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## Regulations Amending the Motor Vehicle Safety Regulations (Introduction of Technical Standards Documents Nos. 110 and 120) and the Motor Vehicle Tire Safety Regulations, 1995

*Statutory authority**Motor Vehicle Safety Act**Sponsoring department*

Department of Transport

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### REGULATORY IMPACT ANALYSIS STATEMENT

*(This statement is not part of the Regulations.)*

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#### **Description**

This proposal seeks to amend section 110, "Tire Selection and Rims," and section 120, "Tire Selection and Rims for Vehicles Other Than Passenger Cars," of Schedule IV to the *Motor Vehicle Safety Regulations* (MVSR). The main purpose of this proposal is to align Canada's regulatory requirements governing the selection of motor vehicle tires and rims with those of the United States, which has recently revised its equivalent safety standards. The intent of the U.S. changes was to make the information regarding tires and their rims easier for consumers and service personnel to understand in order to prevent tire overloading and to ensure that tires are properly inflated.

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Since the Department of Transport (the Department) believes that it would be in the best interests of safety to adopt the new U.S. requirements essentially unchanged, this amendment proposes to introduce two new technical standards documents (TSDs) that

would reproduce U.S. Federal Motor Vehicle Safety Standard No. 110, "Tire Selection and Rims for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less," and Standard No. 120, "Tire Selection and Rims for Motor Vehicles with a GVWR of More Than 4,536 Kilograms (10,000 Pounds)." The TSDs would be incorporated by reference in sections 110 and 120, the existing content of which would be revoked, and the headings of the sections would be changed to correspond to the names of the respective TSDs. At present, the provisions governing the selection of motor vehicle tires and rims are specified entirely within the body of the MVSR.

According to the terms of the *Motor Vehicle Safety Act*, it is permissible for the provisions of a TSD to be extended or qualified and for unique Canadian requirements to be added, where necessary. Several additional provisions are included in sections 110 and 120, with the applicable clause number appearing in the TSD as a marginal note beside the relevant paragraph. Minor editorial changes have also been made to the U.S. text to correct typographical errors and inconsistencies in punctuation; these have not been indicated. All sections of the MVSR that incorporate a TSD by reference must have an expiry date that is no later than five years after the day on which they come into force. The sections incorporating these two TSDs would expire on January 1, 2010, the date on which most other sections that incorporate TSDs expire.

On November 18, 2002, the U.S. Department of Transportation issued the first in a series of Final Rules that sought to clarify the tire and vehicle load information provided to consumers. ([see footnote 1](#)) Eight subsequent amendments were published in the *Federal Register* on June 26, 2003 (two separate Final Rules); ([see footnote 2](#)) June 3, 2004; ([see footnote 3](#)) August 19, 2004; ([see footnote 4](#)) January 4, 2005; ([see footnote 5](#)) March 22, 2005; ([see footnote 6](#)) May 16, 2005; ([see footnote 7](#)) and January 6, 2006. ([see footnote 8](#)) Seven of these Final Rules affected the tire and rim selection requirements set out in Federal Motor Vehicle Safety Standards (FMVSS) No. 110 and 120, the two standards upon which proposed TSDs 110 and 120 are based. Six of the aforementioned Final Rules made changes to FMVSS No. 109, "New Pneumatic Tires," and FMVSS No. 119, "New Pneumatic Tires for Vehicles Other Than Passenger Cars." In addition, the United States introduced a new safety standard, FMVSS No. 139, "New Pneumatic Radial Tires for Light Vehicles," the tire marking provisions of which began to be phased in commencing September 1, 2005. FMVSS No. 139 also specifies tire performance requirements, which will come into effect September 1, 2007. In the near future, the Department will recommend to the Governor-in-Council that the U.S. changes to FMVSS Nos. 109 and 119, as well as the content of FMVSS No. 139, be adopted by introducing TSDs 109, 119, and 139.

In addition to incorporating TSDs 110 and 120 by reference in sections 110 and 120, this proposal would amend section 101, "Location and Identification of Controls and Displays," of Schedule IV to the MVSR in order to add two tire pressure monitoring system tell-tales and an indicator that are similar to those recently introduced by the United States. A number of other related changes to the MVSR and the *Motor Vehicle Tire Safety Regulations, 1995*, would also be made. A summary of the requirements being proposed in this amendment is provided below.

***Proposed TSD 110, Tire Selection and Rims for Motor Vehicles With a GVWR of 4,536 kg or Less***

At present, section 110, whose purpose is to prevent inadvertent overloading, applies to

the pneumatic tires and rims that are provided as original equipment on newly manufactured passenger cars. The Regulations mandate that a placard showing the capacity mass of the passenger car, its designated seating capacity, cold tire inflation pressure, and recommended tire size be permanently affixed to the glove compartment door or to an equally accessible place. It also makes stipulations regarding tire rim performance under conditions of rapid deflation. Canada's current requirements are the same as those that were in place in the United States at the time it amended FMVSS No. 110, with the exception that the United States regulates non-pneumatic spare tires and assemblies as well. Canada does not regulate the latter because they are rarely provided with late-model vehicles.

The most significant change made by the United States to FMVSS No. 110 was the extension of its applicability to all motor vehicles with a gross vehicle weight rating (GVWR) of 4 536 kg or less, except motorcycles and low-speed vehicles. This amendment proposes to harmonize the applicability of section 110 with that of its U.S. counterpart. The Regulations and its incorporated TSD would also apply to three-wheeled vehicles, but not to motor tricycles. At present, these two vehicle classes, which are defined differently by the United States, are governed either by section 110 or 120, depending on whether they are equipped with passenger car tires. A second change of importance is that the U.S. requirements are now more specific with regard to the format, content, and placement of the tire information that must be provided on the vehicle. The mandated locations are more visible, and the maximum cargo and occupant weight that a vehicle can carry must be indicated.

The U.S. changes that were published in the *Federal Register* on November 18, 2002; June 26, 2003 (page 37981); June 3, 2004; and August 19, 2004, came into effect on September 1, 2005. The corresponding Canadian Regulations and TSD would become effective on the date of publication of the amendment in the *Canada Gazette*, Part II, with mandatory compliance with the requirements of the TSD six months later. On June 26, 2003 (page 38116), the United States published additional provisions governing tires and their rims that will not come into force until June 1, 2007. Since the United States will be permitting immediate voluntary compliance, the proposed TSD contains an addendum that sets out these alternative provisions, and section 110 includes a clause that would permit early compliance.

It is U.S. legislative custom to define related technical terms at the beginning of individual safety standards, a convention that TSDs follow. Since many of the terms that are defined in TSD 110 are used only within that document, this amendment would remove the following definitions from subsection 2(1) of the MVSR, as they would be redundant: "accessory mass," "maximum loaded vehicle mass," "normal load," "normal occupants' mass," "occupant distribution," "production options mass," "rim base," "rim diameter," "rim size designation," "rim type designation," "rim width," "vehicle capacity mass," and "weather side."

In conformance with the requirements of the *Official Languages Act*, section 110 specifies that the words and abbreviations used on the vehicle placard, the tire inflation pressure label, and for any other labelling information must be in both English and French. However, instead of the words "See owner's manual for additional information," it would be permissible for manufacturers to use symbol No. N.03, as described in ISO International Standard 2575.

Manufacturers may fulfill the bilingual requirement by using two separate unilingual

placards or labels, or they may use one bilingual placard or label. In order to ensure the uniformity and accuracy of the French version, proposed subsection 110(3) specifies the wording to be used. In response to the Department's intention to specify the French wording, the automotive industry has requested additional time in which to design new placards and labels. Consequently, this proposal would allow manufacturers to continue to follow the existing placard requirements contained in subsections 110(5) and (6) until September 1, 2008. These provisions are included as an alternative in the proposed Regulations, with the added condition that the information must be provided in both English and French. This exception would apply only to the wording of the placard and not to its placement on the vehicle, which would be the same as that mandated by the United States.

On November 30, 2005, the Department published an amendment in the *Canada Gazette*, Part II to existing paragraph 120(12)(a) of the MVSR that is due to come into effect on September 1, 2007. [\(see footnote 9\)](#) In order to preserve this provision as it would apply to vehicles equipped with light-truck tires, proposed subsection 110(8) stipulates that the load range must appear on the compliance label or after the size designation on the vehicle placard or the tire inflation pressure label. The effective date would remain the same.

### ***Proposed TSD 120, Tire Selection and Rims for Motor Vehicles With a GVWR of More Than 4,536 kg***

Section 120 currently specifies tire, rim selection, and rim marking requirements for the pneumatic tires and rims that are provided on newly manufactured multipurpose passenger vehicles, trucks, buses, trailers, trailer converter dollies, and motorcycles. In addition, the Regulations apply to motor tricycles and three-wheeled vehicles that are equipped with tires manufactured for vehicles other than passenger cars. The intended purpose of section 120 is to ensure that the applicable vehicles are equipped with pneumatic tires of adequate size and load rating and with rims of appropriate size, type designation, and manufacturer identification. The content of the Regulations is essentially the same as that of its U.S. counterpart, except that, here again, it does not apply to non-pneumatic spare tires and assemblies.

The most important change made by the United States to FMVSS No. 120 is that, with the exception of motorcycles, it no longer applies to specified vehicle types, but to all motor vehicles with a GVWR greater than 4 536 kg and motorcycles. Proposed section 120 reflects this applicability, and the TSD reproduces the text of the U.S. safety standard. Motor tricycles, which are a sub-class of motorcycles, would be governed by TSD 120, regardless of the type of tire with which they were equipped. The new section 120 and its TSD would come into effect on the date on which the amendment was published in the *Canada Gazette*, Part II, and mandatory compliance with the requirements of TSD 120 would fall six months later.

This proposal retains the existing provisions contained in section 120 governing retreaded tires. It also stipulates that the words and abbreviations used for the mandated labelling information be in both official languages, and it includes the same requirement as that of proposed subsection 110(8) to indicate the load range identification symbol for vehicles equipped with light-truck tires.

### ***The introduction of tire pressure monitoring system tell-tales and an indicator***

On April 8, 2005, the U.S. Department of Transportation published a Final Rule establishing a new Federal Motor Vehicle Safety Standard, No. 138, which mandates that all vehicles with a GVWR of 4 536 kg or less be equipped with a tire pressure monitoring system (TPMS) in order to warn drivers when the pressure in one or more tires falls below a specified level of inflation. ([see footnote 10](#)) Among other things, FMVSS No. 138, "Tire Pressure Monitoring Systems," introduces a requirement for either of two designated low tire pressure warning tell-tales to be installed inside the occupant compartment in front and in clear view of the driver. The Standard also mandates the installation of a TPMS malfunction tell-tale that must signal when the system is not operating properly. The malfunction tell-tale may consist of a separate, dedicated indicator to be identified by the letters "TPMS," or it may be combined in the specified manner with the low tire pressure warning tell-tale selected by the manufacturer. The two permissible symbols to be used for the low tire pressure warning tell-tales, as well as the mandated abbreviation for the TPMS malfunction tell-tale, all three of which must be yellow in colour, have been added to FMVSS No. 101, "Controls and Displays." ([see footnote 11](#))

Although Canada does not intend to require vehicles to be equipped with a tire pressure monitoring system for the moment, this amendment proposes to add the two low tire pressure warning tell-tales and the malfunction tell-tale for vehicles equipped with a TPMS to section 101 of the MVSR. The adoption of these tell-tales, which would have to be yellow, would ensure uniformity between the symbols used in the TPMS-equipped vehicles sold in Canada and the United States.

#### ***Proposed related amendments to the Motor Vehicle Safety Regulations***

This proposal also includes a number of changes of a non-technical nature. The term "*articles facultatifs*" and its definition in subsection 2(1) of the MVSR would be revised in order to align it more closely with its English equivalent, "optional item." It is necessary to amend the English version because the French term, which is being made singular, is given at the end of the definition. In addition, a definition for "light-truck tire" is being added to the MVSR because the term appears in proposed subsections 110(8) and 120(4).

Another change would be to the factor of 70 kg that is specified in the definition "cargo-carrying capacity", in section 5.2, which governs the GVWR, and in the calculation of the total mass of occupants in paragraph 6(8)(c). The parallel requirements of the United States use a factor of 68 kg, as does the United Nations Economic Commission for Europe. This discrepancy arose when the initial imperial value was converted to its metric equivalent. In order to harmonize Canada's provisions with those of the United States and Europe, the Department proposes that this factor be replaced by 68 kg.

In the same vein, this amendment would harmonize the value of 55 kg, as it now appears in paragraph (b) of the definition "cargo-carrying capacity" and in paragraph 5.2(c) of the MVSR, so that they read "54 kg," which is the value used by the United States.

#### ***Proposed amendments to the Motor Vehicle Tire Safety Regulations, 1995***

This proposal would add the definition "rim diameter" to section 2 of the *Motor Vehicle Tire Safety Regulations, 1995* (the Tire Regulations), because it is being repealed from



the MVSR and is used in the Tire Regulations. The list of organizations specified in paragraph 7(2)(a) of the Tire Regulations would be revised in order to include the names of all the organizations that are listed in TSDs 110 and 120, as well as those contained in draft TSDs 109, 119, and 139.

Several interrelated changes are being proposed to the requirements governing the date portion of the Tire Identification Number and the Importer Identification Number that would clarify and bring the governing provisions into line with those of the United States. Paragraph 8(1)(d) would be amended to remove the outdated clause permitting the use of one or two symbols in the Tire Identification Number to identify the year of manufacture of the tire, which means that only a four-digit date of manufacture could be used in the future. Greater detail regarding the composition of the date of manufacture has also been added to this clause, mirroring the requirements of the United States in paragraph (d) of section 574.5 of Title 49 of the *Code of Federal Regulations*. In addition, the stipulation governing the year of importation in the Importer Identification Number in paragraph 14(2)(b) of the Tire Regulations would be revised to specify that the date of importation must consist of four symbols.

A further change to paragraph 14(2)(a) is being proposed that would allow the importer's identification portion to consist of two or three symbols. This amendment has become necessary because the numbers used, which are assigned by the Department, have now reached 99. The figure of the Importer Identification Number, which is presented in Schedule III of the Tire Regulations, has been amended accordingly.

In response to an inquiry made by a motor vehicle manufacturer, the United States has decided to allow the date portion of the Tire Identification Number to be permanently moulded or etched by laser, at the manufacturer's option. ([see footnote 12](#)) This permission is contained in proposed paragraphs 8(1)(d) and 14(2)(b), as well as in Note 4 of Part I to Schedule III of the Tire Regulations.

As a result of the foregoing proposed changes, Schedule III of the Tire Regulations would be streamlined considerably. The figures now called "Tire Identification Number With Three-Symbol Date of Manufacture" and "Location of Tire Identification Number and National Safety Mark With Three-Symbol Date of Manufacture" would be removed. The names of the figures called "Tire Identification Number With Four-Symbol Date of Manufacture" and "Location of Tire Identification Number and National Safety Mark With Four-Symbol Date of Manufacture" would be shortened by the deletion of the phrase "With Four-Symbol Date of Manufacture." In accordance with current U.S. practice, the figure depicting the Tire Identification Number would permit the height of the date of manufacture to be 4 mm only for tires with a cross-section less than 155 mm or a bead diameter less than 330 mm; for all other tires, the height would have to be the same as the rest of the Tire Identification Number, which is to say 6 mm. This change in height of the date portion would also be included in the figure called "Location of Tire Identification Number and National Safety Mark."

A final change to the Tire Regulations would be the addition of Item 10.1 to Table II to Schedule IV in order to specify the required test inflation pressures for regular tires with a maximum permissible inflation pressure of 350 kPa. These values were inadvertently omitted from the Table.

### ***Effective date***

This amendment would come into effect on the date of its publication in the *Canada Gazette*, Part II, with the exception of the requirements governing the content of the vehicle placard and tire inflation pressure label that are mandated in TSD 110. The new wording and format would not become mandatory until September 1, 2008; however, early compliance would be permitted. The effective date of the proposed TSDs would also be the date of publication of the amendment, with the mandatory compliance date six months later. The Addendum to TSD 110 would not come into force until June 1, 2007, although voluntary compliance would be allowed before that date.

### ***Alternatives***

Since the changes instituted by the United States to FMVSS No. 110 and No. 120 will make the information regarding tire pressure and tire load limits easier for owners and service personnel to find and understand, it would be in the best interests of road safety in Canada to adopt the new provisions. For these reasons, no alternatives to making this amendment were considered.

### ***Benefits and costs***

If the new U.S. requirements were not adopted by Canada, vehicle manufacturers that sell their products in both countries would have to contend with two sets of regulations, which could add to the cost of motor vehicles without conferring any additional safety benefit. Furthermore, the U.S. changes are expected to improve the quality of the information that is provided to vehicle owners and service personnel and to standardize the placement of the labels that provide this information. As a result, it is expected that the incidence of collisions due to overloading and underinflated tires would be reduced. There would be an initial, one-time cost to motor vehicle manufacturers and importers for the redesign of their existing labels.

Under the Department's Strategic Environmental Assessment Policy, a preliminary evaluation of the possible effects of this proposal was carried out, and it was determined that making this amendment would have no negative impact on the environment.

### ***Consultation***

The Department has instituted a systematic and extensive consultation process that is intended to keep the automotive industry, public safety organizations, and the general public informed of projected and recent changes to the regulatory requirements governing motor vehicle safety in Canada. This process includes consultations with the provinces and territories, as well as with the federal authorities of other countries, and it provides a mechanism for interested parties to comment on the Department's planned initiatives.

In particular, meetings are held three times a year with the Canadian Vehicle Manufacturers' Association (CVMA), which represents Canada's leading motor vehicle manufacturers. ([see footnote 13](#)) Departmental representatives meet three times a year with the Association of International Automobile Manufacturers of Canada (AIAMC), which represents international motor vehicle manufacturers and importers. ([see footnote 14](#)) There are semi-annual meetings with the Motorcycle and Moped Industry Council and the Rubber Association of Canada. Semi-annual meetings are also held with the U.S. Department of Transportation.

In addition, the Department is committed to the development of global regulations, an initiative that is being carried out under the auspices of the United Nations World Forum for the Harmonization of Vehicle Regulations. Along with members of other world regulatory bodies and public interest groups, departmental representatives participate in 11 or more meetings a year as part of the effort to develop Global Technical Regulations in order to simplify the regulatory process for automotive manufacturers who market their products internationally.

Mainly through the Department's membership in the Canadian Council of Motor Transport Administrators (CCMTA), consultation with the provinces and territories takes place on a regular basis. There are also semi-annual meetings with national public safety organizations in order to discuss future regulatory changes and emerging safety problems.

Since the harmonization of Canada's regulatory requirements with those of the United States is of particular importance to Canadian motor vehicle manufacturers and importers, the Department specifically informed the CVMA and the AIAMC of its intention to adopt the new U.S. provisions governing tires and their rims. In a joint submission, the CVMA and the AIAMC argued that, if exact wording for the French version of the vehicle placard and the tire inflation pressure label were to be mandated, its member companies would require lead-time for the redesign of the labels and the necessary changes to owner's manuals. The Department believes that a mandatory compliance date of September 1, 2008, for this requirement would provide manufacturers with sufficient time.

A consultation period of 75 days will follow the publication of this proposal in the *Canada Gazette*, Part I. Comments may be made by writing to the address given below or at any government-industry meeting. All responses will be taken into consideration in the development of the final amendment.

### ***Compliance and enforcement***

Motor vehicle manufacturers and importers are responsible for ensuring that their products comply with the requirements of the *Motor Vehicle Safety Regulations*. The Department of Transport monitors the self-certification programs of manufacturers and importers by reviewing their test documentation, inspecting vehicles, and testing vehicles obtained in the open market. When a defect is found, the manufacturer or importer must issue a notice of defect to owners and to the Minister of Transport, Infrastructure and Communities. If a vehicle does not comply with a safety standard, the manufacturer or importer is subject to prosecution and, if found guilty, may be fined as prescribed in the *Motor Vehicle Safety Act*.

### ***Contact***

For further information, please contact Winson Ng, Senior Regulatory Development Engineer, Road Safety and Motor Vehicle Regulation Directorate, Department of Transport, Place de Ville, Tower C, 330 Sparks Street, Ottawa, Ontario K1A 0N5, 613-998-1949 (telephone), 613-990-2913 (fax), [ngwk@tc.gc.ca](mailto:ngwk@tc.gc.ca) (email).

Copies of proposed Technical Standards Documents No. 110 and No. 120 may be obtained on the Internet at [www.tc.gc.ca/RoadSafety/mvstm\\_tsd/index\\_e.htm](http://www.tc.gc.ca/RoadSafety/mvstm_tsd/index_e.htm) or by



contacting the Road Safety and Motor Vehicle Regulation Directorate, Department of Transport, Place de Ville, Tower C, 330 Sparks Street, Ottawa, Ontario K1A 0N5, 613-998-8616 or 1-800-333-0371 (telephone), 613-990-2913 (fax), [Regsclerkcommis@tc.gc.ca](mailto:Regsclerkcommis@tc.gc.ca) (email).

## PROPOSED REGULATORY TEXT

Notice is hereby given, pursuant to subsection 11(3) of the *Motor Vehicle Safety Act* ([see footnote a](#)), that the Governor in Council, pursuant to section 5 ([see footnote b](#)) and subsection 11(1) of that Act, proposes to make the annexed *Regulations Amending the Motor Vehicle Safety Regulations (Introduction of Technical Standards Documents Nos. 110 and 120) and the Motor Vehicle Tire Safety Regulations, 1995*.

Interested persons may make representations with respect to the proposed Regulations to the Minister of Transport, Infrastructure and Communities within 75 days after the date of publication of this notice. All representations must cite the *Canada Gazette*, Part I, and the date of publication of this notice, and be sent to Winson Ng, Senior Regulatory Development Engineer, Road Safety and Motor Vehicle Regulation Directorate, Department of Transport, Place de Ville, Tower C, 8th Floor, 330 Sparks Street, Ottawa, Ontario K1A 0N5 (Tel: 613-998-1949; fax: 613-990-2913; e-mail: [ngwk@tc.gc.ca](mailto:ngwk@tc.gc.ca)).

Persons making representations should identify any of those representations the disclosure of which should be refused under the *Access to Information Act*, in particular under sections 19 and 20 of that Act, and should indicate the reasons why and the period during which the representations should not be disclosed. They should also identify any representations for which there is consent to disclosure for the purposes of that Act.

Ottawa, November 23, 2006

MARY O'NEILL  
*Assistant Clerk of the Privy Council*

### REGULATIONS AMENDING THE MOTOR VEHICLE SAFETY REGULATIONS (INTRODUCTION OF TECHNICAL STANDARDS DOCUMENTS NOS. 110 AND 120) AND THE MOTOR VEHICLE TIRE SAFETY REGULATIONS, 1995

#### MOTOR VEHICLE SAFETY REGULATIONS

**1. (1) The definitions "accessory mass", "maximum loaded vehicle mass", "normal load", "normal occupants' mass", "occupant distribution", "production options mass", "rim base", "rim diameter", "rim size designation", "rim type designation", "rim width", "vehicle capacity mass" and "weather side" in subsection 2(1) of the *Motor Vehicle Safety Regulations* ([see footnote 15](#)) are repealed.**

**(2) The definition "optional item" in subsection 2(1) of the Regulations is replaced by the following:**

"optional item" means automatic transmission, power steering, power brakes, power windows, power seats, a radio or a heater; (*article facultatif*)

**(3) Paragraph (b) of the definition "cargo-carrying capacity" in subsection 2(1) of the Regulations is replaced by the following:**

(b) the product obtained by multiplying the designated seating capacity by 54 kg, in the case of a school bus, or 68 kg, in any other case, and

**(4) Subsection 2(1) of the Regulations is amended by adding the following in alphabetical order:**

"light-truck tire" means a tire designated by its manufacturer as primarily intended for use on light-weight trucks (trucks with a GVWR of 4 536 kg or less) or multipurpose passenger vehicles (also referred to as an LT tire); (*pneu pour camion léger*)

**2. Paragraph 5.2(c) of the Regulations is replaced by the following:**

(c) the product obtained by multiplying the designated seating capacity by 54 kg, in the case of a school bus, or by 68 kg, in any other case, and

**3. (1) Paragraph 6(8)(a) of the Regulations is replaced by the following:**

(a) the cargo-carrying capacity of the vehicle;

**(2) Paragraph 6(8)(c) of the Regulations is replaced by the following:**

(c) in the case of a motor home, the total mass of the occupants, which is obtained by multiplying the designated seating capacity by 68 kg; and

**(3) Subparagraph 6(8)(d)(i) of the Regulations is replaced by the following:**

(i) the mass of the fresh water, hot water and waste water tanks when full, and

**4. (1) Item 110 of Schedule III to the Regulations is replaced by the following:**

Item (CMVSS)	Column II Description	Column III Classes of Vehicles	Motorcycle			
			Enclosed Motor-cycle	Open Motor-cycle	Limited-speed Motor-cycle	Motor Tricycle
110	Tire Selection and Rims for Motor Vehicles With a GVWR of 4 536 kg or Less	Bus				

Column I	Column II	Column III Classes of Vehicles					
Item (CMVSS)	Description	Restricted-use Motorcycle	Multi-purpose Passenger Vehicle	Passenger Car	Snowmobile	Snowmobile Cutter	Trailer
110	Tire Selection and Rims for Motor Vehicles With a GVWR of 4 536 kg or Less		X	X			X

Column I	Column II	Column III Classes of Vehicles				
Item (CMVSS)	Description	Trailer Converter Dolly	Truck	Vehicle Imported Temporarily for Special Purposes	Low-speed Vehicle	Three-wheeled Vehicle
110	Tire Selection and Rims for Motor Vehicles With a GVWR of 4 536 kg or Less	X	X			X

(2) Item 120 of Schedule III to the Regulations is replaced by the following:

Column I	Column II	Column III Classes of Vehicles				
			Motorcycle			
Item (CMVSS)	Description	Bus	Enclosed Motorcycle	Open Motorcycle	Limited-speed Motorcycle	Motor Tricycle
120	Tire Selection and Rims for Motor Vehicles With a GVWR of More Than 4 536 kg	X	X	X	X	X

Column I	Column II	Column III Classes of Vehicles				
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Item (CMVSS)	Description	Restricted-use Motorcycle	Multi-purpose Passenger Vehicle	Passenger Car	Snow-mobile	Snow-mobile Cutter	Trailer
120	Tire Selection and Rims for Motor Vehicles With a GVWR of More Than 4 536 kg		X				X

Column I	Column II	Column III Classes of Vehicles				
Item (CMVSS)	Description	Trailer Converter Dolly	Truck	Vehicle Imported Temporarily for Special Purposes	Low-speed Vehicle	Three-wheeled Vehicle
120	Tire Selection and Rims for Motor Vehicles With a GVWR of More Than 4 536 kg	X	X			

**5. (1) Subsection 101(2) of Schedule IV to the Regulations is amended by striking out the word "and" at the end of paragraph (r) and by adding the following after paragraph (s):**



- (t) a low tire pressure warning that does not identify which tire has low pressure;
- (u) a low tire pressure warning that identifies which tire has low pressure; and
- (v) a tire pressure monitoring system malfunction.

**(2) Subsection 101(9) of Schedule IV to the Regulations is amended by striking out the word "and" at the end of paragraph (k) and by adding the following after paragraph (l):**

- (m) a low tire pressure tell-tale that does not identify which tire has low pressure;
- (n) a low tire pressure tell-tale that identifies which tire has low pressure; and

(o) a tire pressure monitoring system malfunction tell-tale.

**(3) Table II of section 101 of Schedule IV to the Regulations is amended by adding the following:**

Display	Tell-Tale Colour	Identification	Couleur du témoin	Affichage
Low tire pressure that does not identify which tire has low pressure (including TPMS malfunction)	YELLOW		JAUNE	Faible pression des pneus qui n'indique pas dans quel pneu la pression est faible (y compris le mauvais fonctionnement du système de surveillance de la pression des pneus)
Low tire pressure that identifies which tire has low pressure (including TPMS malfunction)	YELLOW		JAUNE	Faible pression des pneus qui indique dans quel pneu la pression est faible (y compris le mauvais fonctionnement du système de surveillance de la pression des pneus)
Tire pressure monitoring system malfunction	YELLOW	<b>TPMS</b>	JAUNE	Mauvais fonctionnement du système de surveillance de la pression des pneus

**6. Section 110 of Schedule IV to the Regulations and the heading before it are replaced by the following:**

TIRE SELECTION AND RIMS FOR MOTOR VEHICLES WITH A GVWR OF 4 536 KG  
OR LESS (STANDARD 110)

*General*

**110.** (1) Every motor vehicle with a GVWR of 4 536 kg or less — except motorcycles, restricted-use motorcycles, vehicles imported temporarily for special purposes and low-speed vehicles — and the tire rims manufactured for use on those vehicles shall conform to the requirements of *Technical Standards Document No. 110, Tire Selection and Rims*

for Motor Vehicles With a GVWR of 4,536 kg or Less (TSD 110), as amended from time to time.

(2) A motor vehicle and its tire rims may conform to the amendments made to U.S. Federal Motor Vehicle Safety Standard No. 110 by the Final Rule published by the U.S. Department of Transportation in the *Federal Register*, Vol. 68, No. 123, on June 26, 2003, p. 38147-8, and included as an Addendum to TSD 110. However, effective September 1, 2007, a motor vehicle and its rims shall conform to the Addendum.

*S4.3 of TSD 110 — Vehicle Placard and Tire Inflation Pressure Label*

(3) The information specified in S4.3 of TSD 110 shall be in both official languages. If both languages appear on the same vehicle placard or tire inflation pressure label, the information shall be legible. The placard and label shall be in the format and include the wording set out in Figures 1 and 2, respectively.

(4) In addition to or instead of the wording "SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION" on a placard or label, a manufacturer may use symbol number N.03 for Operator's manual, operation instructions, that is included in International Standard ISO 2575, entitled *Road vehicles — Symbols for controls, indicators and tell-tales*, 7<sup>th</sup> edition, May 1, 2004.

*Alternative to S4.3 of TSD 110*

(5) Until September 1, 2008, as an alternative to conforming with S4.3 of TSD 110 and subsections 110(3) and (4) of these Regulations, the following information may be shown, in both official languages, on a placard:

(a) the vehicle capacity mass expressed in kilograms, pounds or both;

(b) the designated seating capacity expressed so as to show the total number of seating positions and their location in the vehicle;

(c) the cold tire inflation pressure expressed in kilopascals or pounds per square inch that is recommended by the manufacturer of the vehicle for

(i) maximum loaded vehicle mass, and

(ii) subject to subsection (6), any other vehicle load that is lower than the maximum load; and

(d) the tire size designation recommended by the manufacturer of the vehicle.

(6) No inflation pressure other than the maximum permissible inflation pressure recommended by the tire manufacturer for the tires of the vehicle shall be stated on the placard unless

(a) the inflation pressure that is stated is less than the maximum permissible inflation



pressure;

(b) the vehicle load for the inflation pressure that is stated is specified on the placard; and

(c) the tire load rating provided for the purposes of subsection 7(1) of the *Motor Vehicle Tire Safety Regulations, 1995*, or listed in a publication referred to in paragraph 7(2)(a) of those Regulations, for a tire of the same size designation and type as the tires of the vehicle, for the inflation pressure that is stated, is greater than the vehicle load referred to in paragraph (b).

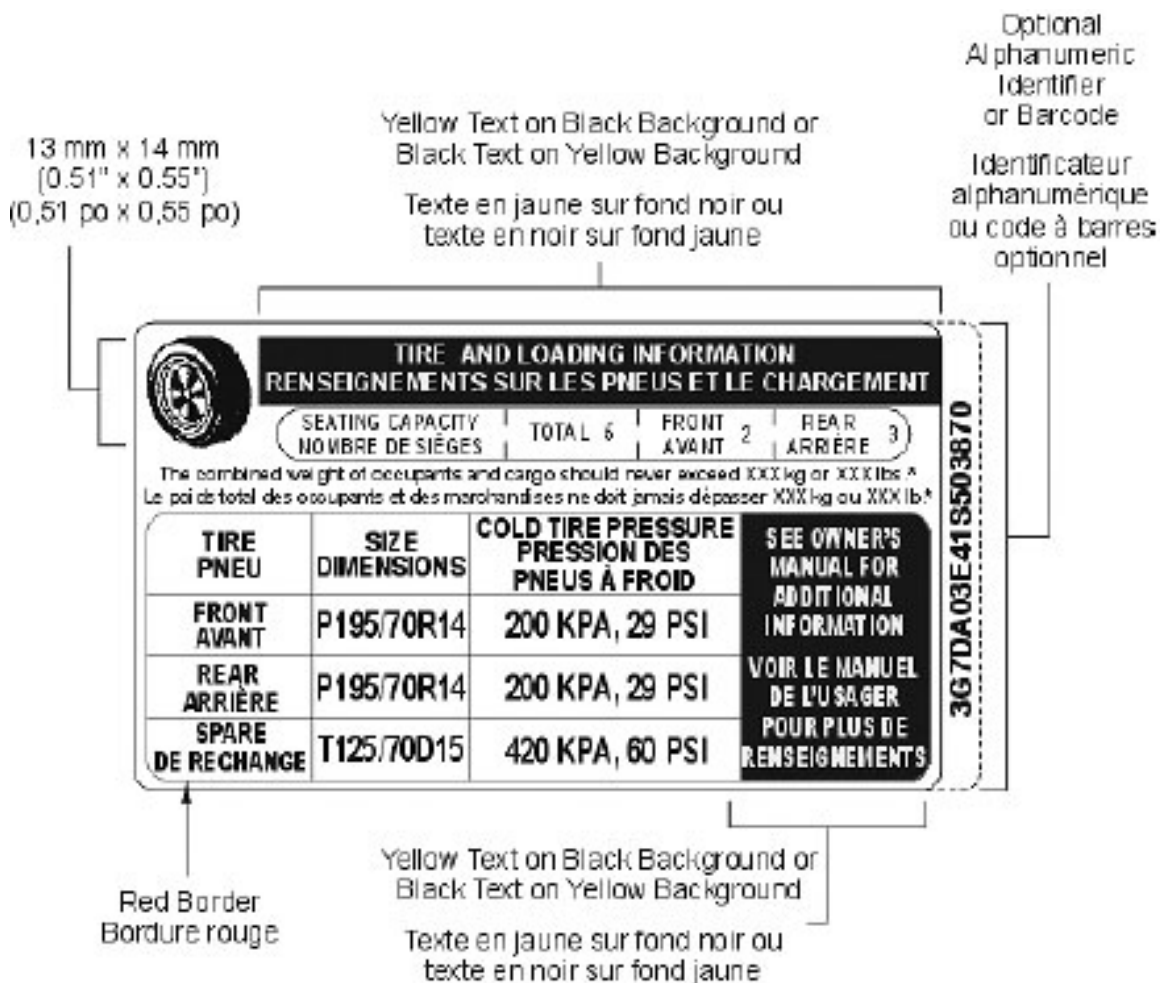
(7) The placard shall be permanently affixed to the driver's side B-pillar. In each vehicle without a driver's side B-pillar and with two doors on the driver's side of the vehicle opening in opposite directions, the placard shall be affixed on the forward edge of the rear side door. If the B-pillar or the forward edge of the rear side door do not permit the affixing of a placard that is legible, visible and prominent, the placard shall be permanently affixed to the rear edge of the driver's side door. If this location does not permit the affixing of a placard that is legible, visible and prominent, the placard shall be affixed to the inward facing surface of the vehicle next to the driver's seating position.

#### *Load Range Identification Symbol*

(8) Effective September 1, 2007, for vehicles equipped with light-truck tires, the load range identification symbol shall appear on the compliance label or after the tire size designation on the vehicle placard or tire inflation pressure label.

#### *Expiry Date*

(9) This section expires on January 1, 2010.



\* For trailers, this statement should read:  
"The weight of cargo should not exceed XXX kg or XXX lbs."  
\* Sur les remorques, le libellé est le suivant :  
« Le poids du chargement ne doit pas dépasser XXX kg ou XXX lb. »

Figure 1 — Vehicle Placard

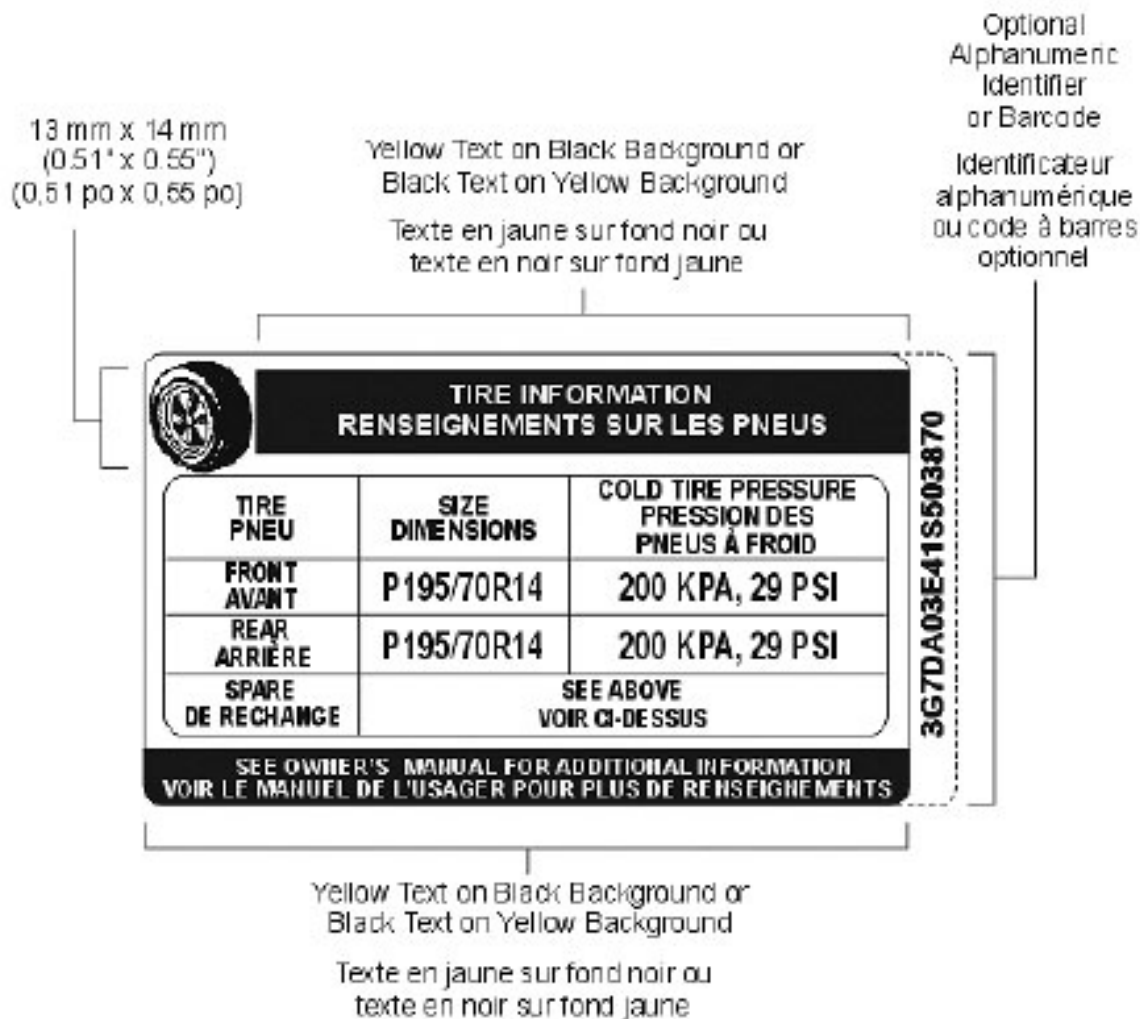


Figure 2 — Tire Inflation Pressure Label

**7. Section 120 of Schedule IV to the Regulations and the heading before it are replaced by the following:**

**TIRE SELECTION AND RIMS FOR MOTOR VEHICLES WITH A  
GVWR OF MORE THAN 4 536 KG (STANDARD 120)**

*General*

**120.** (1) Every motor vehicle with a GVWR of more than 4 536 kg — except vehicles imported temporarily for special purposes — every motorcycle and the tire rims manufactured for use on those vehicles shall conform to the requirements of *Technical Standards Document No. 120, Tire Selection and Rims for Motor Vehicles With a GVWR of More Than 4,536 kg (TSD 120)*, as amended from time to time.

*TSD 120*

(2) In addition to the requirements set out in S5.1.3 of TSD 120, used or retreaded tires installed on a bus, trailer, trailer converter dolly or truck shall

- (a) not have been the subject of a notice of defect;
  - (b) have a tread depth greater than 1.5 mm; and
  - (c) have been originally manufactured to comply with
    - (i) in the case of used tires, the requirements of the *Motor Vehicle Tire Safety Regulations, 1995*, and
    - (ii) in the case of retreaded tires, Schedule V to the *Motor Vehicle Tire Safety Regulations, 1995*, United States Federal Motor Vehicle Safety Standard No. 119 or Japanese Industrial Standard JIS D4230.
- (3) The label information specified in S5.3 of TSD 120 shall be in both official languages.
- (4) Effective September 1, 2007, for vehicles equipped with light-truck tires, the load range identification symbol shall appear on the compliance label, the tire information label or the incomplete vehicle manufacturer's information label.

*Expiry Date*

- (5) This section expires on January 1, 2010.

**MOTOR VEHICLE TIRE SAFETY REGULATIONS, 1995**

**8. Section 2 of the *Motor Vehicle Tire Safety Regulations, 1995* ([see footnote 16](#)) is amended by adding the following in alphabetical order:**

"rim diameter" means the nominal diameter of the bead seat; (*diamètre de jante*)

**9. Paragraph 7(2)(a) of the Regulations is replaced by the following:**

(a) the information specified in subsection (1) appears in a publication issued by any of the following:

- (i) the Tire and Rim Association,
- (ii) the European Tyre and Rim Technical Organisation,
- (iii) the Japan Automobile Tire Manufacturers' Association, Inc.,
- (iv) the Deutsche Industrie Norm,
- (v) the British Standards Institution,
- (vi) the Scandinavian Tire and Rim Organization,

- (vii) the Tyre and Rim Association of Australia,
- (viii) the Associacao Latino Americana de Pneus e Aros (ABPA) Brazil,
- (ix) the Tire and Rim Engineering Data Committee of South Africa (Tredco),
- (x) the South African Bureau of Standards,
- (xi) the Indian Tyre Technical Advisory Committee (ITTAC), or
- (xii) Instituto Argentino de Normalización y Certificación (IRAM); and

**10. Paragraph 8(1)(d) of the Regulations is replaced by the following:**

(d) two symbols that identify the week of manufacture and two symbols that identify the calendar year of manufacture of the tire, which may, at the manufacturer's option, be laser etched not later than 24 hours after the tire is removed from the mould, in accordance with the following:

- (i) the first two symbols identify the week of manufacture of the tire using "01" for the first week of the year, "02" for the second and so on,
- (ii) a week begins on Sunday and ends on Saturday,
- (iii) the final week of the year may include not more than six days of the following year, and
- (iv) the two symbols that follow the symbols for the week of manufacture identify the year of manufacture and consist of the last two digits of the calendar year.

**11. Paragraphs 14(2)(a) and (b) of the Regulations are replaced by the following:**

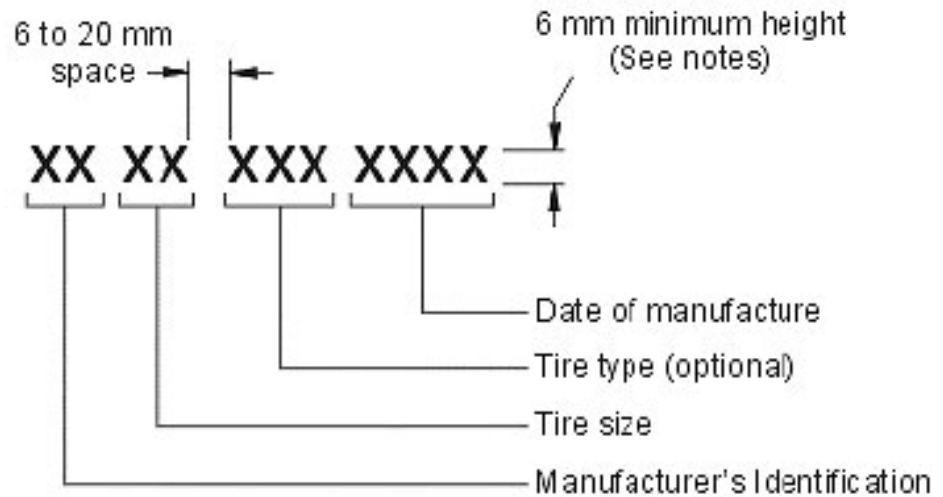
(a) two or three symbols assigned by the Minister that identify the importer; and

(b) two symbols that identify the month of importation and two symbols that identify the year of importation of the tire, which may, at the manufacturer's option, be laser etched not later than 24 hours after the tire is removed from the mould.

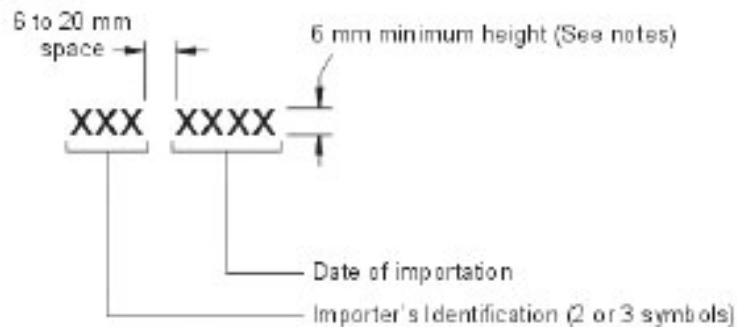
**12. Parts I and II of Schedule III to the Regulations are replaced by the following:**

PART I

**Tire Identification Number**



**Importer Identification Number**



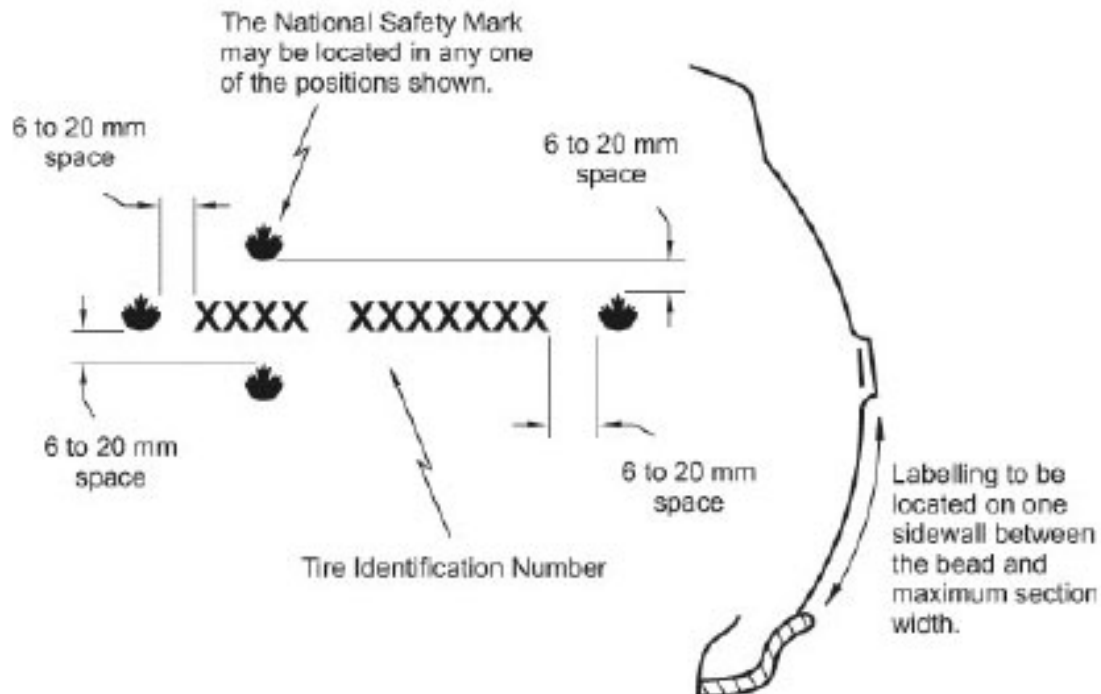
**Notes:**

1. For tires less than 155 mm in cross section or less than 330 mm in bead diameter, the minimum height of the lettering of the Tire Identification Number may be 4 mm.
2. The characters of the National Safety Mark and the Tire Identification Number shall be moulded into or onto the tire at a height or depth of not less than 0.5 mm and not more than 1 mm, as measured from the immediate surrounding surface of the tire.
3. The Identification Number shall be in Futura Bold, Modified, Condensed or Gothic characters or any other font approved by the Minister.
4. The date of manufacture that is part of the Tire Identification Number and the date of importation that is part of the Importer Identification Number shall be permanently moulded or laser etched, at the manufacturer's option.

**PART II**



**Location of Tire Identification Number and National Safety Mark**



13. Table II of Schedule IV to the Regulations is amended by adding the following after item 10:

	Column I	Column II	Column III
		<b>Pressure to Be Used for:</b> — Test for Physical Dimensions — Bead Unseating Resistance Test — Strength Test — Endurance Test	
<b>Item</b>	<b>Maximum Permissible Inflation Pressure</b>		<b>Pressure to Be Used for High Speed Performance Test</b>
10.1	350 kPa (51 p.s.i.)	180 kPa (26 p.s.i.)	220 kPa (32 p.s.i.)

**COMING INTO FORCE**

14. These Regulations come into force on the day on which they are published in the *Canada Gazette*, Part II.

[48-1-o]

[Footnote 1](#)

U.S. *Federal Register*, Vol. 67, No. 222, Monday, November 18, 2002, p. 69600.

[Footnote 2](#)

U.S. *Federal Register*, Vol. 68, No. 123, Thursday, June 26, 2003, p. 37981 and 38116.

[Footnote 3](#)

U.S. *Federal Register*, Vol. 69, No. 107, Thursday, June 3, 2004, p. 31306.

[Footnote 4](#)

U.S. *Federal Register*, Vol. 69, No. 160, Thursday, August 19, 2004, p. 51399.

[Footnote 5](#)

U.S. *Federal Register*, Vol. 70, No. 2, Tuesday, January 4, 2005, p. 299.

[Footnote 6](#)

U.S. *Federal Register*, Vol. 70, No. 54, Tuesday, March 22, 2005, p. 14420.

[Footnote 7](#)

U.S. *Federal Register*, Vol. 70, No. 93, Monday, May 16, 2005, p. 25788.

[Footnote 8](#)

U.S. *Federal Register*, Vol. 71, No. 4, Friday, January 6, 2006, p. 877.

[Footnote 9](#)

SOR/2005-342

[Footnote 10](#)

U.S. *Federal Register*, Vol. 70, No. 67, Friday, April 8, 2005, p. 18136.

[Footnote 11](#)

U.S. *Federal Register*, Vol. 70, No. 67, Friday, April 8, 2005, p. 18136, and Vol. 70, No. 158, Wednesday, August 17, 2005, p. 48295.

[Footnote 12](#)

U.S. *Federal Register*, Vol. 69, No. 160, Thursday, August 19, 2004, p. 51399.

[Footnote 13](#)

The CVMA represents DaimlerChrysler Canada Inc., Ford Motor Company of Canada, Limited, General Motors of Canada Limited, and International Truck and Engine Corporation Canada.

[Footnote 14](#)

The AIAMC represents the following automotive manufacturers and importers as voting members: BMW Canada Inc.; Honda Canada Inc.; Hyundai Auto Canada; Kia Canada Inc.; Mazda Canada Inc.; Mercedes-Benz Canada Inc.; Mitsubishi Motor Sales of Canada, Inc.; Nissan Canada Inc.; Porsche Cars Canada Ltd.; Subaru Canada Inc.; Suzuki Canada, Inc.; Toyota Canada Inc.; and Volkswagen Canada Inc.

[Footnote a](#)

S.C. 1993, c. 16

[Footnote b](#)

S.C. 1999, c. 33, s. 351

[Footnote 15](#)

C.R.C., c. 1038

[Footnote 16](#)

SOR/95-148

**NOTICE:**

The format of the electronic version of this issue of the *Canada Gazette* was modified in order to be compatible with hypertext language (HTML). Its content is very similar except for the footnotes, the symbols and the tables.

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