/cut-out (80–145 psi), shut off engine, hold brake pedal fully applied, and observe gauges for one minute (disregard the initial drop).

- ✓ Air loss over 4 psi/min (Class A) or 3 psi/min (Class D) is a major defect
- ✓ Release spring brakes and hold the brake pedal fully applied to test
- ✓ Observe gauges for one minute after pressure stabilizes

74.4 Pushrod stroke exceeds adjustment limit

This major defect exists when any brake's pushrod stroke is longer than the prescribed limit. Secure vehicle, ensure air above 90 psi, release spring brakes, mark or measure released pushrod position, build pressure to 90–100 psi, shut off engine, hold brakes fully applied, then measure applied stroke. Determine chamber size (16/20/24/30) and type (standard/long-stroke) and compare to the adjustment limit. Some vehicles are examined verbally.

- ✓ Excessive pushrod stroke on any brake is a major defect
- ✓ Ensure air above 90 psi and build to 90-100 psi before measuring applied stroke
- ✓ Determine chamber size and type and compare stroke to the adjustment limit

74.5 Low-air warning system failure

This major defect occurs when the low-air warning fails to activate or activates before pressure drops below 55 psi. Procedure: ensure air above 90 psi, ignition on, pump the brake pedal to lower pressure until the warning activates, and note the pressure at activation.

- ✓ Warning failing to activate or activating below 55 psi is a major defect
- ✓ Ignition must be on for the low-air warning to activate
- ✓ Pump the brake pedal to lower pressure and note the activation pressure

74.6 Tractor protection valve inoperative

This major defect occurs when air escapes from the service line during a service-brake application while the trailer supply valve is closed. Procedure: keep pressure in normal range (80–135 psi), close the trailer supply valve, remove the trailer service-line glad-hand and place it observable, apply service brakes, and check for escaping air.

- ✓ Air escaping from the service line with the supply valve closed is a major defect
- ✓ Close the trailer supply valve and remove the service-line glad-hand to test
- ✓ Release spring brakes first if there is no anti-compounding valve

CHAPTER 75

Lane changes

75.1 Lane Change Procedure

Observe traffic to identify where and when to change lanes, signal to alert others, maintain safe following distance and adequate target-lane space for the vehicle length, check mirrors and blind spots, and choose a legal location. The change should be deliberate but smooth and steered into the centre of the target lane.

- ✓ Signal before the lane change and cancel it when complete
- ✓ Ensure the target-lane space is adequate for the vehicle's length and check mirrors and blind spots
- ✓ Do not change lanes at intersections, pedestrian crossings, railway crossings, or over solid pavement markings
- ✓ Make the change deliberate, smooth and steady, steering into the centre of the target lane
- ✓ Operate within 10 km/h of the posted speed limit without exceeding it

CHAPTER 76

Traffic Signs and Lights

76.1 Sign Shapes and Colours

Traffic signs use different symbols, colours and shapes for easy identification. Recognizing the standard shapes helps identify their meaning.

- ✓ A stop sign is eight-sided, red with white letters — come to a complete stop
- ✓ A yield sign is a triangle with white background and red border — let traffic in or near the intersection go first
- ✓ A railway crossing sign is X-shaped with white background and red outline — slow down and look both ways
- ✓ A school zone sign is five-sided with a fluorescent yellow/green background — slow down and watch for children

76.2 Truck-Specific Regulatory Signs

Numerous signs regulate trucks including lane restrictions, weight limits, length restrictions and dangerous goods routes.

- ✓ Signs indicate no trucks in a lane, or no trucks over 6.5 metres in length in a specified lane
- ✓ Weight restriction signs include maximum tonnes, maximum tonnes per axle, and different limits for bridge structures
- ✓ Dangerous goods route signs permit or prohibit trucks carrying dangerous goods/hazardous materials
- ✓ Trucks over five tonnes must have a valid 407 transponder to use the ETR; trucks must enter inspection stations when signals are flashing

76.3 Stop for School Bus Signs

Signs remind drivers to stop for school buses when their signals are flashing, including on multi-lane highways with no centre median.

- ✓ Stop for a school bus when its signal lights are flashing
- ✓ On a multi-lane highway with no centre median divider, drivers approaching from both directions must stop for a flashing school bus
- ✓ A School Bus Loading Zone sign marks where buses load/unload without using red alternating lights and stop arm

76.4 Regulatory Signs

Regulatory signs give directions that must be obeyed, usually rectangular or square. A green circle means you may or must do the activity; a red circle with a line means the activity is not allowed.

- ✓ A green circle means the activity shown is permitted or required; a red circle with a line through it means it is not allowed
- ✓ Do not stop signs mean no stopping even for a moment; do not stand means no stopping except to load/unload passengers; do not park means no stopping except to load/unload passengers or merchandise
- ✓ Signs regulate turns, U-turns, right turns on red, one-way travel, and speed limit changes

CHAPTER 77

Driving Along

77.1 Driving Along Fundamentals

Look well ahead and check mirrors frequently due to large blind spots. Operate near the posted speed. Adjust following distance for the longer stopping distance of commercial vehicles and avoid driving in others' blind spots. Choose the right-most lane that can be travelled safely.

- ✓ Operate within 10 km/h of the posted limit without exceeding it
- ✓ Adjust following distance for commercial vehicle stopping distance
- ✓ Avoid driving beside or in the blind spot of other vehicles
- ✓ Choose the right-most lane that can be travelled safely

77.2 Exiting a Highway

Look ahead for exit signs and know the proper exit lane. Signal before slowing while still on the expressway and cancel after. Change lanes deliberately but smoothly if required. Do not slow on the expressway — use the exit lane to slow. Maintain adjusted following distance.

- ✓ Signal before slowing while still on the expressway and cancel after
- ✓ Do not slow down on the expressway; use the exit lane to slow
- ✓ If a lane change is needed, make it deliberate, smooth and steady

CHAPTER 78

Traffic signs and lights

78.1 Standard sign shapes and colours

A stop sign is eight-sided, red with white letters — come to a complete stop at the stop line, crosswalk, sidewalk edge or intersection edge in that order. A school zone sign is five-sided with fluorescent yellow/green background. A yield sign is a triangle with white background and red border. A railway crossing sign is X-shaped with white background and red outline — slow down, look both ways for trains and be prepared to stop.

- ✓ Stop sign is eight-sided red - stop at the stop line, then crosswalk, sidewalk edge or intersection edge
- ✓ Yield sign is a triangle; let traffic in or near the intersection go first
- ✓ Railway crossing sign is X-shaped - slow, look both ways and be prepared to stop

78.2 Regulatory signs and colour codes

Regulatory signs give directions that must be obeyed, usually rectangular/square. A green circle means you may or must do the activity shown; a red circle with a line through it means the activity is prohibited. Examples include no left turn, no U-turn, no right turn on red, no stopping, no standing, no parking, keep right of island, and speed limit changes.

- ✓ A green circle means the activity shown is permitted or required
- ✓ A red circle with a line through it means the activity is prohibited
- ✓ Regulatory signs give directions that must be obeyed

78.3 Truck-specific regulatory signs

Truck signs include: no trucks in a lane; no trucks over 6.5 metres in a lane; heavy trucks permitted (green circle); no heavy trucks; no heavy trucks 7 p.m.-7 a.m.; maximum 10 tonnes; no more than 5 tonnes per axle; bridge weight restrictions by truck type; dangerous goods route permitted (green diamond); dangerous goods prohibited; trucks must enter inspection station when lights flashing; trucks over 5 tonnes need a valid 407 transponder for ETR.

- ✓ No trucks over 6.5 metres signs restrict long trucks from indicated lanes
- ✓ Weight restriction signs show maximum tonnes total or tonnes per axle
- ✓ A green diamond marks a permitted dangerous goods route; a red slash prohibits dangerous goods
- ✓ Trucks must enter the inspection station when the lights are flashing

78.4 School bus and lane-use signs

Stop for a school bus when its signal lights are flashing; the 'both directions' sign on undivided multi-lane highways means drivers from both directions must stop. Signs may reserve lanes for buses, taxis, high-occupancy vehicles and bicycles. Slower traffic on multi-lane roads must keep right; keep right except when passing on climbing/passing lanes. A school zone maximum speed applies when yellow lights flash. Community Safety Zone signs mean increased fines.

- ✓ Stop for a school bus when its signal lights are flashing
- ✓ On undivided multi-lane highways the 'both directions' sign requires stopping from both directions
- ✓ Reduced school zone speed applies when the yellow lights are flashing
- ✓ Traffic offences in Community Safety Zones carry increased fines

CHAPTER 79

Coupling and mechanical inspection items

79.1 Coupler fasteners and security

A coupler or its mounting with a loose or missing fastener is a minor defect. A coupler is a major defect when insecure or when fifth-wheel movement exceeds 1/2 in. (13 mm) or pintle-hook/drawbar-eye movement exceeds 3/8 in. (10 mm) forward/rearward. Measure by chalking the fifth wheel, pulling the tractor forward then rearward, and observing the movement.

- ✓ A loose or missing coupler fastener is a minor defect
- ✓ Fifth-wheel movement over 13 mm or pintle-hook movement over 10 mm is a major defect
- ✓ Check for and point out loose or missing coupler fasteners

79.2 Coupler locking and safety chains

A coupler or lock that is damaged or not properly locked is a major defect; visually verify the fifth-wheel release handle, exposed mechanism, and locking jaws (or pintle-hook latching/locking mechanism). A missing, wrong-type, or damaged/worn safety chain or cable is a major defect; ensure chains are hooked, crossed (when two), and secured with a secondary hook.

- ✓ A damaged or improperly locked coupler is a major defect
- ✓ Visually inspect the fifth-wheel locking jaws or pintle-hook locking mechanism
- ✓ A missing, wrong or damaged safety chain/cable is a major defect; chains must be crossed and hooked

79.3 Cab doors

An occupant, driver or passenger door failing to open is a minor defect (must open in an emergency). Any cab or sleeper door failing to close securely is a major defect (must stay closed while moving). Test each selected door to confirm it opens properly and closes securely.

- ✓ A door failing to open in an emergency is a minor defect
- ✓ A door failing to close securely while moving is a major defect

79.4 Exhaust, frame and fuel system defects

A noticeable exhaust leak is a minor defect; exhaust gas entering the occupant compartment is a major defect. Noticeable frame/cargo-body damage is a minor defect, while a visibly shifted, cracked, collapsing or sagging frame member is a major defect. A missing fuel cap is a minor defect; an insecure fuel tank or dripping fuel leak is a major defect.

- ✓ Exhaust gases entering the cab is a major defect; a general exhaust leak is minor
- ✓ A shifted, cracked or sagging frame member is a major defect
- ✓ A missing fuel cap is minor; an insecure tank or dripping fuel leak is a major defect

79.5 Mirrors, glass and hydraulic brake fluid

Broken or damaged attachments for any required mirror or glass are a minor defect; inspect that all external mirrors and attachments are secure. For hydraulic brakes, brake fluid below the indicated minimum with the reservoir less than one-quarter full is a minor defect; know the master-cylinder reservoir location and how to check fluid.

- ✓ Broken/damaged attachments for required mirrors or glass are a minor defect
- ✓ Brake fluid below minimum with reservoir under one-quarter full is a minor defect
- ✓ Inspect that external mirrors and attachments are secure and undamaged

CHAPTER 80

Driving along

80.1 Driving Along and Spacing

Look well ahead and check mirrors constantly due to large blind spots. Because commercial vehicles have increased stopping distances, maintain adequate following distance and avoid driving beside or in the blind spots of other vehicles. Use the right-most lane that can be travelled safely.

- ✓ Operate within 10 km/h of the posted speed limit without exceeding it
- ✓ Adjust following distance for increased stopping distance and avoid others' blind spots
- ✓ Choose the right-most lane that can be travelled safely to keep hazards to the left

80.2 Exiting an Expressway

Look ahead for exit signs, know the proper exit lane, and check ahead, behind and to the side. Signal before slowing while still on the expressway lane. Do not slow on the expressway itself—use the exit lane to slow down—and adjust following distance for the vehicle's stopping distance.

- ✓ Signal before slowing while still on the expressway lane and cancel it after
- ✓ Do not slow down on the expressway; use the exit lane to slow down
- ✓ Any required lane change to the exit lane must be deliberate, smooth and steady

CHAPTER 81

Hours of Service

81.1 Daily Driving and On-Duty Limits

A driver must have 10 hours off-duty in a day, cannot drive more than 13 hours in a day, and cannot drive after 14 hours on-duty in a day. After at least 8 hours off-duty, a driver cannot drive after 16 hours has elapsed. Four duty status categories: off-duty (not sleeper berth), off-duty in sleeper berth, on-duty driving, and on-duty not driving.

- ✓ A driver must have 10 hours off-duty in a day
- ✓ A driver cannot drive more than 13 hours or after 14 hours on-duty in a day
- ✓ After at least 8 hours off-duty, a driver cannot drive after 16 hours has elapsed

81.2 Who Must Comply with Hours of Service

Hours-of-service rules apply to drivers of commercial motor vehicles over 4,500 kg gross/registered weight, and buses/school buses. Exemptions include vehicles at or under 4,500 kg (except buses), leased vehicles for under 30 days, tow trucks, motor homes, emergency and police vehicles, ambulances, and two/three-axle vehicles carrying primary farm/forest/sea/lake products.

- ✓ Hours of service apply to commercial vehicles over 4,500 kg and to buses/school buses
- ✓ Vehicles at or under 4,500 kg (other than buses) are exempt
- ✓ Tow trucks, motor homes, ambulances and emergency vehicles are exempt

81.3 Cycle Requirements and Reset

Operators designate a cycle: 7-day (max 70 on-duty hours) or 14-day (max 120 on-duty hours, no driving after 70 hours without 24 consecutive hours off). All drivers need at least 24 consecutive hours off in the preceding 14 days. To reset/switch: 7-day cycle requires 36 consecutive hours off; 14-day cycle requires 72 consecutive hours off.

- ✓ 7-day cycle: cannot drive after 70 on-duty hours; 14-day cycle: cannot drive after 120 hours
- ✓ Must have at least 24 consecutive hours off-duty in the preceding 14 days
- ✓ Reset requires 36 consecutive hours off (7-day) or 72 consecutive hours off (14-day)

81.4 Daily Log Requirements and Exemption

A daily log (handwritten, computer or recording device) must contain driver's name, date, co-drivers, start time, cycle, odometer readings, plate numbers, operator name/address, duty status times/locations, total distance and signature. A driver is exempt from a log if they drive solely within 160 km of the start location, return there at day's end, and work for only one operator that day.

- ✓ A daily log must include duty status start/end times, locations, odometer readings and signature
- ✓ No daily log needed if driving within 160 km radius, returning to start, and working for one operator
- ✓ If exempt from a log, the operator must keep a record of the driver's duty status and hours

CHAPTER 82

Curve

82.1 Negotiating Curves

Adjust speed to safely negotiate a curve before entering to avoid hard braking. Because large vehicles off-track, approach from an outside lane position to keep rear wheels from cutting across the curve. Maintain a constant visual search, checking mirrors for off-tracking rear wheels.

- ✓ Adjust speed before the curve to avoid hard braking within it
- ✓ Approach from an outside lane position to prevent rear wheels cutting the curve
- ✓ Check mirrors for off-tracking of rear wheels and anticipate adjustments early

CHAPTER 83

Expressway

83.1 Entering an Expressway

Look ahead and in mirrors while accelerating on the on-ramp; the onus is on you to merge safely. Signal early and keep it on until in the new lane. Adjust following distance and stay within lane markings. Use the acceleration lane to reach close to expressway speed. Merge deliberately and smoothly.

- ✓ The onus is on you to merge safely; you do not have the right-of-way
- ✓ Signal early and do not cancel until in the new lane
- ✓ Use the acceleration lane to reach as close to expressway speed as possible
- ✓ Do not exceed the posted ramp advisory speed
- ✓ Merge deliberately and smoothly, avoiding sudden lateral movements

CHAPTER 84

Driving — Classes A and D: Starting and Moving

84.1 Starting the Engine Procedure

To start: engage the parking brake, depress the clutch and place transmission in neutral, turn on power and operate the starter, increase engine speed if needed, check for adequate engine oil pressure. On air brake vehicles, the air-pressure gauge should register sufficient pressure before moving and the warning buzzer/light must be off.

- ✓ Engage parking brake, depress clutch and place transmission in neutral before starting
- ✓ Check for adequate engine oil pressure after starting
- ✓ On air brake vehicles, air pressure must be sufficient and the warning buzzer/light off before moving

84.2 Putting the Vehicle in Motion

When starting to move, gradually release the clutch while releasing the hand control valve or parking brake, speeding up the engine gradually on some vehicles to prevent stalling. Check the brakes immediately after underway, within at least 15 m (50 ft). Start in the lowest appropriate gear.

- ✓ Gradually release the clutch while releasing the parking brake and speeding up the engine
- ✓ Check the brakes within at least 15 metres (50 ft) of getting underway
- ✓ Start moving in the lowest appropriate gear

84.3 Transmission and Clutch Operation

Be familiar with shift patterns and study the manufacturer's manual. Do not shock-load the drive line by abruptly releasing the clutch; apply power gradually with heavy loads uphill. Do not let the clutch slip excessively (overheating/damage). With a clutch brake, do not depress the pedal fully except at a stop.

- ✓ Do not shock-load the drive line by abruptly releasing the clutch pedal
- ✓ Do not allow the clutch to slip excessively, which overheats and damages it
- ✓ With a clutch brake, do not depress the pedal fully when shifting except at a stop

84.4 Inter-Axle Differential Lock Use

The inter-axle differential lock is used on vehicles with tandem rear axles, controlled by a lever/valve with lock and unlock positions. Normally keep it in unlock. Use lock only when approaching conditions where wheels may slip; it transmits power equally to both axles. Avoid unnecessary use (tire wear, axle strain) and never activate it when wheels are actually spinning.

- ✓ Normally keep the inter-axle differential lock in the unlock position
- ✓ Use lock only when approaching conditions where wheels may slip
- ✓ Never activate the differential lock when the wheels are actually spinning

CHAPTER 85

Brake Inspection and Use of Brakes

85.1 Proper Use of Brakes

Apply steady pressure at the beginning of a stop, ease off as the vehicle slows, release slightly just before stopping to avoid jerk, then reapply to hold. Do not fan brakes except on slippery pavement (threshold braking). Fanning reduces air pressure and serves no purpose on dry pavement; fanning on long downgrades can drop air pressure below minimum.

- ✓ Apply steady pressure then ease off as the vehicle slows
- ✓ Do not fan brakes except on slippery pavement (threshold braking)
- ✓ Fanning on a long downhill grade may reduce air pressure below the minimum needed

85.2 Downgrade Braking and Engine Braking

Avoid excessive brake use on long downgrades since overheated brakes are dangerously inefficient. Use engine braking as the principal means of controlling speed on long grades. Use the same gear descending as climbing and select the gear before descending. If the low air-pressure warning operates, stop immediately in the safest place and correct the loss before proceeding.

- ✓ Use engine braking as the principal means of controlling speed on long grades
- ✓ Use the same gear descending a grade as climbing it, selecting it before descending
- ✓ If the low air-pressure warning operates, stop immediately and correct the loss before proceeding

85.3 Combination Braking and Skid Control

In a truck-tractor and semi-trailer, trailer brakes apply with truck brakes via the foot valve (balanced braking, equal pressure). Trailer brakes apply independently via the hand valve. Over-braking on wet/curved surfaces causes skidding/jackknifing. If the tractor jackknifes (rear wheels slide sideways) apply the trailer brakes only; if the trailer rear wheels slide, release all brakes and gradually accelerate.

- ✓ Balanced braking applies equal pressure to trailer and truck via the foot valve
- ✓ If the tractor is jackknifing, apply the trailer brakes only
- ✓ If trailer rear wheels slide sideways, release all brakes and gradually apply the accelerator

85.4 Spring Brakes and Brake Failure

Spring brakes work for parking and when service brakes fail, applying automatically when air pressure drops below a set level (normally 414 kPa / 60 psi). If brakes fail on a level road, downshift and use engine braking; if shorter stopping is needed use tractor/trailer emergency brakes. Do not drive again until repairs are made.

- ✓ Spring brakes apply automatically when air pressure drops below ~414 kPa (60 psi)
- ✓ If brakes fail on level road, downshift and use engine braking to slow
- ✓ Do not drive the vehicle again until repairs have been made

85.5 Hydraulic Brake Inspection

For hydraulic brakes with power assist: with engine stopped, pump the pedal several times to eliminate assist, apply moderately, start the engine (pedal should drop slightly and stop). If it continues dropping or does not drop, take out of service and inspect professionally. Without power assist: apply moderately and hold; a steady drop means take out of service.

- ✓ With power assist, the pedal should drop slightly and stop when the engine starts
- ✓ A pedal that continues to drop means the vehicle must be taken out of service
- ✓ Without power assist, a steady pedal drop means take the vehicle out of service

CHAPTER 86

Roadside Stop/Start

86.1 Roadside Stop

Approach monitoring traffic, slow gradually with an appropriate gear, and signal (not too early). Stop as far right as possible, parallel and close to the curb without hitting it. Keep service brakes applied until the parking brake is set, cancel the turn signal, activate four-way flashers, and secure the vehicle.

- ✓ Park parallel and close to the curb/edge without hitting the curb
- ✓ Keep service brakes applied until the parking brake is activated
- ✓ Cancel the turn signal and activate four-way flashers
- ✓ Secure the vehicle against any movement

86.2 Roadside Start

Place the vehicle in the correct gear and release the brake before pulling forward. Cancel four-way flashers and activate the left-turn signal to warn traffic, cancelling it once in the driving lane. Check ahead, left, right and mirrors — especially in the merge direction — then accelerate and merge properly.

- ✓ Place in correct gear and release the brake before pulling forward
- ✓ Cancel flashers and activate left-turn signal; cancel it once in the lane
- ✓ Check ahead, left, right and mirrors, especially toward the merge
- ✓ Accelerate and merge without interfering with traffic flow

CHAPTER 87

Roadside stop/start

87.1 Roadside Stop Approach and Stopping

Approaching a roadside stop, monitor traffic, slow gradually with an appropriate gear, and signal at the right time. Stop as far to the right as possible, parallel and close to the curb without hitting it, keeping service brakes applied until the parking brake is set. Cancel the turn signal, activate four-way flashers, and secure the vehicle.

- ✓ Park parallel and close to the curb without hitting it, far to the right to minimize disruption
- ✓ Keep service brakes applied until the parking brake is activated
- ✓ Cancel the turn signal and activate four-way flashers when stopped, then secure the vehicle against movement

87.2 Roadside Starting

To start moving, place the vehicle in the correct gear and release the brake before pulling forward. Cancel four-way flashers and activate the left-turn signal to warn traffic, cancelling it once in the driving lane. Check ahead, left, right and mirrors before and after merging into traffic.

- ✓ Place the vehicle in the correct gear and release the brake before pulling forward
- ✓ Cancel four-way flashers and activate the left-turn signal, cancelling it once in the driving lane
- ✓ Observe traffic ahead, left, right and in mirrors, especially in the direction of the merge

CHAPTER 88

Parking and Stopping

88.1 Parking Precautions

To keep a unit in position when parked: set parking brakes, block the unit with chocks/blocks on the rear wheel (front and back) on one or both sides. Under no circumstances should a driver use the trailer hand valve or tractor protection valve to hold a parked unit.

- ✓ Set parking brakes and block the rear wheel with chocks front and back
- ✓ Never use the trailer hand valve or tractor protection valve to hold a parked unit

88.2 Stopping Technique and Positioning

See stops ahead, check mirrors, brake early and stop smoothly. Use your right foot for both pedals. Come to a complete stop for all stop signs and red lights: at the stop line if marked, else at the crosswalk, else the edge of the sidewalk, else the edge of the intersection. Downshift before going downhill; use the same gear downhill as uphill.

- ✓ Come to a complete stop at the stop line, crosswalk, sidewalk edge, or intersection edge in that order
- ✓ Downshift before starting downhill; use the same gear downhill as uphill
- ✓ When climbing a steep hill with reduced speed, activate four-way flashers throughout the ascent

CHAPTER 89

Performance Categories

89.1 General Performance Standards

Throughout the road test you are scored on observation, traffic checks, lane usage, speed, spacing, clutch/gear use, brake/accelerator smoothness, steering and turn signals. Constantly monitor mirrors, choose the right-most safe lane, use smooth manoeuvres, and cancel non-self-cancelling signals manually.

- ✓ Operate within 10 km/h of the posted limit without exceeding it
- ✓ Maintain a two-handed grip on the wheel as much as possible
- ✓ Always use the clutch to avoid drivetrain damage
- ✓ Adjust following distance and avoid passing too closely
- ✓ Manually cancel turn signals since most commercial vehicles are not self-cancelling

89.2 Intersection/Railway Traffic Checks

While travelling toward an intersection or railway crossing, monitor traffic ahead and to the sides and rear through the mirrors to stay aware of changing conditions.

- ✓ Monitor traffic ahead, beside and to the rear through mirrors near intersections/railway crossings
- ✓ Constantly monitor mirrors to observe approaching vehicles and vehicle tracking

CHAPTER 90

Performance categories

90.1 General Performance Scoring Categories

Throughout the test, drivers are scored on observation, intersection/railway traffic checks, lane usage, speed, spacing, clutch/gears, brakes/accelerator, steering, and turn signals. These reflect continual awareness, smooth control, and correct signalling in a commercial vehicle.

- ✓ Constantly monitor mirrors to observe approaching vehicles and where the vehicle is tracking
- ✓ Operate within 10 km/h of the posted speed limit without exceeding it
- ✓ Always use the clutch properly to avoid drivetrain stress and gear wear
- ✓ Maintain a two-handed grip on the wheel except when operating controls or shifting
- ✓ Turn signals on most commercial vehicles are not self-cancelling and must be cancelled manually

CHAPTER 91

Stopping at Railway Crossings

91.1 Railway Crossing Rules

Railway crossings are marked with red and white 'X' signs. A train can take up to two kilometres to stop under full emergency braking. Slow down, listen and look both ways. If a train is coming, stop at least five metres from the nearest rail or gate. Never race a train, never drive around/under/through a lowering or raised gate, and avoid stopping on tracks.

- ✓ If a train is coming, stop at least five metres from the nearest rail or gate
- ✓ Never drive around, under or through a railway gate/barrier while down, lowering or raising
- ✓ A train can take up to two kilometres to stop under full emergency braking

91.2 Bus and School Bus Railway Stops

Buses and other public vehicles must stop at railway crossings not protected by gates, signal lights or a stop sign. School buses must stop at railway crossings whether or not protected, but do not use the upper alternating red lights for these stops. Watch for these buses and be prepared to stop behind them. If trapped on a crossing, get everyone out and away and contact authorities.

- ✓ School buses must stop at all railway crossings whether or not protected
- ✓ School buses do not use upper alternating red lights when stopping at railway crossings
- ✓ If trapped on a crossing, get everyone out and away from the vehicle immediately

CHAPTER 92

High Occupancy Vehicle (HOV) Lanes

92.1 Commercial Vehicles in HOV Lanes

Large trucks are prohibited from HOV lanes regardless of occupancy. Commercial motor vehicles must carry two or more people AND be less than 6.5 metres in total length. Buses and emergency vehicles are exempt from occupancy rules; green-plate vehicles qualify with any occupancy.

- ✓ Large trucks are not permitted in HOV lanes regardless of occupants
- ✓ Commercial vehicles need 2+ people and must be under 6.5 metres total length
- ✓ Buses may use HOV lanes anytime regardless of occupants; emergency vehicles are exempt

92.2 HOV Lane Purpose and Rules

HOV lanes move more people in fewer cars, reduce emissions, and save fuel. They are open 24/7 and reserved for qualifying vehicles. The lane is separated by a striped buffer zone that is illegal and unsafe to cross. Improper use can result in a ticket.

- ✓ HOV lanes are open 24 hours a day, seven days a week
- ✓ Reserved for vehicles with 2+ people, buses, licensed taxis, green-plate vehicles, airport limousines, motorcycles, HOT permit holders and emergency vehicles
- ✓ It is illegal and unsafe to cross the striped buffer pavement markings
- ✓ Improper use can be ticketed; you must re-enter general lanes at the next entry/exit zone

92.3 HOV Lane Rules and Restrictions

HOV lanes are designated for vehicles with a specified number of occupants and offer travel-time savings while moving more people. Large trucks are not permitted regardless of occupancy. The lane is separated by a striped buffer that is illegal and unsafe to cross.

- ✓ HOV lanes are open 24 hours a day, seven days a week
- ✓ Large trucks are not permitted on HOV lanes regardless of the number of occupants
- ✓ Commercial motor vehicles must have two or more people and be less than 6.5 metres long to use the HOV lane
- ✓ It is illegal and unsafe to cross the striped buffer zone; improper use can be ticketed
- ✓ Buses and emergency vehicles are exempt; green-plate vehicles may use it with any number of occupants

CHAPTER 93

Stopping at School Crossings and for School Buses

93.1 Stopping for School Buses

You must stop for a stopped school bus with upper alternating red lights flashing, whether behind or approaching from the front. From behind, stop at least 20 metres away. On a road with a median strip, only vehicles behind the bus must stop. Remain stopped until the stop arm folds and lights stop flashing.

- ✓ Stop for a school bus with flashing upper red lights whether behind or oncoming
- ✓ From behind, stop at least 20 metres away
- ✓ On a road with a median strip, only vehicles behind the bus must stop

93.2 School Bus Penalties

Failing to stop for a stopped school bus with red lights flashing is illegal: first offence $400 to $2,000 fine and six demerit points; second within five years $1,000 to $4,000 and six demerit points, and possible jail up to six months. The registered owner may receive fines if the driver is not charged, and unpaid fines block permit renewal.

- ✓ First offence for failing to stop for a school bus: $400 to $2,000 fine and six demerit points
- ✓ Second offence within five years: $1,000 to $4,000, six demerit points and possible jail
- ✓ The registered owner may receive fines and unpaid fines block vehicle permit renewal

93.3 School Crossing Guard Stops

Where a school-crossing guard displays a red and white stop sign, you must stop before the crossing and remain stopped until all people, including the guard, have cleared the entire roadway. Drivers who don't follow requirements may receive a substantial fine and three demerit points.

- ✓ Stop for a crossing guard's red and white stop sign and remain stopped until the roadway is clear
- ✓ Failing to obey a school crossing guard can bring a fine and three demerit points

CHAPTER 94

Driving Efficiently - Smart Driving Practices

94.1 Fuel-Efficient Starting and Warm-up

Fuel efficiency starts at ignition. Use zero throttle in a gear needing no throttle and do not pump the throttle (fuel is pre-measured). Use ether sparingly. Warm up 3–5 minutes, or 7–10 minutes below 0°C, without revving. Ensure oil and air pressure are in normal ranges.

- ✓ Start with zero throttle; do not pump the throttle as it wastes fuel and damages cylinder walls
- ✓ Warm up 3–5 minutes, or 7–10 minutes if below 0°C, without revving
- ✓ Use ether sparingly to avoid engine harm
- ✓ Confirm oil and air pressure are in normal operating ranges at start-up

94.2 Progressive Shifting and Efficient Operation

Change gears smoothly (about 30% improvement in operating costs) and always use the clutch to protect gear teeth. Practise progressive shifting near 1600 RPM, shifting before the maximum governed RPM. Run in the highest gear range for a low-rev range and back off going downhill.

- ✓ Always use the clutch to avoid wearing transmission gear teeth
- ✓ Practise progressive shifting at about 1600 RPM, before reaching governed maximum
- ✓ Run the engine in the highest gear range to keep a low-rev range
- ✓ Back off the accelerator downhill and use cruise control where appropriate

94.3 Idling and Fuel-Consumption Techniques

Turn off the engine when stopped for any length of time to save fuel, reduce maintenance, prolong engine life and cut emissions. An idling tractor-trailer burns up to four litres of fuel per hour at 900 RPM. Use good starting, control idling, be an RPM miser, use progressive shifting and manage road speed.

- ✓ Turn off the engine when stopped for any length of time
- ✓ An idling tractor-trailer burns up to four litres of fuel per hour at 900 RPM
- ✓ Reduce average speed and use progressive shifting to save fuel
- ✓ Keep tires inflated to manufacturer recommendations — 1% fuel wasted per 10 psi under-inflation

CHAPTER 95

Driving efficiently

95.1 Smart Starting and Warm-Up Practices

Proper warm-up lubricates components and reduces wear. Start with zero throttle in a no-throttle gear; do not pump the throttle since fuel is pre-measured. Use ether sparingly. Warm up gradually without revving and confirm oil and air pressure are in normal ranges.

- ✓ Start using zero throttle in a gear that needs no throttle; do not pump the throttle
- ✓ Warm up 3-5 minutes, or 7-10 minutes if below 0°C, without revving the engine
- ✓ Ensure oil and air pressure are in normal operating ranges during start-up

95.2 Fuel-Efficient Driving Techniques

Shift smoothly and use progressive shifting at about 1600 RPM to reduce wear, noise and fuel use. Always use the clutch, run in the highest gear range for low RPM, back off going downhill, use cruise control where appropriate, and turn off the engine when stopped for any length of time.

- ✓ Practise progressive gear shifting at approximately 1600 RPM, shifting before maximum governed RPM
- ✓ Always use the clutch to avoid wearing transmission gear teeth
- ✓ Turn off the engine when stopped for any length of time to save fuel and reduce emissions
- ✓ Professional shifting can improve operating costs by about 30 percent

95.3 Fuel Efficiency Facts (Green Smarts)

Route and vehicle setup significantly affect fuel use. Flat multi-lane highways, proper tire inflation, reduced speed, and controlled idling all save fuel. Candidates should know specific figures tested in the Green Smarts quiz.

- ✓ Snow-covered roads can increase fuel consumption by 15 to 20%
- ✓ Inflate tires to the manufacturer's recommendation; 1% of fuel is wasted per 10 psi of under-inflation
- ✓ An idling tractor-trailer burns up to four litres of fuel per hour at 900 RPM
- ✓ New diesel engines: downshift at about 1200 RPM and up-shift at about 1600 RPM
- ✓ Reducing average speed and reducing aerodynamic drag by 10% can each improve fuel efficiency (about 5%)

CHAPTER 96

Stopping for Pedestrian Crossovers

96.1 Pedestrian Crossover Rules

Pedestrian crossovers allow pedestrians to cross where there are no traffic lights, sometimes with flashing overhead yellow lights. Drivers, including cyclists, must stop and allow pedestrians to cross, proceeding only after pedestrians and crossing guards are safely on the sidewalk. Do not pass any vehicle within 30 metres of a crossover, and never pass a vehicle stopped for pedestrians.

- ✓ Stop and allow pedestrians to fully cross before proceeding at a pedestrian crossover
- ✓ Do not pass any vehicle within 30 metres of a pedestrian crossover
- ✓ Never pass a vehicle stopped to allow pedestrians to cross

CHAPTER 97

Mandatory Vehicle Branding Program

97.1 Vehicle Brands and the Program

Insurers, self-insurers, auctioneers, importers and salvagers who take possession of used vehicles must determine whether severely damaged/total-loss vehicles should be branded and notify the ministry. The brand appears on the permit, abstracts and UVIP to protect used-vehicle buyers. There are four brands: None, Irreparable, Salvage and Rebuilt.

- ✓ Irreparable: damage so severe the vehicle can only be used for parts/scrap and can never be driven in Ontario
- ✓ Salvage: the vehicle may be repaired/rebuilt but cannot be registered as fit to drive until rebuilt
- ✓ Rebuilt: previously Salvage, rebuilt and passed a structural inspection; may be registered as fit if it passes a Safety Standards Certificate
- ✓ Written-off motorcycles must be branded Irreparable and cannot be branded Salvage
- ✓ Trailers, farm tractors, mopeds, motorized snow vehicles, street cars and 1980-or-earlier vehicles are exempt

97.2 Vehicle Brands and Program Requirements

Insurers, fleet owners, auctioneers, importers and salvagers must determine whether severely damaged or written-off vehicles should be branded and notify the ministry. The brand appears on the permit, abstracts and UVIP to protect used-vehicle buyers. There are four brands: None, Irreparable, Salvage, and Rebuilt.

- ✓ Irreparable: damage so severe the vehicle can only be used for parts or scrap and can never be driven in Ontario
- ✓ Salvage: the vehicle can be repaired or rebuilt but cannot be registered as fit to drive until inspected
- ✓ Rebuilt: a previously Salvage vehicle that passed structural inspection and may be registered as fit to drive if it passes a safety inspection
- ✓ Motorcycles written off must be branded Irreparable and cannot be branded Salvage
- ✓ Trailers, farm tractors, mopeds, snow vehicles, street cars, and vehicles model year 1980 or earlier are exempt

CHAPTER 98

Clearances, Turns and Steering

98.1 Off-Tracking in Turns and Curves

Rear wheels do not pivot and follow a shorter path (off-track) than the front wheels; the greater the wheelbase, the greater the off-track. Lead your turning arc according to curve sharpness and off-track. A right curve requires keeping front wheels close to the left of the lane; a left curve requires keeping them close to the right edge to prevent the rear wheels crossing into oncoming traffic.

- ✓ Rear wheels follow a shorter path (off-track) than the front wheels
- ✓ The greater the wheelbase, the greater the amount of off-track
- ✓ On a right curve keep front wheels left; on a left curve keep them right to control off-track

98.2 Vehicle Clearances

Know your vehicle's height and width and obey clearance signs on bridges and underpasses. Maximum vehicle height in Ontario is 4.15 metres. Remember road repairs, rough roads, ice and floods may reduce otherwise adequate clearance. Follow signs at dangerous conditions and obey truck bans on certain highways, times or days.

- ✓ Maximum vehicle height in Ontario is 4.15 metres
- ✓ Obey clearance signs on bridges and underpasses
- ✓ Road repairs, ice and floods may reduce otherwise adequate clearance