



**COMPLIANCE CIRCULAR
NO. 7**

Effective January 1, 2005

SUBJECT: Commercial Trailer Inspection Intervals

Managers, Government St, Victoria
Motor Vehicle Inspectors
Chair, Motor Carrier Commission
Deputy Director, CVSE
Regional CVSE Managers
Managers, Licensing
ADM, (Compliance and Consumer
Services)

Carrier Safety Inspectors
Government Agents
Appointed Agencies
Motor Carrier Branch
Law Enforcement Agencies
Commercial Transport Inspectors
(Weigh Scales)
Preventative Maintenance Facilities

Driver Services Centres
MOT (Director,
Transportation Policy)
Trucking Industry
Superintendent of
Motor Vehicles
Designated Inspection
Facilities

PURPOSE OF CIRCULAR

The purpose of this circular is to give notice of changes to *Motor Vehicle Act Regulations* Division 25, governing the inspection interval for commercial trailers.

Effective January 1, 2005, commercial trailers, other than logging trailers and trailers equipped with a dump box, will require annual inspection rather than semi-annual. Dump trailers and logging trailers will continue to be inspected semi-annually.

There is no change to the inspection interval for truck-tractors and straight trucks.

BACKGROUND

- There are approximately 71,000 commercial trailers operating in British Columbia. The proposed amendment will affect approximately half of those trailers.
- 5,000 logging trailers are not included in this proposal. Last year, the out-of-service rate for trailers in roadside inspections was approximately 20%. For logging trailers it was over 55%.
- 2,500 trailers dump trailers are not included in this proposal. Recent roadside inspections of dump trailers have yielded a fail rate of approximately 50%.

- In 1991, British Columbia signed a reciprocal agreement with the other Canadian jurisdictions establishing minimum standards and frequencies for vehicle inspection. The minimum annual inspection period under the agreement for commercial trailers is one year.
- All other Canadian jurisdictions inspect commercial trailers annually. There are no indications in British Columbia inspection data that out of province trailers from other Canadian jurisdictions have higher crash rates than British Columbia trailers inspected semi-annually.
- Should out-of-service rates for trailers increase, the Director of Commercial Vehicle Safety and Enforcement may issue an order increasing the inspection interval for all trailers, or for specific types of trailers.

A handwritten signature in black ink, appearing to read "Robert G. Kroeker". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert G. Kroeker
Director, Commercial Vehicle Safety & Enforcement
Ministry of Public Safety and Solicitor General