



# OPVG Cucumber Day Transportation Issues

April 13, 2023



# 2023 Transportation issues

New year, new milestones, new rules

HoS and ELDs

Safeties and E-tests

DriveON replacing MVIS

HDCMV combined inspections

SMVs and Road Safety Awareness



# Commercial Vehicles in Ontario



Number of axles and vehicle weights indicate requirements for CVOR, HoS, and several MTO exemptions

HTA 424/97 CVOR Certification requirements and HTA 419/15 CMV DEFINITION: vehicle built on a truck chassis, over 4,500 kg RGW, with or without an attached truck or delivery body.

(include tongue weight of trailer 2,800 kg or less; all weight if trailer is over 2,800 kg)

Commercial **pickup** trucks exempt from CVOR Part 2, Assigning Safety Ratings, if;

- with RGW of 6,500 kg or less, for personal use without compensation;
- not carrying or towing cargo, tools or equipment used for commercial purposes.
- fitted with the unmodified original or replacement box.
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# Hours of Service (HoS)

Canada's Commercial Vehicle Drivers Hours of Service Regulation SOR/05-313 sets federal requirements for time on and off duty and logging reports.

Canada exempts a 2 or 3-axle CV being used to:

- transport primary products of a farm, if the driver or operator produced the products, or
- returning, if the vehicle is empty or is transporting products used in the principal operation of a farm.

ONT, PQ, MAN adopted much of the regulation

<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/FullText.html>



## Ontario Regulation 555/06 Hours of Service (HOS)

Drivers of trucks over 4,500 kg have limits for driving time and minimum requirements for off duty time. This applies to most drivers who require Commercial Vehicle Operator's Registration (CVOR).

Ontario exempts:

- A 2 or 3 axle vehicle (or 2 axle with 1 axle trailer) transporting primary farm products where the driver or the motor carrier is the producer of those primary products; or returning, if the vehicle is empty or is transporting products used in the principal operation of a farm,
- A pickup truck, when driven for personal use, if the GVWR is 6,500 kg or less, and fitted with either the original unmodified manufacturer installed box, or replacement box that duplicates the unmodified manufacturer installed box.

# Electronic Logging Devices (ELDs)

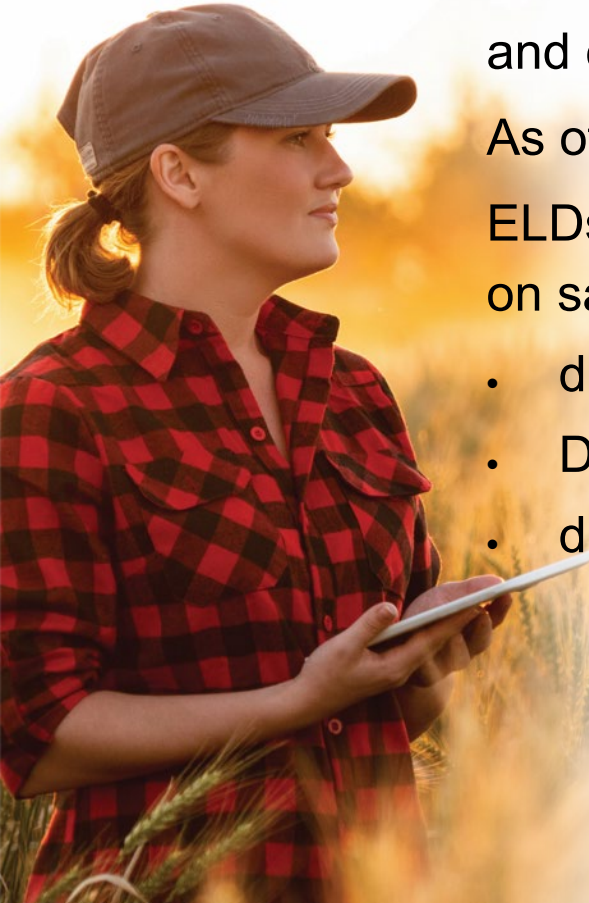
In 2019, Transport Canada set requirements for ELDs to track records of duty status (RODS)

HOS requirements have not changed - rules related to on-duty, off-duty, driving time, and exemptions have not changed.

As of June 2021, CMV drivers who cross provincial boundaries must use certified ELDs. ELDs were not enforced until January 1, 2023 - fines from \$250 to \$20,000, and points on safety record that affect rating. Exemptions include:

- drivers exempt from HOS requirements defined in O. Reg.555/06 (see previous)
- Driving within 160 km radius of, and returning to, the location you began the day
- driving a CMV with a model year before 2000

See Transport Canada [List of Certified ELDs](#).



# CMV Inspections

Motor Vehicle Inspection Station (MVIS) → DriveON  
Performs inspections → Combined e-test & safety for HDCMV's

Combined e-test and safety for Heavy-duty Diesel CMVs in a digital program called DriveON  
DriveON started with e-test facilities in Spring 2022. PMCVI, SSC and SIC through 2023\*

## **Need PMCVI pass for CMV plate renewal**

- DriveON Mobile safeties possible (NSC Standard 11B)
- Police & MTO enforcement access to digital inspection results

DriveON 1-833-420-2110 or email [VIC@driveonportal.com](mailto:VIC@driveonportal.com)





# Inspections

*Ontario exempts personal-use pickups & certain trailer types from annual safety inspections.*

A farm pickup alone or towing a livestock trailer does not qualify as personal-use

Commercial vehicle inspections ensure they are safe to drive. This includes:

- Annual Inspections (PMCVIs) - technician at MTO licensed inspection station
- Regular Preventative Maintenance Inspection – qualified technician as part of operator's maintenance plan
- Daily Inspection - driver or someone on behalf of operator
- Safety Standards Certificate (SSC) and Structural Inspection (SIC) Certificates



# HDCMV Emissions Tests

## HDCMV Emissions Requirements

Any heavy diesel commercial motor vehicle needs an emissions test, if the registered gross weight is over 4,500 kg, **and** the vehicle is either:

- at least seven model years old, for licence plate sticker renewal, or
- older than the current model year, for registering the vehicle to a new owner

The following vehicles do not need an emissions test;

- light passenger vehicle (motor vehicles with a registered gross weight less than or equal to 4,500 kg)
- heavy non-diesel vehicle (vehicles with a registered gross weight over 4,500 kg that do not run on diesel)



# SMV Signs

People feel inconvenienced when they come to a line of cars waiting to pass a tractor towing a wagon down the road at 40 km/h

Any vehicle towing an implement must have the SMV sign on the rear of the combination and cannot exceed 40 km/h.

The sign warns drivers that they are approaching slow-moving equipment.

It is against the law to attach the SMV sign to a mailbox or other fixed object visible from the road.

This could confuse drivers, especially at night. To help drivers stay vigilant, be careful about where and when you use SMV signs.



# Safety For Farm SMV Operators

## DAILY 360° SAFETY CHECK

HITCHES

BRAKES

TIRES

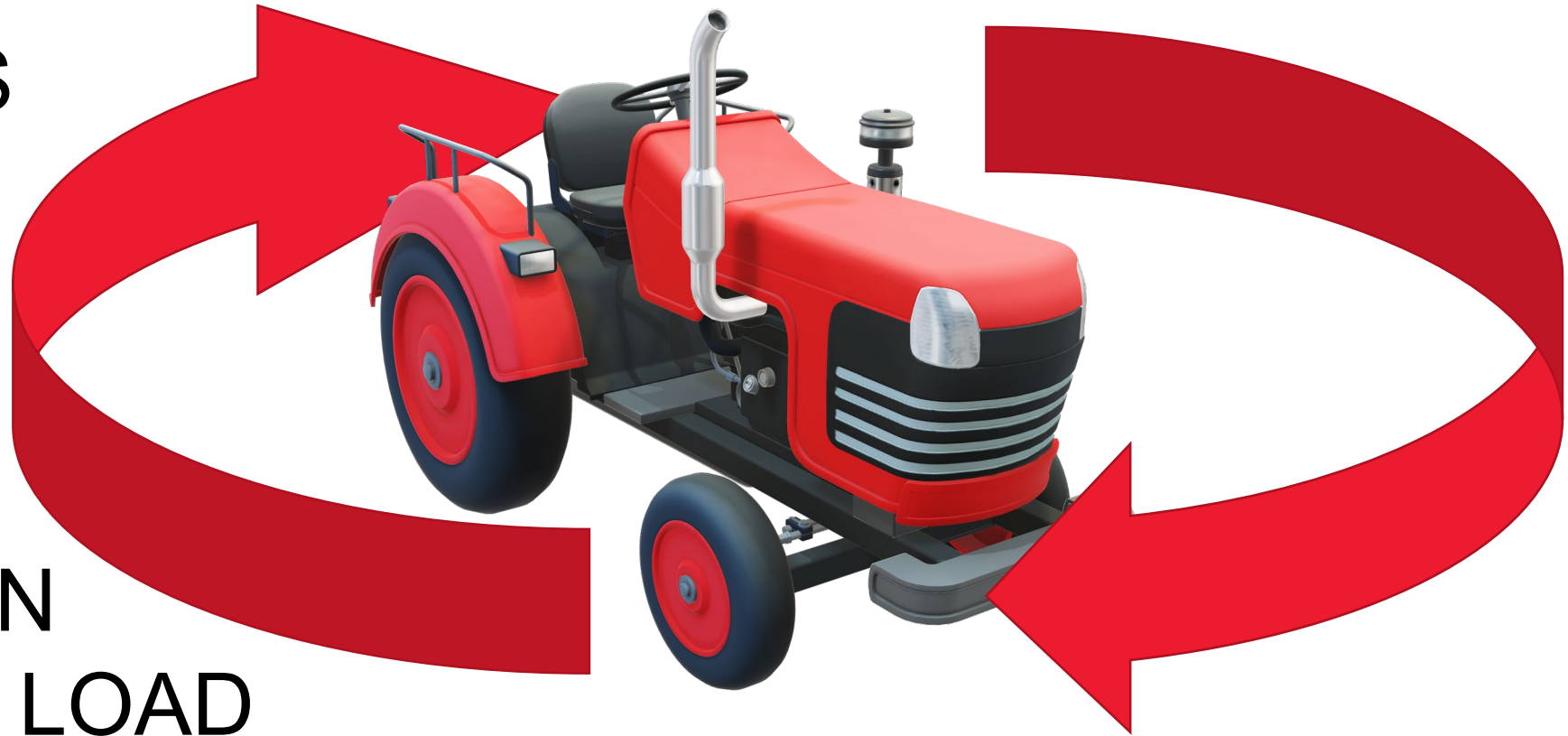
LIGHTS

PTOs

SMV SIGN

SECURE LOAD

PLAN ROUTE





# Towing implements

Wagons do not become trailers when towed by trucks and are, therefore, not subject to the trailer requirements relating to brakes, size, annual safety inspections and other requirements.

This also applies to other types of implements such as, balers, ploughs and tillage equipment.

Better to use an extended multi-point drawbar with a 3-point hitch



# Towing combinations



The weight of towed implements should not exceed 1.5x the weight of the tractor.

Each safety chain and hitch pin must be able to bear the entire weight of everything behind it.

You can break the 1.5X tow weight rule pretty quickly. Three gravity wagons loaded with cucumbers weigh about 34,000 kg.

Just as dangerous as pin failure, most wagons do not have brakes controlled by the lead vehicle. Pulling multiple full gravity wagons up a hill could cause the tractor to slip and jackknife.

Loss of control going down hill can also lead to a jackknife. More trips with fewer wagons is safer.







Two big wagons pushing a tractor down a hill on the road - JD Seller

**Route:** Weight capacity measured for even solid ground. Towing uphill or towing in mushy soil impacts power and traction, downhill impacts braking control.

**Extra Weight on the Tractor:** including rear or front attachments

**The Evenness of the Towed Object:** Towing an unevenly distributed load is much more difficult and can limit the towing capacity of the tractor.

**Exit Strategy:** in case you get stuck, tip over, lose traction or slide.





MVIS now DriveON for HDCMV e-tests combined with PMCVIs

**trucks** over 4,500kg

**truck**, if truck plus trailer over 4,500kg

both **truck and trailer** if **trailer** over 4,500kg

CVOR cert and annual inspections. Comply with HoS (farm truck exception)

Personal-use pick-ups up to 6,500kg

don't need CVOR to get annual stickers

don't need annual inspections.

Don't need to comply with HOS

Check other Provinces and States for ELDs for out-of-prov farm truck transport

# QUESTIONS

# THANK YOU