REPEALED

Repealed by S.M. 2017, c. 36.
Date of repeal: 28 Feb. 2018

This version was current for the period set out in the footer below.

The regulation was last amended by: M.R. 95/2012

ABROGÉ

Abrogé par L.M. 2017, c. 36.
Date d'abrogation : 28 févr. 2018

La présente version était à jour pendant la période indiquée en bas de page.

Dernière modification intégrée : R.M. 95/2012

THE TAXICAB ACT
(C.C.S.M. c. T10)

Taxicab Regulation

Regulation 209/91
Registered September 13, 1991

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PART 1

DEFINITIONS, APPLICATION AND INTERPRETATION

Definitions

1 In this regulation,

"**accessible taxicab**" means a metered taxicab that is designed for the transportation of disabled persons while in their wheelchairs and ambulatory persons;

"**Act**" means *The Taxicab Act*;

"**affiliated**" means, in respect of a holder of a taxicab business licence and a dispatch service, that the licence holder has entered into an agreement or arrangement with the dispatch service under which

(a) the dispatch service dispatches the licence holder's taxicab in response to requests for taxicab service, or

(b) the licence holder carries on business under the name of the dispatch service;

"**board number**" means the three digit number assigned to a taxicab business licence by the board for identification purposes;

"**certificate of good character**" means a certificate of good character within the meaning of subsection 11(2) of the Act;

"**child abuse registry check**" means a report about a person from the child abuse registry obtained under *The Child and Family Services Act*;

"**classic limousine**" means

(a) a limousine that is of a model year 25 years or more previous to the current year, or

(b) a limousine or other motor vehicle of a make and model designated by the board under subsection 6(2) as suitable for operation as a classic limousine;

"**criminal record check**" means a report about a person obtained from a law enforcement agency stating whether or not the person

(a) has been convicted, under an enactment of the Parliament of Canada, of an indictable offence in respect of which a record of the person's fingerprints is maintained under the *Identification of Criminals Act* (Canada), or

(b) has any outstanding charges for such offences awaiting court disposition;

"**dispatch service**" means a person who carries on the business of dispatching taxicabs in response to requests for taxicab service;

"**driver**" means a person who drives or is in charge of a taxicab;

"**driver-controlled trunk lock**" means a mechanism to remotely open the trunk of a taxicab that the taxicab driver can activate without leaving his or her driver's seat;

"**driver's licence**" means a licence to drive a motor vehicle, issued by the Registrar of Motor Vehicles under *The Highway Traffic Act*, of a class required for the driving of a taxicab;

"**executive car**" means a taxicab that

(a) is a luxury sedan of a make and model designated by the board under subsection 6(2) as suitable for operation as an executive car,

(b) has a seating capacity of not more than six persons, including the driver,

(c) is not equipped with a taximeter, and

(d) does not display a marking or sign indicating that it is operated for hire, other than a vehicle number plate issued under *The Highway Traffic Act*;

"**gross vehicle weight**" means the GVWR of a vehicle;

"**GVWR**" means the value specified by the vehicle manufacturer as the loaded weight of a single vehicle;

"**handicab van**" means a taxicab that is equipped with a wheelchair ramp or lift and is operated exclusively for the transportation of disabled persons and their escorts;

"**in-car camera**" means a device which, when installed in the passenger compartment of a taxicab, is able to capture and store images of the occupants of the taxicab;

"**inspector**" means an inspector appointed under subsection 16(1) of the Act;

"**limousine**" means a taxicab that is not equipped with a taximeter and does not display a marking or sign indicating that it is operated for hire, other than the sign required under subsection 19(7), and

(a) is a luxury sedan that has an extended wheelbase and a seating capacity of seven or more persons, including the driver, or

(b) is a vehicle of a make and model designated by the board under subsection 6(2) as suitable for operation as a limousine;

"**metered taxicab**" means a taxicab other than an executive car, limousine, passenger van or handicab van;

"**occupant restraint system**" means a Type 1 or Type 2 seat belt assembly within the meaning of the *Motor Vehicle Safety Regulations*, CRC, c. 1038;

"**passenger**" means a person transported for hire in a taxicab;

"**passenger van**" means a taxicab of a van configuration with a seating capacity of 11 or more persons, including the driver;

"**premium limousine**" means a limousine that meets the vehicle requirements set out in section 17;

"**premium taxicab**" means a metered taxicab that is a luxury sedan of a make and model designated by the board under subsection 6(2) as suitable for operation as a premium taxicab;

"**shield**" means a partition designed to be installed in a taxicab;

"**sign**" means a visual marker or device displaying a combination of words, numbers, images or designs;

"**specialty vehicle limousine**" means a limousine that is of a make and model approved by the board and includes a sport utility vehicle or other modified luxury vehicle;

"**standard limousine**" means a limousine other than a premium limousine or a classic limousine;

"**standard taxicab**" means a metered taxicab other than a premium taxicab or accessible taxicab;

"**taxicab business licence**" means a licence to carry on the business of keeping a taxicab for hire issued by the board in accordance with the Act;

"**taxicab driver's licence**" means a licence to drive a taxicab issued by the board in accordance with the Act;

"**window tinting**" has the meaning given to that term in the *Window Tinting Regulation*, Manitoba Regulation 99/93.

M.R. 224/97; 237/97; 123/98; 153/99; 101/2000; 75/2002; 113/2002; 141/2002; 84/2003; 81/2005; 58/2011

Exemptions

2 The following are exempt from the definition of "taxicab":

(a) a motor vehicle operated by Winnipeg Transit at or below regular transit fares;

(b) a motor vehicle with a seating capacity of 7 or more persons, including the driver, that

(i) is not equipped with a wheelchair ramp or lift or both and is not used for the transportation of disabled persons,

(ii) is operated under a written contract providing for the exclusive use of the vehicle to a person for a term of not less than 12 months, and

(iii) displays a sign painted on the vehicle specifying the name of the person to whom exclusive use of the vehicle has been provided under the contract;

(b.1) a motor vehicle with a seating capacity of 7 or more persons, including the driver, that is operated under and in accordance with the terms of a written contract, if

(i) the motor vehicle is not equipped with a wheelchair ramp or lift or both and is not used for the transportation of disabled persons,

(ii) the operator of the vehicle provides the exclusive use of the vehicle to the other party to the contract for the duration of each trip under the contract,

(iii) each trip under the contract originates at or is destined to the premises of the other party to the contract, and

(iv) no person charges, collects, or receives compensation, directly or indirectly, from a passenger of the vehicle;

(c) a motor vehicle with a seating capacity of 7 or more persons that is

(i) operated by a non-profit organization whose primary purpose is not the transportation of persons, and

(ii) used exclusively for the transportation of members of the organization or of persons for charitable purposes, where the only compensation paid for the transportation does not exceed reimbursement of out-of-pocket expenses for the transportation;

(d) a motor vehicle operated for hire exclusively for the transportation of a person on a stretcher, either with or without an escort,

(i) upon the advice or direction of a medical practitioner, or

(ii) to or from a medical facility;

(e) a motor vehicle while it is operated exclusively for the transportation of a person, if

(i) the transportation is incidental to the performance of a written contract, between the person and the driver of the vehicle or the employer of the driver, for the provision of personal care services, other than transportation, and

(ii) the driver is required under the contract to accompany and assist the person before, during and after the transportation, and during the time the person is at his or her destination, by reason of the person's age, disability or medical condition;

(f) a motor vehicle with a seating capacity of 7 or more persons that is operated exclusively for the transportation of children between their homes and a school, day care or other child care facility.

M.R. 169/93; 19/96; 85/96; 6/97; 44/2010

Application

3 This regulation applies in respect of taxicabs while they are being offered or operated for compensation.

Interpretation

4 For the purposes of this regulation, a person carries on a taxicab business when that person

(a) carries on the business of keeping a taxicab or taxicabs for hire;

(b) holds himself or herself out or advertises that he or she is carrying on that business; or

(c) keeps for hire or operates for hire a taxicab.

PART 2

TYPES AND CLASSES OF TAXICABS

Types of taxicabs
5(1) Taxicabs are divided into the following types:

(a) metered taxicabs;

(b) executive cars;

(c) limousines;

(d) passenger vans;

(e) handicab vans.

Classes of metered taxicabs
5(2) Metered taxicabs are subdivided into the following classes:

(a) standard taxicabs;

(b) premium taxicabs;

(c) accessible taxicabs.

Classes of limousines
5(3) Limousines are subdivided into the following classes:

(a) standard limousines;

(b) premium limousines;

(c) classic limousines;

(d) specialty vehicle limousines.

M.R. 81/2005

PART 3

LICENCES

Licence restricted to type or class of taxicab
6(1) A taxicab business licence under subsection 4(1) of the Act does not permit the licence holder to carry on a taxicab business except with respect to taxicabs of a type described in clause 5(1)(b), (d) or (e) or a class described in subsection 5(2) or (3) and specified in the licence.

Designation of make and model
6(2) The board may designate makes and models of motor vehicles that it considers suitable for operation under a taxicab business licence in respect of

(a) a classic limousine;

(a.1) a specialty vehicle limousine;

(b) an executive car; and

(c) a premium taxicab.

M.R. 81/2005

Executive car licence condition
6(3) It is a condition of a taxicab business licence respecting an executive car that the licence holder shall hold at least one taxicab business licence respecting a limousine for each licence respecting an executive car.

Definition
7(1) In this section, "**owner**", when used with reference to a taxicab, includes

(a) a lessee of a taxicab under a lease of 12 months or more, whether or not the lease includes an option to purchase the taxicab; and

(b) a buyer under an agreement under which the possession of the taxicab is delivered to the buyer, but transfer of the property in the goods to the buyer is agreed to take place upon the payment of the purchase price, whether or not the transfer is also subject to the making of other payments or the fulfillment of some other condition.

Taxicab business licence
7(2) Subject to subsection (3), a person is not entitled to hold a taxicab business licence in respect of a taxicab unless that person is the owner of the taxicab.

Seasonal taxicab
7(3) Subsection (2) does not apply in respect of a taxicab that is operated under a temporary permit referred to in section 8 of the Act and that has been leased or borrowed by the permit holder for the duration of the licence.

Business to be carried on by licence holder
8(1) Subject to subsections (3), (4) and (5), a taxicab business shall be carried on under the control of the holder of the taxicab business licence.

Licence not transferable
8(2) Subject to subsection (3), a taxicab business licence is not transferable without the consent of the board.

Estate
8(3) A personal representative of a deceased holder of a taxicab business licence, or a manager engaged by the personal representative, may carry on the taxicab business under the taxicab business licence of the deceased for not more than 90 days or such further period as the board permits.

Power of attorney
8(4) An individual who holds a taxicab business licence may, for a period of temporary absence from Manitoba or illness of the licence holder, grant a power of attorney to another person or enter into a management agreement with another person to carry on the licence holder's taxicab business on behalf of the licence holder for the period of the absence or illness, to a maximum of 30 days, or such further period as the board permits.

Committee
8(5) A committee appointed under *The Mental Health Act* of a holder of a taxicab business licence, or a manager engaged by the committee, may carry on a taxicab business on behalf of the licence holder.

Expiry of taxicab business licence
9(1) Subject to subsection (3), a taxicab business licence expires on the last day of February each year.

Expiry of taxicab driver's licence
9(2) Subject to subsection (3), a person's taxicab driver's licence expires on the same day as the person's driver's licence under *The Drivers and Vehicles Act*.

M.R. 55/98; 87/2011

9(2.1) Repealed, M.R. 87/2011.

M.R. 55/98; 87/2011

9(2.2) Repealed, M.R. 87/2011.

M.R. 55/98; 87/2011

Deemed continuance of licence
9(3) Where, before the expiry of a taxicab business licence or a taxicab driver's licence, the holder of the licence has applied for renewal of the licence and paid the prescribed fee, the licence is deemed to continue until the board grants the renewal or refuses to grant the renewal.

Condition of licence
10 It is a condition of a taxicab business licence and of a taxicab driver's licence that the licence holder shall not, in carrying on a taxicab business or while driving a taxicab, contravene

(a) any Act of the Legislature or a regulation made thereunder;

(b) any Act of the Parliament of Canada or a regulation made thereunder; or

(c) any by-law of a municipality.

Suspension, cancellation of taxicab business licence
11(1) The board may, in accordance with section 14 of the Act, suspend, cancel or refuse to renew a taxicab business licence if

(a) the holder of the licence contravenes a condition of the licence; or

(b) the operation of the taxicab under the licence is discontinued for a continuous period of 30 days or more without the approval of the board.

Suspension, cancellation of taxicab driver's licence

11(2) The board may, in accordance with section 14 of the Act, suspend, cancel or refuse to renew a taxicab driver's licence if the holder of the licence contravenes a condition of the licence.

Surrender of taxicab driver's licence upon suspension of Manitoba driver's licence

11(3) The holder of a taxicab driver's licence shall surrender it to the Secretary of the board or an inspector immediately after being notified or informed of the suspension under *The Highway Traffic Act* of his or her Manitoba driver's licence.

M.R. 7/98

Conversion to different taxicab class

12(1) Subject to a term of a taxicab business licence respecting a right of conversion, a taxicab business licence respecting a type or class of taxicab may be converted to a licence respecting another type or class of taxicab in accordance with subsections (2) to (9).

Conversion to different metered taxicab class

12(2) With the board's approval, a taxicab business licence respecting a metered taxicab of a particular class, that was within the limit of the number of taxicabs set by the Board before September 14, 1991, may be converted to a taxicab business licence respecting a metered taxicab of another class at any time upon payment of the prescribed fee.

M.R. 169/93; 87/2011

12(3) Repealed.

M.R. 169/93

Conversion to premium limousine class

12(4) With the board's approval, a taxicab business licence respecting a standard limousine that was issued before the coming into force of this regulation may be converted to a licence respecting a premium limousine, at any time upon payment of the prescribed licence fee.

M.R. 87/2011

Conversion back to standard limousine class

12(5) With the board's approval, a taxicab business licence converted under subsection (4) may be converted back to a licence respecting a standard limousine, at any time upon payment of the prescribed licence fee.

M.R. 87/2011

Conversion to executive car

12(6) With the board's approval, a taxicab business licence licence respecting a limousine that was issued before the coming into force of this regulation may be converted to a licence respecting an executive car, at any time upon payment of the prescribed licence fee, if after the conversion the licence holder will hold at least one licence respecting a limousine for each licence respecting an executive car.

M.R. 87/2011

Conversion back to limousine type
12(7) With the board's approval, a taxicab business licence converted under subsection (6) may be converted back to a licence respecting a limousine, at any time upon payment of the prescribed licence fee.

M.R. 87/2011

12(8) and (9) Repealed.

M.R. 169/93; 87/2011

13 Repealed.

M.R. 169/93

PART 4

VEHICLE AND EQUIPMENT REQUIREMENTS AND MAINTENANCE

Taxicab to meet requirements
14 A holder of a taxicab business licence shall not offer or operate a taxicab for compensation or permit a taxicab to be driven, and a driver shall not drive a taxicab, unless the taxicab and its equipment meet the requirements of this Part.

Good working order and safe condition
15(1) A taxicab and its equipment shall be in good working order and safe condition.

Specific vehicle requirements
15(2) Without restricting the generality of subsection (1), a taxicab is not in good working order or safe condition if it has

(a) exterior body, windshield or window damage that may pose a risk of harm to a person or tear the clothing of a person;

(b) excessive tire wear or a defective tire;

(c) a tail light, head light, signal light, stop light or interior light that is not in good working order or is cracked or broken;

(d) a door lock mechanism, door lock knob, door handle, window crank, window handle knob or hood or trunk latch that is missing or not in good working order;

(e) a door that cannot easily be opened from both the inside and the outside; or

(f) seat belts that are not fully functioning and readily accessible in all seating positions.

Cleanliness and cosmetic requirements
15(3) A taxicab shall be

(a) as clean and dry in the interior, and as clean on the exterior, as is reasonably practicable, having regard to prevailing road conditions;

(b) free of disagreeable odours in the interior;

(c) free of rust, damage or cosmetic deterioration that adversely affects the appearance of the taxicab in a significant manner;

(d) equipped with matching hubcaps or wheelcovers for each wheel; and

(e) equipped with seats, headliner, interior carpet or floor covering and other interior components that are in good repair.

Other requirements
15(4) A taxicab shall

(a) repealed, M.R. 89/2003;

(b) have no less than 15 cubic feet or 424 litres of usable and reasonably clean trunk capacity;

(c) have a manufacturer's serial number that is legible and unaltered;

(d) if the taxicab is a metered taxicab or a passenger van, not be equipped with window tinting that reduces the transmission of light

(i) to a degree greater than, or

(ii) in an area of the windshield, a side window or a rear window different from,

the glazing installed by the manufacturer of the vehicle;

(e) if the taxicab is a handicab van, an executive car or a classic, premium, specialty vehicle or standard limousine, not be equipped with window tinting on its windshield or a side window directly to the left or right of the driver that reduces the transmission of light

(i) to a degree greater than, or

(ii) in an area of the windshield or side window different from,

the glazing installed by the manufacturer of the vehicle;

(f) if the taxicab was manufactured after January 1, 1989, be equipped with a child restraint system tether anchorage that complies with the requirements of section 210 of the *Motor Vehicle Safety Regulations*, C.R.C., c. 1038;

(g) if the taxicab is a metered taxicab or handicab van, be equipped with a first aid kit that meets the requirements of Schedule B of the *First Aid Regulation*, Manitoba Regulation 140/98;

(h) if the taxicab is a metered taxicab, be equipped with

(i) a driver-controlled trunk lock, and

(ii) a strobe light that is of a make and model approved by the board and is permanently mounted on the taxicab's roof.

M.R. 224/97; 133/98; 210/98; 75/2002; 113/2002; 89/2003; 81/2005; 44/2010; 59/2011

15(5) If a metered taxicab is equipped with an electronic global positioning system, the system must be operational at all times when the taxicab is in use.

M.R. 113/2002

In-car cameras

15.1(1) A metered taxicab shall also be equipped with an in-car camera that

(a) is of a make and model approved by the board; and

(b) is mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time.

M.R. 75/2002

15.1(2) An in-car camera shall not be installed in a metered taxicab except by an installer approved by the board.

M.R. 75/2002

15.1(3) No person shall install or permit the installation in a taxicab of an in-car camera if the installer is not approved by the board.

M.R. 75/2002

15.1(4) No person shall install or permit the installation in a taxicab of an in-car camera if it is not approved by the board.

M.R. 75/2002

Taxicab shields

15.2(1) A metered taxicab shall also be equipped with a shield that

(a) is of a make and model approved by the board; and

(b) is installed in accordance with the manufacturer's specifications.

M.R. 141/2002

15.2(2) No person shall install or permit the installation in a taxicab of a shield if it is not approved by the board.

M.R. 141/2002

Premium vehicle equipment requirements

16(1) A premium taxicab, an executive car, a specialty vehicle limousine and a premium limousine shall be equipped with the amenities and optional features that are usual to a luxury or limousine class vehicle, including, without restricting the generality of the foregoing, air conditioning, leather or cloth upholstery, full interior carpeting, a high quality stereo audio system, and power windows.

M.R. 222/92; 81/2005

Premium vehicle condition requirements

16(2) In addition to the requirements set out in section 15, a premium taxicab, an executive car, a specialty vehicle limousine and a premium limousine, shall be maintained in a condition appropriate to luxury service, and, without restricting the generality of the foregoing, shall meet the following requirements:

(a) repairs to and replacement parts for the vehicle shall meet or exceed the manufacturer's specifications;

(b) the exterior shall be free of noticeable damage to, or deterioration of, the finish of the vehicle;

(c) the seats, headliner, interior carpet, floor covering and other interior components shall be free of unsightly wear, dirt or stains;

(d) repainting or touch-up painting of the vehicle shall be performed to professional standards;

(e) the vehicle shall have no broken or damaged parts.

M.R. 222/92; 81/2005

Limitation on age of premium taxicab and premium limousine

17 A holder of a taxicab business licence shall not permit a premium taxicab or a premium limousine to be driven later than February 28 of the fifth year after the vehicle's model year.

M.R. 222/92; 116/96; 81/2005; 80/2009

Limitation on age of executive car

17.1 A holder of a taxicab business licence shall not permit an executive car or speciality vehicle limousine to be driven later than February 28 of the eighth year after the vehicle's model year.

M.R. 116/96; 80/2009

Accessible taxicab and handicab van vehicle requirements

18(1) Subject to subsection (2), an accessible taxicab and a handicab van shall

(a) where the vehicle exceeds 4,536 kg GVWR, meet Canadian Standards Association Standard CAN/CSA3-D409-92, *Motor Vehicles for the Transportation of Physically Disabled Persons*, as amended from time to time, other than the requirements of Articles 6.20, 6.20.1 and 6.20.2, 6.21 and 6.21.1;

(a.1) where the vehicle is 4,536 kg GVWR or less, meet the requirements of Schedule I;

(b) repealed, M.R. 75/2002;

(c) be equipped with 1 2.5 kg (5 lb.) capacity dry chemical type fire extinguisher ULC3-A: 10B:C

(i) mounted in a location readily accessible to the driver, and

(ii) if a fire extinguisher is not in view, placed in a location that is plainly marked; and

(d) meet all Canadian Motor Vehicle Safety Standards for the category of the vehicle, prescribed in the regulations under the *Motor Vehicle Safety Act* (Canada) as those regulations are amended from time to time.

M.R. 169/93; 237/97; 75/2002

Transitional
18(2) Clause 18(1)(a.1) does not apply to a vehicle that is licensed as an accessible taxicab or handicab van under a valid and subsisting taxicab business licence on the day this subsection comes into force, until the earlier of

(a) March 1, 2000; or

(b) the day on which the vehicle ceases to be operated as an accessible taxicab or handicab van under the taxicab business licence.

M.R. 237/97

18.1 to 18.7 Repealed.

M.R. 31/2000; 141/2002

PART 5

SIGNS

Prohibition re signs
19(1) A holder of a taxicab business licence shall not offer or operate a taxicab for compensation or permit a taxicab to be driven and a driver shall not drive a taxicab that

(a) displays a sign that is not required or permitted by this regulation or an order of the board;

(b) fails to display a sign that is required by this regulation.

Required signs
19(2) A metered taxicab shall display the following signs:

(a) a double-faced sign on the roof that

(i) is capable of being illuminated,

(ii) is in good working order,

(iii) identifies the vehicle as a taxicab, and

(iv) is visible from a distance of 100 m in normal daylight;

(v) repealed, 87/2011;

(b) a sign painted or permanently affixed to each side of the taxicab that

(i) sets out the business name under which the taxicab operates, which shall include the word "taxi", and the telephone number that the public may call to request the dispatch of a taxicab,

(ii) uses lettering no less than 5 cm high and approved by the board, and

(iii) is clearly visible at all times;

(c) a sign meeting the requirements of clause (b) that is painted or permanently affixed above or below the rear window of the taxicab;

(d) a sign painted or affixed to the rear and each side of the taxicab that

(i) sets out the board number,

(ii) uses numbers no less than 10 cm high of a type and in a location approved by the board, and

(iii) is black or white in colour, in contrast to the colour of the vehicle;

(d.1) a sign affixed to the front interior of the taxicab that

(i) sets out the board number,

(ii) is black or white in colour, in contrast to the interior colour of the vehicle,

(iii) is located in a location that is visible from any passenger seating position in the taxicab, and

(iv) uses numbers of a size and type that allow a passenger with normal eyesight to read the number while seated in any seating position in the taxicab;

(e) a fare information decal in the form set out in Schedule B, affixed to the right front or right rear door of the taxicab;

(f) if the taxicab is a premium taxicab, a sign displaying the words "premium taxicab - higher fare" immediately above the sign required under clause (e);

(g) a public information decal

(i) in the form set out in Schedule C, bearing the taxicab's board number, and

(ii) affixed to the inside rear door windows of the taxicab, approximately 2.5 cm from the top and 2.5 cm from the front side of the windows, in a manner that allows the information to be read by a passenger seated in the vehicle;

(h) an in-car camera decal, to inform passengers that an in-car camera system is being used in the taxicab,

(i) that is printed with a double-sided message that is approved by the board and is able to be read both from outside and inside the taxicab,

(ii) that is clearly visible at all times, and

(iii) that is affixed to a rear door window in a position where it complies with subclause (ii).

M.R. 75/2002; 171/2002; 89/2003; 87/2011

19(2.1) An accessible taxicab, standard taxicab or handicab van shall display a sign on the outside of each rear passenger door, near the door handle, that indicates that smoking is not allowed in the vehicle. The sign shall be a sign provided for or permitted under *The Smoking Regulation By-law*, City of Winnipeg By-law No. 7870/2001.

M.R. 171/2002

Permitted signs
19(3) A metered taxicab may display

(a) a sign identifying the business that operates the taxicab or with which the operator of the taxicab is associated, displayed in the front of the taxicab in the place reserved for affixing a front vehicle number plate if a number plate is not required to be displayed; and

(b) a decal not more than 10 cm high and 12.5 cm wide that displays the logo of a credit card accepted by the holder of the taxicab business licence.

19(3.1) An accessible taxicab, standard taxicab or handicab van may display a Canadian flag decal not more than 4 cm high and 8 cm wide on the front fenders of the vehicle below the board number.

M.R. 171/2002; 80/2009

Advertising signs
19(4) A metered taxicab that is not a premium taxicab may display an advertising sign on the roof, affixed to the rear of the driver's headrest, or affixed to or above the rear view mirror and containing a space to hold the taxicab driver's licence, if the following conditions are met:

(a) the sign is approved by the vehicle standards and inspection section of the Manitoba Public Insurance Corporation;

(b) the sign is approved by the board as to appearance, structure and design;

(c) the sign is displayed under the terms of a written contract, which the holder of the taxicab business licence shall file with the board upon request, that clearly sets out the payment to be received by the licence holder.

M.R. 87/2011

Prohibited advertising signs

19(5) No taxicab shall display an advertising sign that

(a) offends community standards of decency; or

(b) is not maintained in a good state of repair.

Metered handicab van signs

19(6) A handicab van equipped with a taximeter shall display the signs required by clauses (2)(b), (c) and (d), except that the business name under which a handicab van operates is not required to include the word "taxi".

Executive car and limousine signs

19(7) An executive car or limousine shall display the following signs at the following times:

(a) at all times, a sign that is painted on or affixed to the rear bumper of the vehicle and

(i) states the vehicle's board number,

(ii) uses numerals not less than 10 cm high, of a type and in a location approved by the board, and

(iii) is black or white in colour or chrome in finish, in contrast to the colour or finish of the part of the bumper on which it is painted or to which it is affixed;

(b) when it is parked in a limousine or executive car stand at Winnipeg James Armstrong Richardson International Airport and is for hire, a portable removable sign that

(i) is displayed in a location approved by the board, and

(ii) is in the format and contains the information respecting flat-rate services required by the board.

M.R. 123/98; 80/2009; 87/2011

19(8) An executive car, limousine or premium taxicab shall display a sign on the inside of the vehicle, in a location that is visible to all passengers, that indicates that smoking is not allowed in the vehicle. The sign shall be a sign provided for or permitted under *The Smoking Regulation By-law*, City of Winnipeg By-law No. 7870/2001.

M.R. 171/2002

Advertising signs on limousines

19(9) A limousine may display an advertising sign that is affixed to or painted on a non-operating side window or the rear window if the following conditions are met:

(a) the sign is white, black or silver in colour;

(b) the sign is approved by the vehicle standards and inspection section of the Manitoba Public Insurance Corporation;

(c) the sign is approved by the board as to appearance, structure and design;

(d) the sign does not offend community standards of decency;

(e) the sign is maintained in a good state of repair.

M.R. 87/2011

PART 6

LICENCE HOLDER REQUIREMENTS

Only licensed drivers to be employed

20 A holder of a taxicab business licence shall ensure that a driver of the licence holder's taxicab holds a taxicab driver's licence and a driver's licence.

M.R. 169/93

Restriction on issuing taxicab driver's licences

20.1(1) No person shall be issued a taxicab driver's licence unless he or she successfully completes such training courses as the board determines are necessary from time to time to adequately train the person to operate a taxicab properly and safely.

M.R. 55/99

20.1(2) Subsection (1) applies with necessary modifications to the renewal of a taxicab driver's licence and an applicant for the renewal of a taxicab driver's licence shall provide proof satisfactory to the board that he or she has successfully completed any training course required by the board in the interval since the issuance of the licence or the preceding renewal of the licence, whichever is the later.

M.R. 55/99

20.1(3) Where the board considers it appropriate, it may require every holder of a taxicab driver's licence to complete a special training course as a condition of the continuation of the licence.

M.R. 55/99

Criminal record check

20.2(1) A person must provide the board with a criminal record check in the following circumstances:

(a) if the person is applying for a taxicab driver's licence;

(b) if the person holds a taxicab driver's licence and the board requires the person to provide the criminal record check as a condition of maintaining the licence;

(c) the person is applying to renew his or her taxicab driver's licence and is the fourth renewal

(i) since the licence was issued, or

(ii) since the person last provided a criminal record check to renew the licence.

M.R. 84/2003; 58/2011

20.2(2) A criminal record check provided

(a) under clause (1)(a) or (c) must not be dated more than one month earlier than the day on which the person submits the licence application or licence renewal application; or

(b) under clause (1)(b) must be dated later than the date of the board's requirement for the check.

M.R. 84/2003; 58/2011

20.2(3) If the criminal record check discloses information about the person that satisfies the board that the person does not have the good character required of a taxicab driver, the board may do whichever of the following applies in the circumstances:

(a) refuse to issue a taxicab driver's licence to the person or to renew the person's taxicab driver's licence;

(b) cancel the person's taxicab driver's licence.

M.R. 84/2003; 58/2011

Child abuse registry check

20.3(1) A person must provide the board with a child abuse registry check in the following circumstances:

(a) if the person is applying for a taxicab driver's licence;

(b) if the person holds a taxicab driver's licence and the board requires the person to provide the child abuse registry check as a condition of maintaining the licence;

(c) the person is applying to renew his or her taxicab driver's licence and is the second renewal

(i) since the licence was issued, or

(ii) since the person last provided a child abuse registry check to renew the licence.

M.R. 58/2011

20.3(2) A child abuse registry check provided

(a) under clause (1)(a) or (c) must not be dated more than one month earlier than the day on which the person submits the licence application or licence renewal application; or

(b) under clause (1)(b) must be dated later than the date of the board's requirement for the check.

M.R. 58/2011

20.2(3) If the child abuse registry check discloses information about the person that satisfies the board that the person does not have the good character required of a taxicab driver, the board may do whichever of the following applies in the circumstances:

(a) refuse to issue a taxicab driver's licence to the person or to renew the person's taxicab driver's licence;

(b) cancel the person's taxicab driver's licence.

M.R. 58/2011

21 Repealed.

M.R. 169/93

Requirements respecting driver's licence
22 A driver shall

(a) carry his or her driver's licence with him or her at all times;

(b) repealed, M.R. 89/2003;

(c) produce his or her driver's licence and taxicab driver's licence for inspection upon the request of a peace officer or inspector; and

(d) notify the board of a change in name, address or telephone number, from that set out in his or her taxicab driver's licence, within seven days of the change.

M.R. 169/93; 89/2003

Prohibition respecting driver's licence
23 No driver shall permit another person to use or be in possession of his or her taxicab driver's licence.

Regular inspection
24(1) A holder of a taxicab business licence shall regularly inspect the licence holder's taxicab and ensure that it complies with the requirements of this regulation.

Driver's inspection requirements

24(2) A driver shall

(a) each day before driving a taxicab, and upon completion of his or her shift, inspect the taxicab for mechanical defects, cleanliness and interior or exterior wear, deterioration or damage to determine whether the taxicab and its equipment meet the requirements of Parts 4 and 5;

(b) report to the holder of the taxicab business licence respecting the taxicab, as soon as practicable, defects found in the condition of the taxicab and accidents involving the taxicab; and

(c) at the end of every trip, inspect the interior of the taxicab, and, before transporting another passenger,

(i) remove all litter from the interior of the taxicab, and

(ii) clean the interior of the taxicab as much as reasonably practicable, having regard to prevailing road conditions.

Driving prohibitions

25 A driver shall not

(a) consume, be under the influence of or have in his or her possession any alcohol, drug or other intoxicant;

(b) transport gasoline, explosives or other flammable substance in a taxicab, other than

(i) motive fuel for the taxicab in its fuel tank, or

(ii) motive fuel in a proper container, secured in the trunk, for a person whose vehicle has an empty fuel tank;

(c) drive a taxicab at a speed or in a manner that, regardless of the posted speed limit and other rules of the road,

(i) impairs the security or comfort of a reasonable passenger, or

(ii) poses an unreasonable risk of harm to any person;

(d) drive a taxicab while any object in it obstructs his or her view of the highway;

(e) drive a taxicab while a passenger is not properly seated in the taxicab;

(f) permit more than one person to sit in the front seat of a taxicab;

(g) transport more than four persons in a taxicab unless it is a limousine, passenger van or handicab van, or a vehicle with a seating capacity of 7 or more persons;

(h) drive a taxicab that is not licensed by the board and registered under *The Highway Traffic Act*; or

(i) transport a passenger unless there is a functioning seat belt assembly provided for the passenger's use.

M.R. 169/93; 171/2002

Appearance of driver

26 A driver shall

(a) present a clean, neat and well groomed appearance; and

(b) wear clothes that are clean, neat and appropriate for public service.

Service related prohibitions

27(1) A holder of a taxicab business licence or a driver shall not

(a) solicit a person to hire a taxicab by shouting, calling, making other objectionable noise or conducting himself or herself in an objectionable manner;

(b) induce a person to engage his or her taxicab by a false or misleading statement;

(c) allow a person to be transported in a taxicab, whether for hire or not, if another person has previously engaged the taxicab, except

(i) with the permission of the person who previously engaged the taxicab, or

(ii) in an emergency;

(d) fail to keep an appointment or engagement punctually;

(e) make an appointment if a previous appointment or engagement would reasonably be expected to prevent the later appointment from being kept punctually;

(f) refer a passenger to another taxicab or other means of transportation;

(g) fail to reimburse a passenger for an overcharge;

(h) manipulate a microphone switch or other jamming device with intent to disrupt communication on a two-way radio system; or

(i) use or permit to be used in a taxicab a two-way radio or monitoring device that enables the licence holder or driver to transmit or receive a frequency of another licence holder or a dispatch service with which the licence holder is not affiliated;

(j) provide a payment to a person in return for the referral of passengers; or

(k) permit a person to smoke in the taxicab.

M.R. 171/2002

Additional prohibitions
27(2) A driver shall not

(a) notify an intended passenger of the arrival of a taxicab by means of a horn or other noise making device; or

(b) ask for a passenger's destination until the passenger is seated in the taxicab.

Use of restraint systems in accessible cabs and handi-cab vans
27(3) The driver of an accessible cab or handi-cab van shall, before operating the vehicle,

(a) properly secure the wheelchair or other mobility aid of every disabled or mobility-challenged passenger with a mobility aid securement device that meets the requirements of Schedule I;

(b) properly restrain every occupant of a wheelchair or other mobility aid who is less than 18 years of age by an occupant restraint system that meets the requirements of Schedule I; and

(c) inform every occupant of a wheelchair or other mobility aid who is 18 years of age or more that an occupant restraint system is available for his or her use, and offer to assist him or her in using the occupant restraint system if he or she wishes assistance.

M.R. 101/2000

Order of service
28(1) A holder of a taxicab business licence or driver shall accommodate each person who requests taxicab service in the order of the requests for service.

Refusal of service
28(2) Subject to subsection (3), a driver shall comply with a request for taxicab service except in the following cases:

(a) the driver has a previous order, appointment or engagement that could not be kept punctually if service were provided;

(b) the driver believes on reasonable grounds that the driver would be at risk of harm if service were provided;

(c) the driver believes on reasonable grounds that the person who requests service is unable or unwilling to pay the fare and the person has refused on request to pay a reasonable approximation of the fare in advance;

(d) the person who requests service

(i) is in such a state that the interior of the taxicab would likely be left in an unclean or unsanitary condition or with a disagreeable odour if service were provided,

(ii) is carrying any thing of such a nature or in such a manner that the interior of the taxicab would likely be left in an unclean, unsanitary or damaged condition or with a disagreeable odour, or the safe and efficient operation of the taxicab would likely be impaired, if service were provided,

(iii) is intoxicated or disorderly,

(iv) refuses upon request to give his or her destination,

(v) is accompanied by an animal, unless the person is vision or hearing impaired and is accompanied by a dog guide,

(vi) is eating food or drinking a beverage,

(vii) has previously requested another taxicab to provide the service, unless the previous request has not been fulfilled punctually, or

(viii) is under 12 years of age and is not accompanied by an adult, except in an emergency or unless adequate provision is made for the care and supervision of the passenger at the origin and destination of the trip.

Human Rights Code

28(3) Subsection (2) shall not be interpreted

(a) to require a driver to provide service if the driver is justified in refusing service under the provisions of *The Human Rights Code*; or

(b) to permit a driver to refuse service in contravention of *The Human Rights Code*.

Discharge of passenger

28(4) A driver shall not

(a) discharge a passenger at a place other than the requested destination without adequate cause; or

(b) where there is adequate cause to discharge a passenger at a place other than the requested destination, discharge the passenger at a place that is not safe, well-lighted and convenient to public transportation, unless the driver believes on reasonable grounds that to transport the passenger any further would pose a risk of harm to the driver.

Most direct route

29 A driver shall

(a) proceed by the most direct available route from the point of his or her engagement to the destination of the passenger unless otherwise instructed by the passenger;

(b) have sufficient knowledge of street locations and numbers and the locations of facilities in the City of Winnipeg to enable the driver to comply readily with clause (a); and

(c) carry in his or her taxicab a current detailed street map of the City of Winnipeg.

Driver to be courteous
30(1) A driver shall be civil and courteous to a passenger and to a prospective passenger.

Smoking prohibited
30(1.1) No person driving a taxicab or in control of it shall smoke in the vehicle at any time.

M.R. 141/2002

Prohibited conduct toward passengers
30(2) A driver shall not

(a) ask personal questions of a passenger;

(b) sexually harass a passenger or make lewd remarks to a passenger;

(c) insult, abuse, intimidate or threaten a passenger;

(d) repealed, M.R. 141/2002;

(e) ask a passenger for a tip or gratuity or indicate that one is expected or required;

(f) do or say anything that would likely make a reasonable passenger feel uncomfortable or insecure; or

(g) recommend hotels, restaurants or similar facilities unless requested to do so by a passenger.

M.R. 141/2002

Prohibition on use of cellular telephones
30(3) A driver shall not use a cellular telephone while transporting passengers.

M.R. 114/99

Exception for emergencies
30(4) Subsection (3) does not apply to the use of a cellular telephone

(a) to call for medical assistance in the event of a medical emergency; or

(b) if the taxicab's two-way radio is inoperable, to call for roadside assistance in the event of a mechanical breakdown of the taxicab.

M.R. 114/99

Assistance to passenger
31(1) Subject to subsection (2), a driver shall, upon request,

(a) assist a passenger by placing luggage or packages in and removing them from the taxicab; and

(b) assist a passenger in and out of a taxicab.

Exceptions
31(2) A driver is not required to

(a) lift an article that weighs more than 32 kg;

(b) lift a passenger;

(c) assist a passenger if the driver believes on reasonable grounds that to do so would pose a risk of harm to the driver; or

(d) permit a person to sit in the front seat of the taxicab.

M.R. 171/2002

Change
32 A driver shall carry change for a $20 bill.

Radios, etc.
33 A driver shall comply with the reasonable requests of a passenger relating to

(a) the volume of a two-way radio in a taxicab;

(b) the volume and selection of what is played on a radio, tape player or other audio equipment in a taxicab; and

(c) the use or adjustment of a heater or air conditioner in a taxicab.

Care of passenger's property
34(1) A driver shall

(a) take due care of all property given to him or her for conveyance or safekeeping;

(b) immediately after a trip, inspect the interior of the taxicab for property lost or left in the taxicab;

(c) immediately make every reasonable effort to deliver directly to a passenger property left by the passenger in the taxicab; and

(d) if he or she is unable to deliver property to a passenger under clause (c), deliver the property to the holder of the taxicab business licence respecting the taxicab as soon as reasonably practicable and in any event before the end of his or her shift.

Return of property
34(2) A holder of a taxicab business licence shall

(a) ensure that all reasonable efforts are made to return to a passenger property that is left in a taxicab by the passenger;

(b) keep possession of unclaimed property for a reasonable length of time; and

(c) take reasonable care of the property while it is in his or her possession.

Delivery of property to police
34(3) If a holder of a taxicab business licence is unable within a reasonable length of time to return valuable property left in a taxicab by a passenger, the licence holder shall deliver the property to the care of the City of Winnipeg Police Department.

Obligations of licence holder re premium taxicab
35 A holder of a taxicab business licence respecting a premium taxicab shall

(a) operate the premium taxicab under a business name that is distinctive from the name under which a standard taxicab is operated;

(b) ensure that the telephone number that the public may call to request the dispatch of a premium taxicab is different from that for a standard taxicab;

(c) ensure that the words "premium taxicabs - higher fare" are displayed or expressed in all advertisements of the services of the licence holder;

(d) obtain board approval of a distinctive driver appearance standard; and

(e) accept traveller's cheques and no less than two major credit cards in payment of fares.

36(1) Repealed.

M.R. 19/96; 55/99

Premium driver requirements
36(2) A driver of a premium taxicab, executive car or limousine shall

(a) open the door of the vehicle for a passenger, assist with a passenger's luggage and packages and provide such other reasonable assistance to the passenger as the circumstances require, unless the driver believes on reasonable grounds that to do so would pose a risk of harm to the driver; and

(b) comply with the distinctive driver appearance standard, approved by the board under clause 35(d).

36(3) Repealed.

M.R. 141/2002

Dispatch service requirements

37(1) A holder of a taxicab business licence shall not operate or be affiliated with a dispatch service unless the dispatch service has a practice of

(a) accommodating persons who request taxicab service in the order of their requests for service;

(b) dispatching a taxicab to a person requesting service within the City of Winnipeg who can reasonably be accommodated unless the person requesting service has not paid for a previous trip;

(c) informing a person who requests taxicab service, before accepting the order, if a taxicab is not available to provide the service requested within a reasonable time;

(d) dispatching taxicabs in a manner that ensures that appointments are kept punctually;

(e) carrying on business 24 hours a day;

(f) responding promptly to complaints by passengers; and

(g) complying with the requirements of *The Human Rights Code* respecting the provision of taxicab services.

Restrictions re dispatch service

37(2) A holder of a taxicab business licence shall not operate or be affiliated with a dispatch service that

(a) possesses or uses a scanner or radio that is capable of monitoring another dispatch service's radio frequency; or

(b) has a practice of dispatching trips to

(i) a person who does not hold a valid licence issued by the board, or

(ii) a taxicab that has been ordered out of service under this regulation.

Premium dispatch requirements

37(3) Where 11 or more taxicabs are operated by or in affiliation with a dispatch service, a holder of a taxicab business licence respecting a premium taxicab shall not operate or be affiliated with the dispatch service, unless the dispatch service

(a) uses a computerized or computer-assisted system for the dispatch of premium taxicabs;

(b) employs an on-road supervisor with authority to inspect and order out of service a premium taxicab operated by the licence holder, if found unsafe or unsuitable;

(c) maintains systems to respond to and investigate service complaints promptly and to monitor customer satisfaction levels;

(d) obtains board approval of, and maintains and enforces, standards of conduct for drivers, dispatchers, telephone operators and supervisors;

(e) administers a system to discipline employees for breaches of standards of conduct;

(f) obtains board approval of and operates in compliance with service standards for telephone answering time and taxicab response time;

(g) requires telephone order takers and dispatchers to identify themselves to callers by an identification number; and

(h) ensures that, for every 11 metered taxicabs operated by or in affiliation with the dispatch service, at least one accessible taxicab is operated by or in affiliation with the dispatch service.

Insurance requirement

38 A holder of a taxicab business licence shall

(a) maintain, in respect of the taxicab operated under the licence, motor vehicle public liability and property damage insurance with a policy limit of not less than $2 million; and

(b) produce evidence of the insurance required under clause (a) to the Registrar of Motor Vehicles upon registration of the taxicab under *The Highway Traffic Act*.

PART 7

FARE REGULATION

Receipt requirements

39 Where a passenger requests a receipt or there is a dispute over the fare, a driver of a metered taxicab or a handicab van equipped with a taximeter shall provide the passenger with a receipt that sets out

(a) the amount of the fare and that it includes applicable taxes;

(b) the amount of applicable taxes, if the taxicab is a premium taxicab;

(c) the place of pick up and discharge of the passenger;

(d) the date of the trip;

(e) the driver's signature, consisting of the initials of his or her name; and

(f) the applicable board number.

Meter and vehicle to comply with requirements
40(1) A holder of a taxicab business licence shall not offer or operate for compensation a metered taxicab or handicab van equipped with a taximeter or permit it to be driven and a driver shall not drive a metered taxicab or handicab van equipped with a taximeter unless the vehicle and its taximeter meet the requirements of subsections (2) and (3) and

(a) the taximeter has been sealed by an inspector or another person authorized by the board to seal taximeters; or

(b) if the seal on the taximeter is broken, unless an inspector has authorized the use of the taximeter.

Meter requirements
40(2) A taximeter in a metered taxicab or handicab van shall

(a) be capable of calculating and displaying a fare based on time and distance;

(b) be capable of printing a receipt with the information set out in section 39, if the taxicab is a premium taxicab; and

(c) have a fare display that a passenger with normal eyesight seated in the rear of the taxicab is able to read at all times.

Illumination of roof sign
40(3) A metered taxicab shall be equipped with a means by which the sign on the roof required under clause 19(2)(a) is illuminated when the taximeter is not calculating a fare and not illuminated when the taximeter is calculating a fare.

Meter to be engaged
41 A driver of a metered taxicab shall

(a) engage the taximeter at the beginning of a trip and keep it engaged throughout the trip; and

(b) engage the taximeter before the passenger enters the taxicab only if the driver has

(i) notified the passenger of his or her arrival, and

(ii) waited a reasonable time after the due time of the order for service.

Adjustment of meter
42(1) A holder of a taxicab business licence shall ensure that the taximeter in the licence holder's taxicab is adjusted to calculate accurately the metered fare set out in the applicable Schedule to this regulation.

Testing of meter
42(2) A holder of a taxicab business licence shall regularly inspect and test a taximeter in the licence holder's taxicab to ensure compliance with subsection (1).

Meter tolerances
42(3) A taximeter shall be considered accurate if

(a) on a road test, the distance computed by the taximeter is within 2% of the actual distance travelled; and

(b) on a time test, the time computed by the taximeter is within 2% of the actual time.

Unauthorized fares
43(1) A holder of a taxicab business licence or driver shall not

(a) charge, collect, demand, receive, publish or advertise a rate, compensation or fare other than those authorized by the board; or

(b) give a free ride, premium coupon or thing to a passenger as an inducement to secure patronage without prior consent of the board.

M.R. 210/98

Gratuities
43(2) Clause (1)(a) does not prevent a driver from accepting a gratuity that is voluntarily paid by a passenger to the driver.

Payment of fare in advance
43(3) A driver may collect in advance a reasonable approximation of the fare from a person who requests service if the driver believes on reasonable grounds that the person is unable or unwilling to pay the fare.

Refund of overpayment
43(4) A driver who collects a fare in advance under subsection (3) shall, at the end of the trip, refund to the passenger the amount collected, if any, that is in excess of the actual fare.

Metered taxicab fares
44 A holder of a taxicab business licence respecting a metered taxicab may charge the fares set out in Schedule D, in respect of the operation under the licence of a metered taxicab.

Handicab van fares
45(1) A holder of a taxicab business licence respecting a handicab van may charge

(a) the fares set out in Schedule E, in respect of the operation under the licence of a handicab van that is equipped with a taximeter; or

(b) rates negotiated under written prearranged contracts.

Copies of contracts to be kept
45(2) A holder of a taxicab business licence shall keep copies of contracts referred to in clause (1)(b) for no less than six months after the termination date of the contract.

Taxes included
46 The fares set out in Schedules D and E include taxes applicable to taxicab fares.

Limousine and executive car fares
47(1) A holder of a taxicab business licence respecting an executive car or limousine may charge a rate that is not above the maximum or below the minimum rate set out in Schedule F, in respect of the operation under the licence of an executive car or limousine.

Contract rates
47(2) A holder of a taxicab business licence respecting an executive car or limousine may charge rates other than those set out in Schedule F if

(a) the rates are set out in a written contract that has a term of not less than 12 months; and

(b) the contract is filed with the board, on a confidential basis.

Pre-booked trips only
48 Subject to section 49, a holder of a taxicab business licence respecting an executive car or limousine shall

(a) pre-book all trips, other than trips originating from the Winnipeg International Airport, at least two hours before the commencement of the trip; and

(b) fix the actual rate to be charged on an hourly basis or for a specific trip at the time of the booking.

M.R. 222/92; 149/99

Airport shared ride service
49(1) A holder of a taxicab business licence respecting a limousine may charge the rate set out in Schedule F in respect of the operation under the licence of a limousine, on a shared ride basis, between the Winnipeg International Airport and hotels and places of business in the Winnipeg downtown area.

Downtown area
49(2) In this section, "**Winnipeg downtown area**" means the area of the City of Winnipeg bounded as follows:

(a) on the east, by the Red River;

(b) on the south, by the Assiniboine River;

(c) on the west, by Osborne Street North, Memorial Boulevard and Balmoral Street to Notre Dame Avenue, and Princess Street from Notre Dame Avenue to Logan Avenue;

(d) on the north, by Notre Dame Avenue from Balmoral Street to Princess Street, and Logan Avenue and a straight line extension of Logan Avenue from Princess Street to the Red River.

Passenger van rates
50 A holder of a taxicab business licence respecting a passenger van may charge a flat rate approved by the board

(a) for the transportation of a passenger between points previously specified as stops along a fixed regular route; or

(b) for the charter of the entire van on an hourly or daily basis.

Special rates
51 A holder of a taxicab business licence may charge a contract, group, discount or promotional rate in respect of the operation of a taxicab if the rate has been approved by the board.

PART 8

RECORDS AND COMPLIANCE

Trip record
52 A driver shall

(a) keep a trip record in the taxicab in the form set out in Schedule G;

(b) fully complete the trip record and make all entries accurately and legibly in ink as each trip occurs; and

(c) provide the trip record to the holder of the taxicab business licence respecting the taxicab or a person designated by the licence holder, within 24 hours of the completion of the driver's shift.

Licence holder requirements
53 A holder of a taxicab business licence shall

(a) supply a driver employed by the licence holder with a preprinted trip record in the form set out in Schedule G for each shift; and

(b) keep the trip records completed by each driver, filed in a readily accessible manner, for no less than five months after the date of the records.

Dispatch service records
54 A holder of a taxicab business licence respecting a metered taxicab or a handicab van shall not operate or be affiliated with a dispatch service unless the dispatch service

(a) provides to the board a list showing the name of every licence holder affiliated with the dispatch service, in numerical order of their taxicab business licences;

(b) notifies the board in writing within 10 days of any additions or deletions from the list provided under clause (a); and

(c) produces and keeps filed in a readily accessible manner for no less than five months a record for each service request that contains the following information:

(i) the time and date of receipt of the service request,

(ii) the time delay quoted, if any,

(iii) the pick up location,

(iv) the time a taxicab was dispatched in response to the request,

(v) the board number respecting the taxicab dispatched,

(vi) the name of the driver of the taxicab dispatched.

Annual return of financial information
55 A holder of a taxicab business licence shall file with the board on a confidential basis, before June 30 of each year, a completed annual return of financial information in the form set out in Schedule H for the licence holder's fiscal year ending in the previous year.

Initial inspection
56(1) A holder of a taxicab business licence shall not offer or operate a taxicab for compensation or permit it to be driven unless the taxicab

(a) has passed a mechanical safety inspection as directed by the board; and

(b) has been inspected by an inspector, who has found that the taxicab meets the requirements of this regulation.

Random inspection
56(2) An inspector may, at any time, direct a holder of a taxicab business licence or driver to take a taxicab to the board offices for inspection.

General inspection
56(3) The secretary of the board shall in writing direct a holder of a taxicab business licence to take his or her taxicab to the board offices for a general inspection at an appointed time

(a) in the case of a taxicab other than limousine, not less than twice in each calendar year; and

(b) in the case of a limousine, not less than once in each calendar year.

M.R. 19/96; 200/96

Safety inspection
56(4) In conjunction with a general inspection under subsection (3), the secretary of the board shall in writing direct each holder of a taxicab business licence to submit his or her taxicab at an appointed time for a mechanical safety inspection as directed by the board.

M.R. 19/96

Out of service order
57(1) Subject to subsection (2), an inspector shall order a taxicab out of service if the taxicab or its equipment does not meet a requirement of this regulation.

Discretion of inspector
57(2) An inspector may give time to remedy a deficiency of the taxicab or its equipment before an out of service order takes effect.

Failure to remedy deficiency
57(3) Where a period of time is given by an inspector under subsection (2) to remedy a deficiency, the out of service order takes effect upon the expiry of the period if

(a) the deficiency is not remedied; or

(b) the holder of the taxicab business licence or driver has failed to report with the taxicab as directed to satisfy the inspector that the deficiency is remedied.

Copy of inspection report
58(1) Where an inspector orders a taxicab out of service under subsection 57(1), the inspector shall give a copy of an inspection report to the holder of the taxicab business licence or driver

(a) stating the deficiency to be remedied;

(b) confirming the out of service order; and

(c) where time is given under subsection 57(2) to remedy the deficiency, stating the time by which it must be remedied and the time by which the licence holder or driver must report with the taxicab to satisfy the inspector that the deficiency is remedied.

Notice to dispatch service
58(2) If the taxicab business licence holder of a taxicab that is ordered out of service is affiliated with a dispatch service, the inspector shall give written notice of the contents of the inspection report to the dispatch service.

Notice to licence holder
58(3) Where a copy of an inspection report is given to a driver under subsection (1), it is deemed to be given to the taxicab business licence holder who employs the driver.

Effective notice of order
58(4) A failure of an inspector to comply with subsection (1) or (2) does not invalidate the out of service order, but in proceedings based upon an alleged breach of the order, the board shall consider whether the holder of the taxicab business licence had actual notice of the order.

Rescission of order
59 A holder of a taxicab business licence shall not offer or operate for compensation a taxicab that has been ordered out of service or permit it be driven and a driver shall not drive a taxicab that has been ordered out of service unless the licence holder or driver receives confirmation in writing from an inspector that the deficiencies listed in the inspection report have been remedied and the out of service order has accordingly been rescinded.

Meter inspection
60(1) A holder of a taxicab business licence or driver shall permit an inspector to inspect and test a taximeter at any time.

60(1.1) Without limiting the generality of subsection (1), a holder of a taxicab business licence shall have the taximeter in the licence holder's taxicab inspected semi-annually by an inspector. The inspection is to take place at an appointed time at the board offices or another place specified by the inspector.

M.R. 141/2002

60(1.2) A holder of a taxicab licence shall pay an inspection fee for a taximeter inspection under subsection (1) or (1.1) as set out in the *Taxicab Fees Regulation*.

M.R. 141/2002

Out of service order
60(2) An inspector may order a metered taxicab or a handicab van equipped with a taximeter out of service if an inspection or test finds that its taximeter calculates a fare inaccurately or fails to meet other requirements of this regulation.

Record of test
60(3) A holder of a taxicab business licence shall keep a record of tests of a taximeter in the licence holder's taxicab, and the licence holder and the driver of the taxicab shall produce the record for inspection on the request of an inspector.

Complaint investigation
61(1) A holder of a taxicab business licence or driver in respect of whom a complaint has been received by the board shall, on the request of an inspector,

(a) report to the board office for an interview in respect of the complaint;

(b) produce documents that are relevant to the investigation of the complaint; and

(c) cooperate in the investigation of the complaint.

Immediate suspension
61(2) Upon being informed by an inspector that a holder of a taxicab business licence or driver has contravened subsection (1), the board may immediately suspend the person's taxicab business licence or taxicab driver's licence for not more than 30 days at a time, until the person is no longer in contravention of the subsection.

False statements
62(1) No holder of a taxicab business licence or driver shall make a false, deceptive or intentionally misleading statement

(a) in a document submitted to or required to be produced by the board;

(b) in proceedings before the board; or

(c) to a board staff member.

Dishonest conduct
62(2) A driver shall not engage in dishonest conduct in taking an examination or test at the direction of the board.

Prohibited conduct toward board
63 No holder of a taxicab business licence or driver shall threaten, harass, insult or abuse, or obstruct or interfere with the performance of the duties of a board staff member or board member.

Compliance with orders, etc.
64 A holder of a taxicab business licence and driver shall

(a) promptly comply with a request, direction or order of the board or an inspector;

(b) cooperate with board staff members in the performance of their duties; and

(c) produce, upon request, for inspection by the board, an inspector or other board staff member, a record or document required to be kept under this regulation.

Wrongful punishment of driver
65 A holder of a taxicab business licence shall not take action against a driver because of a complaint made in good faith by the driver that the licence holder has contravened this regulation or has requested the driver to drive a vehicle in contravention of this regulation.

Knowledge of city
66 Where the board finds, after hearing a complaint of a passenger, that a driver does not have adequate knowledge of the street locations and numbers and the locations of facilities in the City of Winnipeg, the board may order the driver to complete a course of study and pass an examination on the subject.

PART 9

TRANSITION, REPEAL AND COMING INTO FORCE

Transition exemption re licence holders
67(1) If the board is satisfied that immediate compliance with a requirement of this regulation that was not prescribed in a previous board regulation would impose undue hardship on a holder of a taxicab business licence, the board may exempt the licence holder from the requirement for not more than 12 months from the date this regulation comes into force.

Transition exemption re vehicles
67(2) If the board is satisfied that compliance with a requirement of this regulation, in respect of a vehicle operated as a taxicab on the date this regulation comes into force, would impose undue hardship on a holder of a taxicab business licence, the board may exempt the licence holder from the requirement until the vehicle is no longer operated as a taxicab.

Repeal
68 Manitoba Regulations T10-R1, T10-R2, 67/72, 70/72, 209/89, 267/89, 272/89 and 136/91 are repealed.

Coming into force
69 This regulation comes into force on September 14, 1991.

September 12, 1991

THE TAXICAB BOARD:

Don Norquay
Chairman

SCHEDULE A

Repealed.

M.R. 169/93

SCHEDULE B
[Clause 19(2)(e)]

WINNIPEG TAXICAB TARIFF

Effective_____

$_____ first_____ metres

$_____ ea. additional_____ metres

$_____ ea._____ seconds of metered waiting time.

GST INCLUDED IN FARE

DRIVER MAY ASK FOR FARE IN ADVANCE

MAXIMUM 4 PASSENGERS

SCHEDULE C
(Subsection 19(2))

IMPORTANT PUBLIC NOTICE

Tariff Information

— Current tariff is posted on outside of cab
— If meter is not on ride is free

Passengers

— Driver has right to deny access to front passenger seat
— Driver is required to carry change for a 20-dollar bill
— Passenger seat belt use compulsory in Manitoba
— Consumption of alcohol in this vehicle is prohibited
— For safety reasons, passengers' images are recorded under the *Taxicab Regulation*, Manitoba Regulation 209/91. A passenger's image may be made available to the police only in the event of an investigation under the *Criminal Code* (Canada) or to The Taxicab Board in connection with an investigation under *The Taxicab Act*.

Safety

— Driver carries limited cash
— This vehicle is protected by an alarm system

Licences

— The taxicab driver's licence must be posted in the interior of this taxicab.

If you have a complaint
or compliment call
The Taxicab Board
945-8920

Please note the taxicab number is:

M.R. 171/2002

SCHEDULE D
(Section 44)

METERED TAXICAB FARES

Fares for standard taxicabs and accessible taxicabs

1 The fare for conveying one to four passengers in a standard taxicab or accessible taxicab is determined as follows:

(a) for the first 72.5 metres or fraction of that distance $3.50;

(a.1) repealed, M.R. 198/2009;

(b) for each additional 72.5 metres or fraction of that distance $0.10;

(c) for each 13.18 seconds of metered waiting time $0.10;

(d) for travelling to point of call or after discharge of passengers . . no charge.

Fares for premium taxicabs

2 The fare for conveying one to four passengers in a premium taxicab is determined as follows:

(a) for the first 93 metres or fraction of that distance $4.10;

(b) for each additional 93 metres or fraction of that distance $0.10;

(c) for each 15 seconds of metered waiting time $0.10;

(d) for travelling to point of call or after discharge of passengers . . no charge.

M.R. 222/92; 135/97; 153/2000; 35/2002; 146/2003; 82/2004; 203/2004; 169/2005; 156/2008; 198/2009; 95/2012

SCHEDULE E
(Section 45)

HANDICAB VAN FARES

1 The fare for a trip commencing within the City of Winnipeg for conveying a passenger or passengers who because of disability require or request assistance, including carrying a manual wheelchair and passenger up or down up to 10 steps, where walkways are clear of ice and snow, is determined as follows:

(a) for the first 79.65 metres or fraction of that distance for each person requiring assistance: $12.40;

(b) for each additional 79.65 metres or fraction of that distance: $0.10;

(c) for each 13.18 seconds of metered waiting time: $0.10;

(d) repealed, M.R. 96/2007;

(e) for moving passenger and personal effects,

(i) for the first half hour: $13.40, and

(ii) for each additional hour or part thereof: $13.40.

2 The meter shall not be turned on until the passenger or passengers are boarded or 10 minutes waiting time has elapsed, whichever is the later, and shall be turned off when the passenger or passengers has or have left the van.

3 The following additional charges may be made:

(a) for carrying a manual wheelchair and passenger, for each 10 steps or part thereof in addition to those described in section 1: $5.;

(b) for use of wheelchair belonging to handicab van: $3.

4(1) The lifting of a motorized wheelchair may be limited to one step up or down.

4(2) The number of steps that a driver lifts a passenger and wheelchair may be limited by considerations of safety such as weight, angle and weather conditions.

5 The fare for a sightseeing excursion within the City of Winnipeg is as follows:

(a) for each van, for the first two hours or part thereof: $50.00;

(b) for each van, for each additional hour or part thereof: $25.00.

6 and 7 Repealed, M.R. 96/2007.

8 No fare is payable in respect of a person or persons who accompany a disabled person for the purpose of being of assistance to him or her.

M.R. 96/2007

SCHEDULE F
(Sections 47 and 49)

TARIFF OF EXECUTIVE CAR AND LIMOUSINE RATES

A. Time charges:

		Standard Limousine	Executive Car	Classic Limousine, Specialty Vehicle Limousine (1–10 passengers) or Premium Limousine	Specialty Vehicle Limousine (11–24 passengers)
1	First hour or portion:				
	Maximum rate	$76.80	$83.40	$96.00	$170.00
	Minimum rate	$44.70	$51.30	$64.20	$76.00
2	Each additional half hour or portion:				
	Maximum rate	$38.40	$41.70	$48.00	$85.00
	Minimum rate	$22.50	$22.50	$32.10	$38.00

3 Licence holders may charge for a minimum of not more than three hours of service for weddings, and not more than two hours of service in respect of other bookings.

B. Direct trip charges:

		Standard Limousine	Executive Car	Classic Limousine, Specialty Vehicle Limousine (1–10 passengers) or Premium Limousine	Specialty Vehicle Limousine (11–24 passengers)
1	Direct trips between any two points in Winnipeg, via the most direct route, no waiting time, service ends on arrival:				
	Maximum rate	$76.80	$83.40	$96.00	$170.00
	Minimum rate	$22.50	$22.50	$32.10	$76.00
2	Airport shared ride service, between Winnipeg International Airport and downtown hotels and places of business, limousines only, all classes:				
	Prescribed rate, per person	$11.70	$11.70	$11.70	$11.70
	Maximum per load	$38.40	$38.40	$38.40	$76.00

C. Cancellation charges:

The charge for cancellation of a booking without reasonable notice is 50% of the agreed booking charges.

M.R. 169/93; 153/2000; 81/2005; 29/2007; 42/2007; 123/2008

SCHEDULE G

(Section 52)

TRIP SHEET

Date	Driver Name	TCB#

SUMMARY	Total Kilometres	Paid Kilometres	Start Time
Finish			
Start		Total Trips	Finish Time
Total Shift			

Receipts	Expenses
Cash	Fuel
Charges	Repairs
Total	Total

Trip Log

Trip #	No. of Pass.	Time Start	Time Finish	From	To	Fare

SCHEDULE H
(Section 55)

ANNUAL RETURN OF FINANCIAL INFORMATION

Requirements

1. Part C of this annual return, the Statement of Revenue, Expenses, and Income, must be prepared and certified by a qualified accountant.

2. All data provided in this return should be compiled from the financial and operating records of the owner(s), such as trip sheets; estimates and guesses are not adequate.

Part A - General information

1. Name of owner(s) (please print):

_____

2. Board number(s) of taxicab business licence(s) held by owner(s):

_____

3. This return is provided for the following fiscal year:

From (day/month/year)_____

To (day/month/year)_____

Note: All data provided in this financial return should pertain to the Board number(s) and fiscal year stated above. If data for more than one Board number is being provided in this return, provide total figures only (i.e. it is not necessary to report separate data for each Board number).

Part B - Operating data

4. Total number of for-hire trips made during fiscal year:

_____

5. Total kilometres travelled in for-hire use during fiscal year:

_____

6. Total for-hire hours of operation during fiscal year: _____

Part C - Statement of Revenue, Expenses, and Income

REVENUE	_____
EXPENSES:	
Accounting, legal, collection, consulting	_____
Advertising	_____
Business tax, fees, licences, dues	_____
Business use of home	_____
Depreciation	_____
Equipment rental	_____
Insurance (except business use of home)	_____
Interest, bank charges (except business use of home)	_____
Light, heat, water (except business use of home)	_____
Maintenance and repairs (except motor vehicle and business use of home)	_____
Management and administration	_____
Motor vehicle (fuel, insurance, repairs)	_____
Office (does not include business use of home expenses)	_____
Property taxes or rent on business property (except business use of home expenses)	_____
Salaries (including employer's contribution to CPP, UIC, Workers' Compensation)	_____
Other expenses (specify):	_____
TOTAL EXPENSES	_____
NET INCOME (REVENUE less TOTAL EXPENSES)	_____

CERTIFICATION:

This Statement of Revenue, Expenses, and Income prepared by:

Name (please print) _____

Signature _____

Qualification (CGA, etc.) _____

Part D - To be completed by owner(s) of handicab van(s) only

1. Revenue from handicab vans during fiscal year:

   (a) Revenue from metered trips _____

   (b) Revenue from contract trips _____

   (c) TOTAL HANDICAB VAN REVENUE _____

2. Number of for-hire trips made with handicab vans during fiscal year:

   (a) Number of metered trips _____

   (b) Number of contract trips _____

   (c) TOTAL NUMBER OF HANDICAB VAN TRIPS _____

Part E - Certification of owner(s)

The undersigned certifies the information in this return to be true and correct:

Signature(s) of owner(s):_____

SCHEDULE I
(Clause 18(1)(a.1))

Manitoba Specialized Motor Vehicle Safety Standard for Commercial Vehicles for the Transportation of Mobility-Challenged Passengers

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PART 1

INTERPRETATION AND GENERAL REQUIREMENTS

Reference publications

1 The following standards and documents are incorporated into this Schedule by reference:

(a) CSA Standards

(i) *01Z1-M1978, Douglas Fir Plywood*,

(ii) *Z604, Transportable Mobility Aids*, and

(iii) *Z605, Mobility Aid Securement and Occupant Restraint Systems for Motor Vehicles*;

(b) American Society for Testing and Material Standards

(i) *8117-90, Method of Salt Spray (Fog) Testing*,

(ii) *D412-87, Test Methods for Rubber Properties in Tension*,

(iii) *D1056-85, Specification for Flexible Cellular Materials - Sponge or Expanded Rubber*,

(iv) *D1667-76(R1991), Specification for Flexible Cellular Materials - Vinyl Chloride Polymers and Copolymer Closed-Cell Vinyl*,

(v) *D2047-82(R1988), Test Method for Static Coefficient of Friction of Polish Coated Floor Surfaces as Measured by the James Machine*, and

(vi) *D3574-86, Method of Testing Flexible Cellular Materials - Slab, Bonded and Molded Urethane Foams*;

(c) Canadian General Standard Board, *Standard 1-GP-12C-1965, Standard Paint Color, Part I - Color Identification and Selection*;

(d) Canada Motor Vehicle Safety Standards, as contained in the *Canada Motor Vehicle Regulations* (*Canada Motor Vehicle Safety Act*)

(i) *105 - CRC 1978 c. 1038; SOR/79-374; SOR/8O-637; SOR/86-683; SOR/86-976; SOR/91-144, Hydraulic Brake Systems*,

(ii) *120 - CRC 1978 c. 1038; SOR/78-351; SOR/79-547; SOR/79-940 SOR/80-638, Air Brake Systems*,

(iii) *207 - CRC 1978 c. 1038, Seat Anchorage*,

(iv) *209 - CRC 1978 c. 1038; SOR/78-910, SOR/87-154, Belt Assembly*,

(v) *210 - CRC 1978 c. 1038; SOR/90-588, Belt Anchorage*,

(vi) *217 - CRC 1978 c. 1038; SOR/80-159; SOR/86-978; SOR/87-176, Bus Window Retention Release and Emergency Exits*,

(vii) *220 - CRC 1978 c. 1038; SOR/79-840, Rollover Protection*, and

(viii) *222 - CRC 1978 c. 1038; SOR/80-161; SOR/86-453; SOR/91-593, School Bus Passenger Seating and Crash Protection*;

(e) Federal Motor Vehicle Safety Standards (USA), *Code of Federal Regulations, Title 49, Part 571, 125-1981, Warning Devices*;

(f) Society of Automotive Engineers, Standards, Recommended Practices, Information Reports

(i) *120e-1988, Coolant System Hoses*,

(ii) *J377-1987, Performance of Vehicle Traffic Horns*,

(iii) *J544-1988, Electric Starting Motor Test Procedure*,

(iv) *J537-1986, Storage Batteries*, and

(v) *J588-1984, Turn Signal Lamps for Use on Motor Vehicles Less Than 2032 mm in Overall Width*;

(g) School Bus Manufacturers Institute, *School Bus Design Objectives*, May 1990; and

(h) US Military Standards

(i) *MIL-P-12420C-1991, Plastic Material, Cellular, Elastomeric*, and

(ii) *MIL-P-15280H-1988, Plastic Material, Unicellular (Sheets and Tubes)*.

Variances with *Canada Motor Vehicle Safety Regulations*

2(1) If a provision of this Schedule is inconsistent with a provision of the *Canada Motor Vehicle Safety Regulations*, the provision of those Regulations shall take precedence.

General requirements

2(2) The complete vehicle shall conform to the *Canada Motor Vehicle Safety Regulations* in effect no earlier than the date of manufacture of the original base vehicle and no later than the date of completion of the vehicle with all equipment required for its intended purpose.

Compliance with Schedule

2(3) Subject to subsection (1), the complete vehicle shall comply with the requirements of this Schedule.

Compliance label
2(4) The vehicle shall bear a label containing, in clear and indelible lettering a statement of compliance that is lettered by indenting or embossing or in a colour that contrasts with the background of the label in block capitals and numerals not less than 2 mm in height, permanently affixed to the same surface of the vehicle as the national safety mark by the person, firm or company completing construction of the vehicle with all equipment required for its intended purpose, which label shall contain

(a) the name and address of the person, firm or company completing construction of the vehicle with all equipment required for its intended purpose;

(b) the month and year that construction of the vehicle was completed with all equipment required for its intended purpose; and

(c) a statement that the vehicle, as constructed, complies with all of the provisions of this Schedule.

Modifications
2(5) It is the responsibility of the person, firm or company making any modification to the vehicle for any purpose, after its initial certification by the manufacturer, to assure the modification complies with all applicable provisions of this Schedule and outlined in the applicable Canada Motor Vehicle Safety Standards.

Compliance label for modified vehicle
2(6) Where a person firm or company modifies a vehicle that has previously been determined to be in compliance with this Schedule other than by the addition, substitution or removal of readily attachable minor components or by minor finishing operations such as painting, the person, firm or company shall affix to the vehicle an additional label of the type described in subsection (4) in the manner and form set out in that subsection stating

(a) the name and address of the person, firm or company that modified the vehicle;

(b) the month and year that modification of the vehicle was completed; and

(c) a statement that the modified part of the vehicle complies with all applicable provisions of this Schedule.

Type of vehicle
2(7) The vehicle shall be one or a combination of the following types:

(a) equipped with a lift that complies with Part 5;

(b) equipped with a service ramp that complies with Part 6;

(c) equipped with a system to lower the vehicle floor to permit loading and unloading persons with physical disabilities;

(d) equipped to transport only ambulatory passengers.

Gross vehicle weight
3(1) The gross axle and gross vehicle weights of the loaded vehicle shall not exceed the manufacturer's statement of compliance for gross axle and vehicle weight ratings.

Factors in determining gross vehicle weight
3(2) In determining the gross vehicle weight, the total maximum passenger weight shall be based on the following:

(a) 70 kg for the driver;

(b) 70 kg for each passenger not in a mobility aid; and

(c) 150 kg for each mobility aid position.

Securement of devices
4(1) Securement of devices and other pieces of equipment supplied with the vehicle that are not an integral part of the vehicle shall be in accordance with subsection 4(2).

Portable support equipment
4(2) Portable support equipment or special accessory items shall be secured at the mounting location in a manner sufficient to withstand a pulling force of 20 times the weight of the item in any direction, or shall be retained in an enclosed and secured latched compartment which is capable of withstanding a pulling force of 20 times its weight with the contents inside.

Spare tire
4(3) If a spare tire is mounted inside the passenger compartment, it shall be secured in accordance with subsection 4(2).

PART 2

VEHICLE CHASSIS

BATTERY

Application
5(1) Subsection (2) applies only to a vehicle of which the battery compartment or location of the battery has been altered from, or added to, the original equipment manufacturer's base vehicle.

Battery compartments
5(2) All battery compartments shall be ventilated to the exterior of the vehicle.

BUMPERS

Application
6(1) Subsections (2) and (3) apply only to a vehicle of which the front bumper has been altered from, or added to, the original equipment manufacturer's base vehicle.

Dimensions of front bumper
6(2) The front bumper shall extend beyond the forward-most part of the body and to the outer edge of the front body panels to ensure fender and body protection.

Strength of front bumper
6(3) The front bumper, except breakaway bumper ends, shall be of sufficient strength to permit the vehicle on level ground to push an equivalent vehicle of equal GVWR and loaded to that GVWR without major permanent distortion to the bumper, chassis or body of the pushing vehicle.

Application
7(1) Subsections (2) to (4) apply only to a vehicle of which the rear bumper has been altered from, or added to, the original equipment manufacturer's base vehicle.

Method of attachment of rear bumper
7(2) The vehicle shall be equipped with a rear bumper attached directly to the chassis frame with provisions for removal.

Dimensions of rear bumper
7(3) The rear bumper shall extend beyond the rear-most part of the body surface by at least 25 mm measured at the floor line.

Strength of rear bumper
7(4) The rear bumper shall be of sufficient strength to permit the vehicle loaded to its GVWR to be pushed by another vehicle on level ground without major permanent distortion to the rear bumper.

EXHAUST SYSTEM

Application
8(1) Subsections (2) to (4) apply only to a vehicle of which the exhaust system has been altered from, or added to, the original equipment manufacturer's base vehicle.

Location of exhaust system
8(2) The exhaust pipe, muffler and tail pipe shall be located outside the passenger compartment.

Direction of exhaust
8(3) The exhaust system shall direct exhaust gases away from the body of the vehicle and loading areas.

Exhaust system clearances
8(4) Adequate clearances or heat protection shall be provided between the exhaust system and fuel tanks, fuel lines, flexible brake lines and hoses and other flammable material to prevent combustion or heat deterioration or both.

FRAME

Modifications
9 A modification of the length of the frame of a vehicle resulting in the alteration of the vehicle's wheelbase by anyone other than the chassis manufacturer is prohibited unless the modification is

(a) approved by the chassis manufacturer; and

(b) done in the exact manner approved by the chassis manufacturer.

Holes in frame side rails
10 Holes in top or bottom flange of the frame side rails are not permitted except as provided by the chassis manufacturer in the original chassis frame.

Openings
11 All openings in the floor or fire wall between the chassis and passenger-carrying compartment, such as those for the gear shift lever and the parking brake lever, shall be sealed against water, dust, and fumes.

PART 3

VEHICLE BODY

ACCESSIBILITY SYMBOL

Location of symbol
12(1) The vehicle shall be identified by an accessibility symbol, as shown in Figure 5, visible from the exterior of the vehicle, located adjacent to the mobility aid entrance door.

Appearance of symbol
12(2) The symbol shall

(a) be a minimum size of 150 x150 mm; and

(b) be white on a blue background with the following colour numbers specified in CGSB Standard 1-GP-12C:

(i) White - 513-301,

(ii) Blue - 502-104.

INSULATION

General
13(1) The ceiling and walls of the vehicle shall be insulated to deaden sound and vibration and to reduce heat transfer.

R value
13(2) All insulating materials used for the reduction of heat transfer shall have an R value of at least 3.0.

WINDOWS

Windows
14 The vehicle shall be equipped with windows on both sides of the passenger compartment designed to open so as to provide ventilation.

SERVICE ENTRANCES

Ambulatory entrance door
15 There shall be an ambulatory entrance door on the right side of the vehicle.

Location of single mobility aid entrance
16 Where only one mobility aid entrance is provided, it shall not be on the left side of the vehicle.

Driver shall control power-operated door locks
17(1) Where the vehicle is equipped with power-operated door locks, the locking and unlocking of all doors shall be under control of the driver from his or her normal seated position.

Manual operation in event of power failure
17(2) Power-operated doors and door locks shall be designed and constructed to permit manual operation in case of power failure.

Service door safety feature
18(1) A service door shall be provided with a means to secure it against unintended closing during loading or unloading of passengers.

Service door padding
18(2) Where service door openings are less than 1,980 mm in height, they shall be padded at the top interior edge.

Service door drip moulding
18(3) There shall be a drip molding above each service door opening to direct water to either side of the opening.

Ambulatory entrance door safety feature
19(1) An ambulatory entrance door shall be equipped with a safety latch to prevent unintended closing if the door grab handles are used.

Ambulatory entrance door dimensions
19(2) Subject to subsection (3), the minimum dimensions of the ambulatory entrance door opening shall be a clear

(a) 560 mm wide at the widest point and 400 mm wide at the narrowest point; and

(b) 1,346 mm high.

Permitted intruding latch mechanisms
19(3) Where the vehicle is equipped by the original equipment manufacturer with cargo doors at the ambulatory entrance door, the latch mechanisms for those doors may intrude into the minimum clear height set out in clause (2)(b) provided that each intruding latch mechanism is painted in a colour that contrasts with the colour of the surrounding door frame.

Mobility aid entrance door dimensions
20 The minimum dimensions of the mobility aid entrance door opening with a lift or ramp installed shall be a clear

(a) 760 mm wide; and

(b) 1,400 mm high.

STEPS

Step coverings
21(1) The static coefficient of friction of step covering material when measured in accordance with ASTM Standard D2047-82(R1988) under wet and dry conditions shall be a minimum of 0.5.

Step markings
21(2) There shall be a yellow or white stripe not less than 38 mm and not more than 75 mm wide on the leading edge of the horizontal surface of each step and the surface of floor of the passenger compartment at the step entrance.

Dimensions of steps
21(3) The dimensions of steps at the ambulatory entrance shall be as follows:

(a) the first step from ground level shall be a maximum of 380 mm in height from the ground;

(b) all other steps in the vehicle shall be a maximum of 230 mm in height;

(c) the maximum allowable variation in the height of steps in the vehicle shall be a maximum of 25 mm;

(d) all steps shall be a minimum of 164.5 mm in depth;

(e) all steps shall be a minimum of 400 mm in width; and

(f) all steps shall be a constant depth except for auxiliary steps.

Step-nosing overhang
21(4) Step-nosing overhang shall not exceed 10 mm.

Step-nosing at floor level
21(5) The step-nosing at the floor level of the passenger compartment shall be flush with the floor.

EMERGENCY EXITS

General
22 Every vehicle shall be provided with an emergency exit

(a) with a minimum width of 800 mm and a minimum height of 1,125 mm for full-size vans;

(b) with a minimum width of 725 mm and a minimum height of 1,100 mm for minivans.

Emergency exit for full-size vans
23(1) The emergency exit in a full-size van shall be constructed and configured so as to allow the unobstructed passage of a parallelepiped rectangle that measures 1,118 mm in height and 800 mm in width perpendicular to the sides of the vehicle, and 610 mm in depth parallel to the sides of the vehicle, the bottom of which remains within 25 mm of the floor at all times during its passage through the opening of the exit.

Emergency exit for minivans
23(2) The emergency exit in a minivan shall be constructed and configured so as to allow the unobstructed passage of a parallelepiped rectangle that measures 1,092 mm in height and 737 mm in width perpendicular to the sides of the vehicle, and 610mm in depth parallel to the sides of the vehicle, the bottom of which remains within 25 mm of the floor at all times during its passage through the opening of the exit.

Location of emergency exit
24 The emergency exit shall be located on a different wall of the vehicle than the service door and shall be accessible without obstruction by any seat or other object which would require the use of a tool for removal.

Maximum obstruction of emergency exit
25(1) There shall be no more than two seat systems or objects that must removed in order to provide clear passage through the emergency exit.

Quick release mechanism required
25(2) Every seat system or object that must be removed to provide clear passage through an emergency exit shall be equipped with a quick release mechanism that requires no more than one release action, readily accessible from the emergency exit, to remove the seat system or object.

Emergency exit for ambulatory passengers
26 Vehicles for the exclusive use of transporting ambulatory passengers shall be equipped with

(a) at least one rear emergency door that opens outward and is hinged on either side; and

(b) one push-out side window

(i) that provides a minimum opening clearance of 400 mm in height and 1,016 mm in width,

(ii) that is capable of being released by means of not more than two mechanisms that are located at the bottom of the window and do not have to be operated simultaneously, and

(iii) that allows manual release of the mechanism by an occupant of the vehicle using a low-force application of not more than 90 N in a rotational or linear direction.

Labelling of push-out windows
27 Every push-out window or other emergency exit shall, for the purposes of identification and operation,

(a) be identified with a label located on the inside vehicle wall surface within 150 mm of the release mechanism for the window or other emergency exit

(i) bearing words in both English and French, or an approved symbol, that identifies the emergency exit or the window as an emergency exit, and

(ii) containing concise operating instructions in both English and French, or an approved symbol, describing the motions and, if applicable, sequence of motions necessary to unlatch and open the window or other emergency exit, in letters at least 9.5 mm high of a colour that contrasts with the label background; and

(b) be legible to an occupant of the vehicle with a corrected visual acuity corresponding to a Snellen ratio of 20/40.

Securement during unloading

28 Emergency exits shall be provided with a means to secure them against unintended closing during unloading of passengers.

Fastening of restrainment or securement devices to exits prohibited

29 Fastening of any passenger restraining or mobility aid securement device to emergency exits is prohibited.

LIGHTING

Door lighting requirements

30 Every vehicle shall be equipped with a light

(a) at the lift door, automatically operated when the door opens, which fully illuminates the lift area; and

(b) above or beside each passenger access door, automatically actuated when the door opens, which fully illuminates floor of the passenger compartment in the immediate area of the door and the steps, if any.

INTERIOR DIMENSIONS

Inside height

31 The inside body and passenger compartment height shall be a minimum of 1,370 mm measured at any point on the longitudinal centre line from the front vertical bow to the rear vertical bow and no lights or other fixtures may intrude into this zone.

FLOOR

General
32 The floor of the passenger compartment shall

(a) have an overlay of at least an 11 mm covering of 5-ply plywood which equals or exceeds the properties of select sheathing grade "C improved" for underlay in compliance with CSA Standard 0121-M1978 or any other equivalent durable covering of commensurate strength and insulating properties; or

(b) be the original equipment manufacturer's standard specification metal floor.

Chipboard prohibited
33 Chipboard and loose composite board shall be prohibited for use as floor material.

Static coefficient of friction
34 The static coefficient of friction of the flooring material, when measured in accordance with ASTM Standard D2047-82(R1988) under wet and dry conditions shall be a minimum of 0.5.

Application
35(1) Subsection (2) applies only to a vehicle of which the floor of the passenger compartment has been altered from, or added to, the original equipment manufacturer's base vehicle.

Strength of passenger compartment floor
35(2) The floor shall be designed and constructed to support a load of 226 kg at any wheelchair position without permanent deformation.

PASSENGER SEATING AND SEATS

Mobility aid passenger seating
36 Mobility aid passenger seating shall be forward or rearward facing and shall meet CSA Standard Z605.

Application
37(1) Subsections (2) and (3) apply only to ambulatory passenger seating that has been altered from, or added to, the original equipment manufacturer's base vehicle.

Ambulatory passenger seat spacing
37(2) If ambulatory passenger seating is altered from the original equipment manufacturer's base vehicle seating, the distance from the front of each seat back to the back of the seat ahead, measured on a horizontal plane at the centre of the seat cushion surface, shall be a minimum of 685 mm.

Ambulatory passenger seating dimensions
37(3) Seating for ambulatory passengers shall meet the following requirements:

(a) there shall be a minimum rump width of 380 mm for each passenger;

(b) the height above the floor of the seat cushion shall be between 400 and 480 mm;

(c) the depth of the seat cushion shall be between 380 and 430 mm;

(d) the seat cushion shall be level or slope downwards towards the back;

(e) the seat back shall be a minimum of 380 mm in height measured from the surface of the cushion.

Mobility aid passageway
38 Where a passageway is required in a vehicle for movement of a mobility aid, there shall be a minimum clear width of 760 mm between fixed objects.

Seat belt for person with a disability
39 Each seat designated for use by a person with a disability shall be equipped, at a minimum, with a Type 1 seat belt assembly.

GRAB BARS AND HANDLES

Location
40(1) A grab bar or handle shall be provided

(a) at each seat designated for use by a person with a disability; and

(b) at each side of an entrance used by persons with disabilities, of a contrasting colour, accessible from ground level, and so arranged that the bars or handles are inside the vehicle when the doors are closed.

Dimensions
40(2) The maximum diameter or width of a grab bar or handle, including padding, shall be 75 mm.

Strength
40(3) A grab bar or handle shall be capable of withstanding a pull of at least 450 N in any direction without permanent deformation.

PROJECTIONS AND PADDING

Projections
41 The interior of the vehicle shall be free of all unnecessary projections likely to cause injury, and there shall be an interior lining on the ceiling and walls.

Padding
42(1) Any of the following structures that could be contacted by passengers in their seated position shall be padded in accordance with subsection (2) or (3):

(a) stanchions;

(b) grab bars or handles, except those at the vehicle entrance;

(c) guard rails;

(d) exposed stationary parts of lifts and ramps.

Physical properties of padding
42(2) Subject to subsection (3), padding shall be a closed-cell urethane foam, rubber, or vinyl type of material a minimum of 5 mm thick and having as a minimum the physical properties specified in Table 1 or 2.

Alternative padding material
42(3) As an alternative to the padding required under subsection (2), the structures referred to in clauses (1)(a) to (c), may be padded with extruded polyvinyl chloride (PVC) tubing of a minimum nominal thickness of 13 mm or the equivalent.

MIRRORS

Rearview mirrors
43 Every vehicle shall be equipped with rearview mirrors located inside and outside of the vehicle which conform to the following:

(a) the interior mirror shall

(i) have rounded corners and edges and be designed to reduce danger of injury upon impact, and

(ii) be untinted and, if made of glass, shall be of safety glass, and

(iii) provide the operator with an uninterrupted view of the entire passenger compartment;

(b) the outside mirrors shall

(i) be located on each side of the vehicle forward of the driver's seat and the reflecting surfaces shall not be obscured, and

(ii) have adjustable mounts.

Convex mirrors
44 A convex mirror shall be mounted adjacent to the flat-surfaced outside rearview mirror on the right side to provide an additional close-in field of vision.

HEATERS

Application
45(1) Subsections (2) to (5) apply only to a heater that has been altered from, or added to, the original equipment manufacturer's base vehicle.

Heaters
45(2) Every vehicle shall be equipped with front and rear heaters.

Type of heater, front
45(3) The front heater shall be a fresh air or combination fresh air and recirculating type.

Type of heater, rear
45(4) The rear heater shall be of the recirculating type.

Combustion-type heaters
45(5) All combustion-type heaters shall be approved by a recognized testing agency.

Application
46(1) Subsections (2) and (3) apply only to a vehicle of which the heating system has been altered from, or added to, the original equipment manufacturer's base vehicle.

Capabilities of heating system
46(2) The heating system with the engine idling shall be capable of maintaining the inside air temperature at a minimum of 16°C when the outside temperature is -18°C and the ambient air velocity is at a maximum of 5 km/h.

Method of determining compliance with temperature requirement
46(3) Compliance with the temperature requirement of subsection (1) shall be measured at between 400 and 450 mm above the passenger compartment floor level at the longitudinal and latitudinal centre of the vehicle.

Application
47(1) Subsection (2) applies only to heater lines have been altered from, or added to, the original equipment manufacturer's base vehicle.

Heater lines
47(2) Heater lines shall comply with the following requirements:

(a) the lines shall be supported to guard against chafing due to vibration;

(b) the lines shall not rub against the chassis or any sharp edge on the vehicle and shall not interfere with or restrict the operation of any engine function;

(c) where hoses are used, they shall conform to SAE Standard 120e-1988;

(d) heater lines inside the passenger compartment shall be shielded to prevent scalding of the driver or passengers and to provide protection in the event of the rupture of a line.

WIRING

Application
48(1) Subsection (2) and sections 49 to 51 apply only to wiring that has been altered from, or added to, the original equipment manufacturer's base vehicle.

Compliance with standards
48(2) Wiring shall comply with the current standards of the Society of Automotive Engineers for wiring and associated components.

Circuits
49 Wiring shall be arranged in circuits so as to be compatible with the chassis wiring of the original equipment manufacturer's base vehicle.

Insulation and protection
50(1) All wires within the body shall be insulated and, where accessible to the passengers, shall be covered with a protective loom or the equivalent that will protect the wires from external damage and minimize danger from short circuits.

Protection against abrasion
50(2) Wherever wires pass through a body member, they shall be protected against abrasion.

Fastening and joining
51(1) Wires that cannot be enclosed within the body shall be fastened securely.

Joints to be soldered or equivalent
51(2) All wiring joints shall be soldered or joined by equally sufficient connectors.

ROLLOVER PROTECTION

Rollover protection
52 All vehicles shall comply with CMVSS 220.

PART 4

MOBILITY AIDS

SPACE REQUIREMENTS

Floor space
53 The average floor space for each mobility aid shall be taken as 685 mm by 1,115 mm or as provided in CSA Z605. The 1,115 mm length shall be parallel to the vehicle's longitudinal centerline.

Fixed vehicle structures
54 There shall be no fixed vehicle structure at a mobility aid position, other than mobility aid securement and occupant restraint system components, within the recommended clear zone shown

(a) in Figure 1, where the position is equipped with a Type 2 seat belt assembly; and

(b) in Figure 2, where the position is equipped with a Type 1 seat belt assembly.

SECUREMENT DEVICES

Securement devices
55 Mobility aid securement devices shall conform to CSA Standard Z605.

Anchorage points
56 Each pair of anchorage points for a mobility aid securement system shall be separated by a minimum centre-to-centre distance of 300 mm as shown in Figure 3(b), and shall be designed and constructed to withstand a forward and rearward static loading of 1,600 kg applied in accordance with Figure 3(a).

MOBILITY AID OCCUPANT RESTRAINT

Occupant restraint systems
57 Type 2 occupant restraint systems shall conform to CSA Standard Z605.

Seat belts for outboard positions
58(1) A Type 2 seat belt assembly shall be provided at each outboard mobility aid position.

Seatbelts for inboard positions
58(2) A Type 1 or Type 2 seat belt assembly shall be provided at each inboard mobility aid position.

Seatbelts shall conform to requirements
58(3) All seat belt assembly components shall meet the requirements of CMVSS 209.

Strength requirements for anchorage points
59(1) Anchorage points for the occupant restraint system shall meet the strength requirements of CMVSS 210.

Location of upper torso anchorage points
59(2) The upper torso anchorage point shall be located within the zone shown in Figure 4.

Simultaneous loading
60 If the mobility aid securement and occupant restraint systems of a mobility aid position share common anchorage points, they shall be designed and constructed to meet the strength requirements of section 56 and subsection 59(1) simultaneously.

PART 5

MOBILITY AID LIFTS

SECUREMENT AND DIMENSIONS

Securement to vehicle
61 Where a vehicle is equipped with a mobility aid lift, the lift shall be installed in and secured to the vehicle in accordance with the lift manufacturer's instructions.

Vehicle interface test
62 Every unique combination of vehicle and mobility aid lift shall pass a vehicle interface test by the manufacturer of the vehicle or the installer of the mobility aid lift. This test shall be conducted on a lift installed on an actual vehicle model being purchased using this document for its procurement. A static load of 408 kg shall be applied through the centroid of a test pallet placed at the centroid of the platform when the platform is positioned at its railed position. The length and width dimension of the test pallet shall be 610 mm by 610 mm. The load shall remain on the platform not less than 2 minutes.

Platform dimensions
63 All lifts shall have the following minimum dimensions:

(a) 760 mm width;

(b) 1,115 mm length.

CAPACITY

Minimum load
64 Each lift shall be designed and constructed to have a minimum lifting capacity of 275 kg.

Static load test
65 Every model, type, revised model or revised type of mobility aid lift shall pass a static load test by the manufacturer of the lift. There shall be no evidence of fracture in any component of a lift when the static load test is conducted as follows with the lift attached to a rigid test fixture:

(a) a load of 10,000 N shall be applied through the centroid of a 610 mm by 610 mm test pallet placed at the centroid of the platform when the platform is positioned at the equivalent of the vehicle floor level;

(b) the load shall remain on the platform for a minimum of two minutes;

(c) after the load has been removed, an inspection shall be made to determine if any fractures have occurred.

PLATFORM CONSTRUCTION

Surface
66 The platform of a lift shall have a skid-resistant surface.

Dimensions and location of guards
67(1) The sides of the platform shall be fitted with guards that are 25 mm to 50 mm in height and extend the full length on each side of the platform.

Marking of guards
67(2) The outside of the guards shall be clearly marked with reflective yellow and black diagonal strips to indicate the presence of the unfolded platform.

Roll stop required
68(1) The platform shall be equipped with a roll stop at the outer edge.

Operation of roll stop
68(2) The roll stop shall be approximately in the vertical position when the platform is in the lifting and lowering mode and shall be retractable when the platform reaches the lower limit of travel.

Dimensions of roll stop
68(3) The roll stop shall be a minimum of 100 mm in height in the raised position.

Handrail required
69(1) Where the lift platform extends outside the vehicle body, the platform shall be equipped with a handrail on each side that is between 635 mm and 865 mm in height measured from the platform floor and that is designed and constructed to remain at a constant height while in operation.

Strength of handrail
69(2) Each handrail shall be capable of withstanding a horizontal force of 450 N concentrated at any point.

Restraining device required
70 Where the lift platform extends outside the vehicle body, the platform shall be equipped at its outboard end with a restraining device that shall be positioned between 635 mm and 865 mm above the platform floor, when the platform is in operation, to prevent the mobility aid and its occupant from rolling off the platform.

Guarding of moving parts
71 Exposed moving parts, such as chains, sprockets, and gears, shall be guarded against hazards inherent in moving machinery.

Operating conditions
72 Lifts shall be capable of functioning in an ambient temperature of between -40°C and 40°C.

Rated speed
73 The rated speed for lowering and raising the platform shall be a minimum of 0.06 m per second and a maximum of 0.13 m per second from a rated load condition to a no load condition.

LIFT CONTROLS

General
74 The lift control shall

(a) be located so as to enable the operator to stand anywhere around the edge of the platform when operating the lift;

(b) be operable using one hand only; and

(c) require continuous pressure for operation.

Number of controls
75 There shall be only one lift control per vehicle and it shall be designed and constructed to prevent accidental operation of the lift.

Storage of control device
76 Provision shall be made in the design and construction of the vehicle for safe storage of the control device when not in use by the operator.

Interlock device required
77 The vehicle shall be equipped with an interlock device that is designed and constructed to prevent operation of the lift if the parking brake is not engaged where the vehicle is equipped with a manual transmission or the transmission gear shift not secured in the "park" position where the vehicle is equipped with an automatic transmission.

Manual override required
78(1) The lift shall be equipped with a manual override system to enable the operator, in case of power failure, to manually raise and lower the platform with or without load and to manually return the lift to the stowed position.

Location of override device
78(2) The override device shall be accessible for use by the operator or a designated assistant.

Labelling of override device
78(3) An notice in both English and French outlining detailed step-by-step instructions for the manual rasing and lowering procedure shall be posted along side the manual mechanism actuation point.

Override speed
78(4) The lift shall be so designed that, in the event of primary power supply failure, the average speed of descent of the platform in the manual override mode, with rated load, will be not more than the maximum rated speed for powered operation.

Powered closing platform
79 A powered closing platform shall fold only when it is in the fully-raised position and shall be designed and constructed to be unable to fold with a load more than 34 kg on the centre of the platform.

RELIABILITY AND DURABILITY

General requirements
80 There shall be no evidence of failure or creation of hazardous conditions in the lift system during the accelerated life cycle test described in section 81.

Components are integral parts of lift
81(1) Electrical components, wiring, hydraulic components, drive components, and fasteners shall be considered as integral parts of the lift system for the purposes of an accelerated life cycle test.

Accelerated life cycle test
81(2) Every model, type, revised model or revised type of mobility aid lift shall pass an accelerated life cycle test by the manufacturer of the lift. An accelerated life cycle test shall be performed on a test fixture by repeating the lift use cycle 4,400 times in an ambient temperature of between 10°C and 32°C as follows:

(a) the time between each cycle shall be between six and seven minutes;

(b) alternating cycles of loaded and unloaded platform shall be simulated by applying a load of 2670 N for 100 cycles and then removing the load for 100 cycles;

(c) the lift shall be folded and unfolded during each cycle of the unloaded test;

(d) a visual inspection shall be made without disassembly of the lift at intervals of 500 cycles and changes in alignment, component wear and loosening of fasteners shall be recorded;

(e) preventative maintenance shall be performed during the test in accordance with the manufacturer's instructions.

CAUTIONS

Lift caution warning
82(1) A notice such as the following shall be shown on the lift:

CAUTION! STAND CLEAR.

Appearance of warning
82(2) A notice required under this section shall be

(a) in a colour that contrasts with the background of the notice;

(b) readily visible to persons in the vicinity of the lift; and

(c) be an approved warning symbol or, if in text, be

(i) in English and French, and

(ii) in letters 25 mm or more in height.

Warning sign
83 Wording such as the following must be displayed on the exterior of the vehicle adjacent to the mobility aid entrance in letters of a size and colour sufficient to be clearly seen from adjacent vehicles:

DO NOT PARK WITHIN 5 METRES.

PART 6

SERVICE RAMPS

GRADIENT

Gradient
84(1) The maximum gradient of a service ramp shall be 1 in 4.

Gradient where kneeling vehicle
84(2) If the vehicle is equipped with a kneeling feature, the gradient of the service ramp shall be calculated in the kneeling mode.

CONSTRUCTION

Ramp surfaces
85(1) The surface of a service ramp shall be of skid-resistant material.

Dimensions of ramp
85(2) A service ramp shall be 760 mm or more in width for a full-size van and 734 mm or more in width for a minivan.

Guards required
86(1) The sides of a service ramp shall be fitted with guards that are between 25 mm and 50 mm in height measured from the surface of the ramp.

Marking of guards
86(2) The outside of a guard required under subsection (1) shall be clearly marked with reflective yellow and black diagonal stripes to indicate the presence of the unfolded ramp.

Capacity of ramp
87 A service ramp shall be designed and constructed to withstand a load of 340 kg distributed evenly over an area of the full width of the ramp and 1,100 mm centred on the longitudinal centre of the ramp.

POWER-OPERATED RAMPS

Guarding of moving parts
88 Exposed moving parts on power-operated service ramps, such as chains. sprockets, and gears, shall be guarded against hazards inherent in moving machinery.

Operating conditions
89 A power-operated service ramp shall be capable of functioning in an ambient temperature of between -40°C to 40°C.

CONTROLS

Number of controls
90 There shall be only one power-operated service ramp actuating control per vehicle and it shall be designed and constructed to prevent accidental operation of the ramp.

Storage of control device
91 Provision shall be made in the design and construction of the vehicle for safe storage of the control device when not in use by the operator.

Interlock device required
92 The vehicle shall be equipped with an interlock device that is designed and constructed to prevent operation of the ramp if the parking brake is not engaged where the vehicle is equipped with a manual transmission or the transmission gear shift not secured in the "park" position where the vehicle is equipped with an automatic transmission.

Manual override required
93(1) A power-operated service ramp shall be equipped with a manual override to enable the operator, in case of power failure, to manually extend, lower and raise the ramp without load, and to manually return the ramp to the stowed position.

Location of override device
93(2) The override device shall be accessible for use by the operator.

Labelling of override device
93(3) An notice in both English and French outlining detailed step-by-step instructions for the manual extension, lowering and raising procedure shall be posted along side the manual mechanism actuation point.

SECUREMENT

Securement
94 If a service ramp is stored in the passenger compartment, it shall be secured in accordance with subsection 4(2).

PART 7

MANUALS

Manuals
95 A detailed operator's manual and maintenance guide shall be supplied with each vehicle.

Table 1
(subsection 42(2))

Physical Property Requirements for Rubber or Vinyl Padding Material

Property	Requirement	Test method
Density	72-104 kg/m^3 (4.5-6.5 lb/ft^3)	ASTM D1056
25% Compression deflection	0.175-0.282 kg/cm^2 (2.5-4.0 lb/in^2)	ASTM D1056
50% Compression set	15% max	ASTM D1667
Linear shrinkage	1.5% max	MIL-P-12420c
Tensile strength	3.5 kg/cm^2 min (50 lb/in^2 min)	ASTM D412
Elongation	14.0 kg/cm^2 min (200 lb/in^2 min)	ASTM D412
Water absorption	0.5 kg/m^2 max (0.1 lb/ft^2 max)	ASTM D1667
Cold crack	-20°C (-10°F) min	MIL-P-15280H

Table 2
(subsection 42(2))

Physical Property Requirements for Urethane Foam Padding Material

Property	Requirement	ASTM D3574 test method
Density	48 kg/m^3 min (3.0 lb/ft^3 min)	Test A
Indentation force deflection 25%, 25 mm (1 in) thickness	133-175 N	Test B_1
Indentation force deflection 65%, 25 mm (1 in) thickness	355-450 N	Test B_1
Support factor	2.4 min	Test B_1
Compression set, 50%, compression	10% max	Test D
Tensile strength	70 kPa min (10 psi min)	Test E
Ultimate elongation	150% min	Test E
Tear resistance	200 N/m min (1.2 lbf/in min)	Test F
Resilience (ball rebound)	55% min	Test H

Figure 1
Recommended Clear Zone Around a Mobility Aid Position
when an Upper Torso Restraint is Used

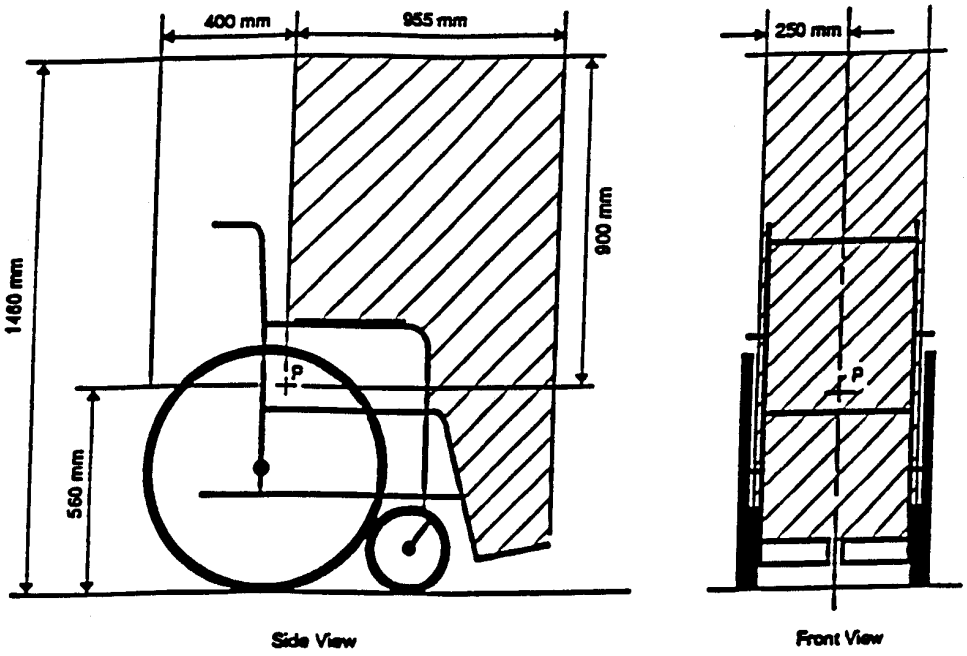


Figure 2
Recommended Clear Zone Around a Mobility Aid Position
when an Upper Torso Restraint is Not Used

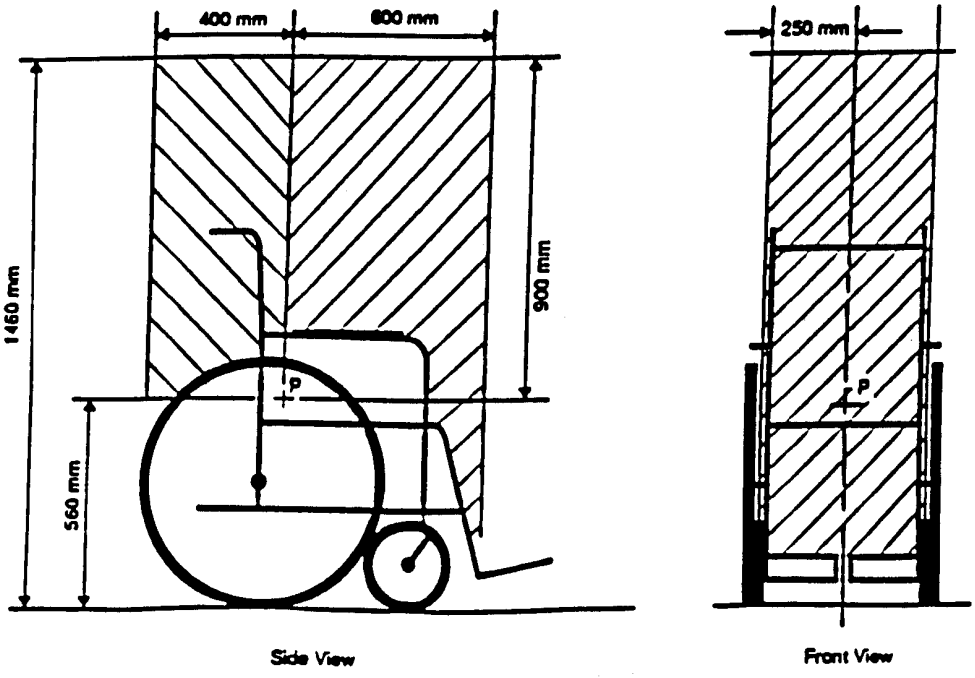


Figure 3(a)
Location of Anchorage Points for Mobility Aid Securement System

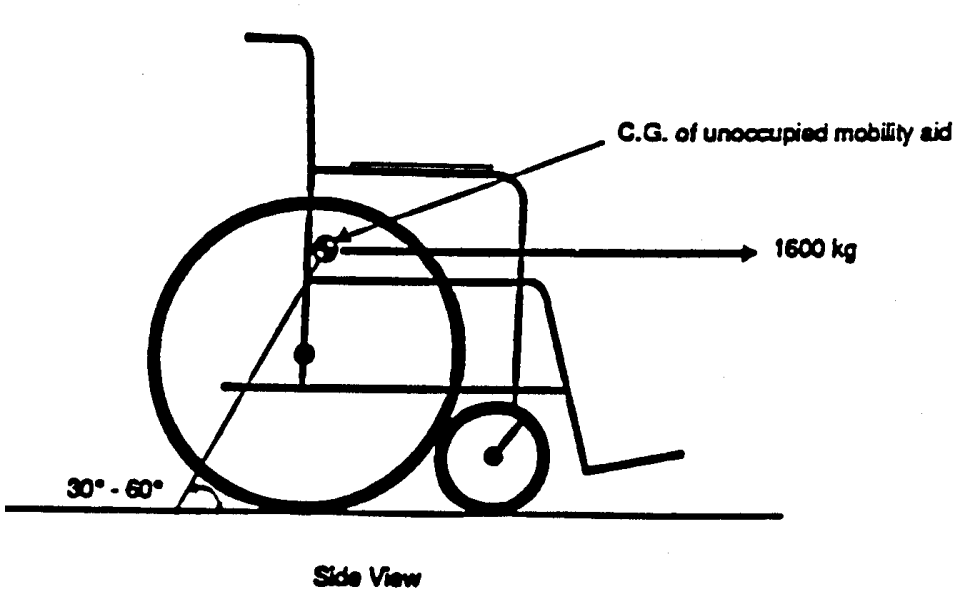


Figure 3(b)
Location of Forward and Rearward Static Loading of Mobility Aid Securement System

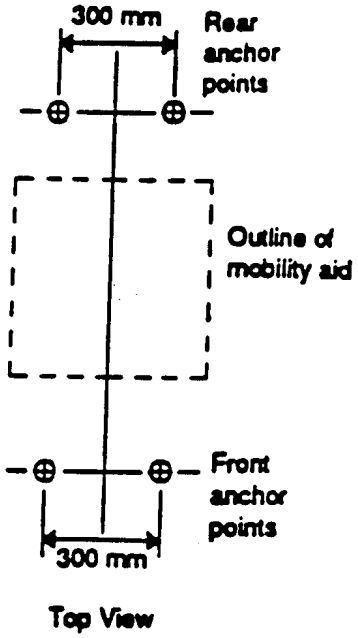
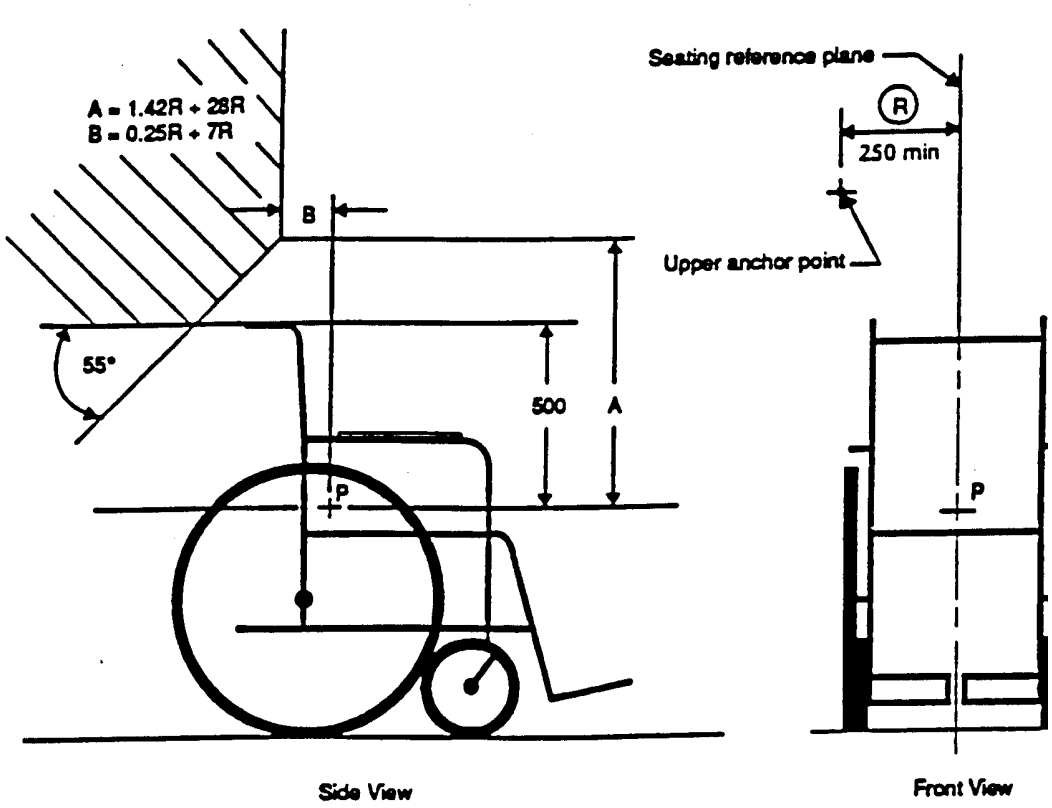
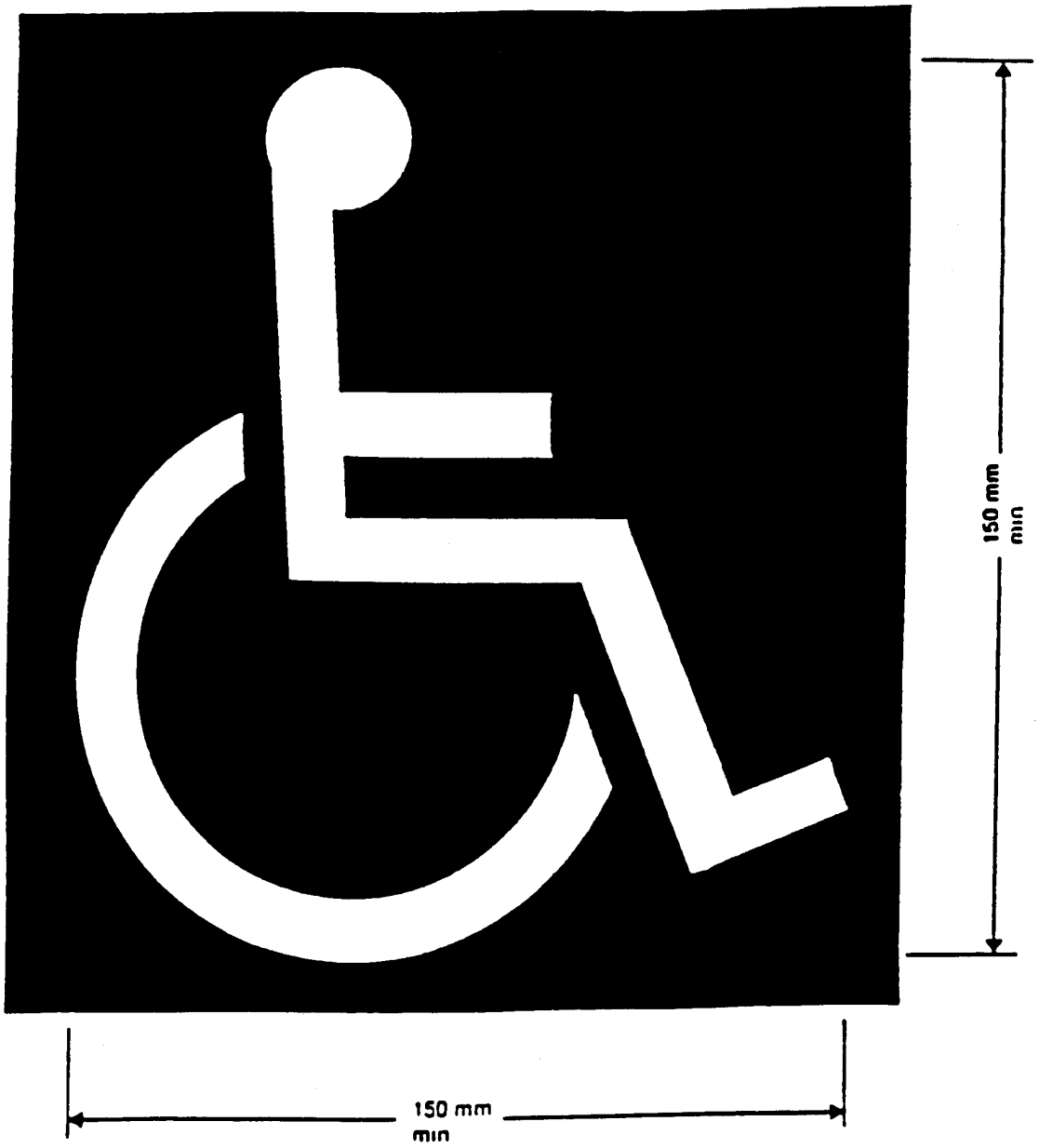


Figure 4
Location of Anchor Points for an Upper Torso Restraint Belt



R = *Distance between the seating reference plan and upper anchor point*

Figure 5
Accessibility Symbol



M.R. 237/97; 244/97; 31/2000

SCHEDULE J

Repealed.

M.R. 31/2000; 141/2002