

# CVOR Practise Test 1 – Module 2 – Getting Started

## Overview:

**Starting Your Business** - and the Business Plan: Doing a bit of research, deciding what you really want to do, and putting that in a business plan will guide you toward success. you should:

- Talk to your banker about the bank's requirements.
- Talk to your accountant about accounting requirements.
- Set up your company using the services of a lawyer.

Financial accounting is very important for the successful operation of any business.

When you are starting a new business, it is recommended that you investigate your requirements at all levels of government – municipal, provincial/territorial, and federal.

## International Registration Plan

- IRP is a North American agreement for the distribution of commercial vehicle registration fees.
- Operators with Ontario-plated vehicles operating outside Ontario, are required to apply for IRP through the Ministry of Transportation of Ontario.
- IRP acts as One registration to operate in all Canadian and US provinces and states
- You do not need to buy any extra permit to commute in any Canadian and US state, if you have IRP plates.
- Registering with IRP/ IRP Application Process
  - Operators may hand in or fax IRP applications to their local prorated offices.
  - Once they receive an application, it will be processed, and a fee notice will be sent to the operator.
  - Payment can be made to the local prorated office. Credentials will be given in person to the operator by the prorated staff or sent to the operator by mail.
  - Courier service is available at the expense of the operator.
  - Any original documents required for the transaction must be made available to the prorated office before the credentials are released.

## International Fuel Tax Agreement

- You require IFTA, if you
  - travel outside Ontario
  - Your commercial vehicle has three or more axles, and
  - Your vehicle weighs more than 11,797 kilograms (vehicle or vehicle and trailer).

# CVOR Practise Test 1 – Module 2 – Getting Started

## CVOR PRACTISE TEST 1

---

1. IRP stands for \_\_\_\_\_
  1. International Registration Plan.
  2. Internationally Registered Plates.
  3. International Registration policies.
2. Who should register in an IRP Plan??
  1. Ontario Vehicles having gross weight of 11793 kg or more.
  2. Vehicles having more than three axles.
  3. Vehicles having more than three axles regardless of weight.
  4. None of the above.
3. Can Ontario Vehicles be having gross weight of 11793 kg travel outside Ontario, if they are not registered in IRP??
  1. No, they should be registered.
  2. They can if they have trip permit.
  3. None of the above two statements are true.
4. IFTA stands for \_\_\_\_\_ ??
5. In order to register with IFTA, what are the standards???
  1. Vehicle Gross Weight should be more than 11793 kg.
  2. Vehicle with three or more axles.
  3. Both of above statements.
  4. None of the above are true.
6. What does IRP do?
  1. Collects the fee from the operator and distribute it to various jurisdictions the operator travels in.
  2. Collects the fee from the operator and keep it with them.
  3. Collects the fee from the operator and then send it to MTO and them will issue the plates.
  4. All of them is true.
7. What document does IRP issue that shows the states the operator can travel?
  1. Ownership
  2. Cab Card
  3. Annual Inspection
  4. Emission Test
8. Can an operator travel in the States which are not listed in the Cab Card.?
  1. No, unless he has temporary trip permit in order to travel in that state.
  2. No, he cannot until he gets registered to travel in that state under IRP plan.
  3. Yes, he can Travel.
  4. All of the above are true.

## CVOR Practise Test 1 – Module 2 – Getting Started

9. How can an operator apply for IRP plates.

1. Just walk in any local IRP/ Prorate office and ask them for plates.
2. Fax the IRP application first and then go there by booking appointment after the application is approved.
3. IRP Office will mail you the IRP plates once they received your application.
4. 1 & 2 options are true.

10. When should an operator file IFTA?

1. Every year on Dec. 31, 2015
2. Every Six Months
3. Every Three Months
4. Every Four Months.

11. The IFTA License expires every:

1. Every year on Dec. 31, 2015
2. Every Six Months
3. Every Three Months
4. Every Four Months.

12. IFTA Decals should be pasted on:

1. The bottom of the Front Mirror.
2. Anywhere on the truck.
3. One sticker on each side of the truck.
4. Inside the truck along with other permits and documents.

13. Can an operator drive the truck without IFTA Decals?

1. Yes, as long as he has copy of IFTA License in his truck.
2. No, once operator got IFTA license he should have copy of valid IFTA License and IFTA Decals on each side of truck.
3. None of them is true.

## CVOR Practise Test 1 – Module 2 – Getting Started

### Answers for Practise Test 1

1. 1
2. 1 & 3
3. 2
4. International Fuel tax Agreement.
5. 3
6. 1
7. 2
8. 1
9. 2
10. 3
11. 1
12. 3
13. 2





## CVOR PRACTISE TEST 2: Module 3: National Safety Code

### Overview:

- Several legal acts affect a commercial vehicle operator. It is important to be familiar with these acts and with their regulations.
  - Some are federal and apply across Canada. Others are provincial and apply only in Ontario.
  - Many regulations are similar across Canada and through parts of the United States.
  - Be aware whenever your vehicles are driven into a different province, territory, or state that some regulations may not be the same on the other side of the border.
- 

### CVOR Practise Test 2: Multiple Choice Questions:

1. All Drivers, Vehicles, and roadways within Canada fall under the \_\_\_\_\_ and its regulations.
  1. Highway Traffic Act
  2. Federal Traffic Act
  3. Canada Traffic Act
2. NSC stands for \_\_\_\_\_.
  1. National Safety Code
  2. National Standard Code
  3. National Service Code
3. Which of the following standard makes it an offence for a driver to hold more than one license?
  - NSC Standard 1
  - NSC Standard 2
  - NSC Standard 3
  - NSC Standard 4
4. Which standard that sets out the process for standardized testing of commercial drivers and includes the criteria for both written and road tests.
  - NSC Standard 1
  - NSC Standard 2
  - NSC Standard 3
  - NSC Standard 4
5. Which of the following standard is designed to upgrade the skills and knowledge of driver examiners and ensure that they are consistent across Canada?
  1. NSC Standard 1
  2. NSC Standard 2
  3. NSC Standard 3
  4. NSC Standard 4

## CVOR PRACTISE TEST 2: Module 3: National Safety Code

6. If an officer finds a driver impaired with alcohol and or drug, he can suspend the driver for short term under NSC Standard\_\_\_\_\_.

1. Standard 5
2. Standard 7
3. Standard 8
4. Standard 10

7. NSC Standard \_\_\_\_\_ describes the number of hours a driver is allowed to operate.

1. Standard 5
2. Standard 7
3. Standard 9
4. Standard 11

8. Cargo Securement requirements are outlined in NSC Standard \_\_\_\_\_.

1. 6
2. 8
3. 10
4. 12

9. NSC Standard \_\_\_\_\_ prescribes daily inspection requirements.

1. 5
2. 9
3. 11
4. 13



10. Which of the following standard outline the criteria for Maintenance and periodic inspections.

1. 8A
2. 10B
3. 11B
4. 10A

11. Which of the following standard renders a more uniform classification and endorsement system for driver licences and ensures that a licence issued in one province/territory is recognized in all provinces/territories.

1. NSC Standard 8
2. NSC Standard 4
3. NSC Standard 6
4. NSC Standard 3

## CVOR PRACTISE TEST 2: Module 3: National Safety Code

12. Which of the following standard outlines the criteria that must be met to permit operators and driver- training schools to train commercial drivers.

1. Standard 5
2. Standard 7
3. Standard 8
4. Standard 10

13. A standard that describes the criteria for placing a driver out of service on a short-term (24-hour) basis when a peace officer has reasonable and probable grounds to believe the driver's ability is affected by alcohol, drugs, or fatigue.

1. Standard 5
2. Standard 7
3. Standard 8
4. Standard 10

14. A standard that prescribes daily trip-inspection requirements.

1. NSC Standard 12
2. NSC Standard 13
3. NSC Standard 14
4. NSC Standard 15

15. A standard that outlines the audit process used by jurisdictions to determine an operator's level of compliance

1. NSC Standard 12
2. NSC Standard 13
3. NSC Standard 14
4. NSC Standard 15

16. All drivers, vehicles, and roadways within the province of Ontario fall under the \_\_\_\_\_ and its related regulations.

1. Motor Vehicle Transport Act (MVTA)
2. Highway Traffic Act (HTA)
3. Canadian Council of Motor Transport Administrators (CCMTA)
4. National Safety Code

## CVOR PRACTISE TEST 2: Module 3: National Safety Code

### Answers for Practise Test 2:

1. 1

2. 1

3. 1

4. 2

5. 3

6. 3

7. 3

8. 3

9. 4

10. 3

11. 2

12. 1

13. 3

14. 2

15. 4

16. 2



## CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration

**Very Important for CVOR written Exam!!**

### Overview:

- The Commercial Vehicle Operator's Registration (CVOR) system and the Carrier Safety Rating (CSR) program were developed by the Ministry of Transportation as part of Ontario's ongoing commitment to road safety. These programs promote the safe operation of trucks and buses on Ontario's roadways.
  - The Ministry of Transportation monitors operators and assigns each a safety rating based on several factors: collisions, inspections and convictions, as well as the results of facility audits.
  - Each operator is responsible for monitoring its CVOR record and the performance information it provides, including violation rates, thresholds, audit scores and resulting safety rating.
  - The operator should identify and address problem areas to improve their commercial motor vehicle safety performance.
- 

### CVOR Practise Test 3: Multiple Choice Questions

1. CVOR Stands for:
  1. Commercial Vehicle Ontario's Registration.
  2. Commercial Vehicle Operator's Registration.
  3. Commercial Van Ontario's Registration.
2. Which of the following requires a CVOR?
  1. Commercial Vehicles that have gross weight over 4500 kg (9920 lbs) and are plated in Ontario, US and Mexico.
  2. Buses with seating Capacity of 10 or more persons excluding driver.
  3. Buses with seating Capacity of 10 or more persons including driver.
  4. Buses with seating Capacity of 12 or more persons excluding driver.
3. Which of the following requires a CVOR?
  1. Buses for Personal Use.
  2. Motor Homes.
  3. None of the above.
  4. Both of the above.
4. Which of the following factors determine the company's CVOR record:
  1. Violation Rates
  2. Audit Scores
  3. Safety Rating
  4. Threshold
5. The operator has to renew a CVOR:
  1. Every 6 Months.
  2. Every 3 Months.
  3. Every Year.
  4. It does not expire.

## CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration

**Very Important for CVOR written Exam!!**

6. Who is the operator?

1. MTO.
2. Drive Test Center where you went for test.
3. Person or Legal Entity responsible for the operations of Commercial Motor Vehicle. E.g. Owner/ Director/or other partners of the Company.
4. None of the above.

7. An Operator is responsible for:

1. Driver's Behaviour.
2. Vehicle Safety.
3. Goods or Passenger of the Vehicle.
4. None of the above.

8. What is the amount for CVOR renewal?

1. \$250.00
2. \$32.00
3. \$50.00
4. \$100.00

9. What is the fee to get original CVOR?

1. \$250.00
2. \$32.00
3. \$50.00
4. \$100.00



10. A CVOR is document that displays detailed information for events such as:

1. Collisions.
2. Convictions
3. Inspections.
4. All of the above.

11. There are \_\_\_\_ types of CVSA Inspections:

1. 2
2. 3
3. 7
4. 5

12. All CVSA Inspections performed by an Officer anywhere in Canada will appear on the Carrier Abstract:

1. True
2. False

13. All CVSA Inspections performed by an Officer anywhere in the US will appear on the Carrier Abstract:

1. True
2. False

## **CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration**

**Very Important for CVOR written Exam!!**

14. Level 4 Inspection Includes:

1. Examination of Vehicle & Driver.
2. Walk around driver & vehicle inspection.
3. Special inspection to examine a particular item or component.

15. Level 1 Inspection includes:

1. Examination of Vehicle & Driver.
2. Walk around driver & vehicle inspection.
3. Special inspection to examine a particular item or component

16. Level 2 Inspection includes:

1. Examination of Vehicle & Driver.
2. Walk around driver & vehicle inspection.
3. Special inspection to examine a particular item or component.

17. Inspections are conducted according to:

1. National Safety Code (NSC).
2. Ontario Traffic Act (OTA).
3. Hours of Service (HOS).
4. Commercial Vehicle Safety Alliance Standards (CVSA).

18. Driver and Vehicle Inspections that do not meet the minimum safety standard are considered:

1. Critical defects.
2. Out of Service.
3. Both of the above.
4. None of the above.

19. Impropriety Points for Collision Involving Property Damage is:

1. 2
2. 4
3. 6
4. 8

20. Impropriety Points for Collision Involving a Personal Injury is:

1. 2
2. 4
3. 6
4. 8

21. Impropriety Points for Collision Involving a Fatal Injury is:

1. 2
2. 4
3. 6
4. 8

## CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration

### Very Important for CVOR written Exam!!

22. Name five Possible Safety Ratings\_\_\_\_\_?

23. Company XYZ Transport Inc. had an audit and overall audit score it received was 82%. Please determine if company has passed the audit or not??

1. Yes,
2. Yes, passed with excellent Safety Rating.
3. No.

24. Company XYZ Transport Inc. had an audit and overall audit score it received was 59%. Please determine if company has passed the audit or not??

1. Yes, passed with satisfactory Safety rating.
2. Yes, Passed with Excellent Safety Rating
3. No.

25. Company XYZ Transport Inc. had an audit. overall audit score it received was 35%. Please determine if company has passed the audit or not??

1. Yes
2. No.

26. A carrier would be eligible for an Excellent Safety Rating, if it meets the following requirements:

1. Carrier has been in operations for at least 24 months in operation, has an Overall Violation Rate of 15% or less and the Collision violation rate is 10% or less.
2. Carrier has been in operations for at least 6 months in operation, Has Overall Violation Rate more than 20% and the Collision violation rate is more than 15%.

27. A carrier would be eligible for a Satisfactory Safety Rating, if it meets the following requirements:

1. Carrier has at least 24 months in operation, Has Overall Violation Rate of 15% or less and Collision violation rate is 10% or less.
2. Carrier has at least 6 months in operation, Has Overall Violation Rate more than 20% and Collision violation rate is more than 15%

28. Satisfactory- Unaudited safety rating will apply if:

1. Carrier has at least 24 months in operation, Has Overall Violation Rate of 15% or less and Collision violation rate is 10% or less.
2. Carrier has at least 6 months in operation, Has Overall Violation Rate more than 20% and Collision violation rate is more than 15%.
3. Carrier has never been audited.

29. If a Carrier Fails the Audit, what safety rating applies to the CVOR?

1. Excellent.
2. Satisfactory- Audited
3. Satisfactory- Unaudited.
4. Conditional.



## CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration

**Very Important for CVOR written Exam!!**

30. Can an operator request an audit?

1. Yes
2. No.

31. All the Collision, Convictions and inspections will be retained in the Operator's CVOR for\_\_\_\_\_?

1. 12 Months
2. 24 Months
3. 36 Months
4. 2 Years & 6 Months.



## CVOR PRACTISE TEST 3: Module 4: Commercial Vehicle Operator's Registration

**Very Important for CVOR written Exam!!**

### Answers for Practise Test 3:

- |                      |       |
|----------------------|-------|
| 1. 2                 | 23. 2 |
| 2. 1 & 2             | 24. 1 |
| 3. 3                 | 25. 2 |
| 4. - 1, 2, 3, 4- All | 26. 1 |
| 5. 3                 | 27. 2 |
| 6. 3                 | 28. 3 |
| 7. 1, 2, 3           | 29. 4 |
| 8. 3                 | 30. 1 |
| 9. 1                 | 31. 2 |
| 10. 4                |       |
| 11. 4                |       |
| 12. 1                |       |
| 13. 2                |       |
| 14. 3                |       |
| 15. 1                |       |
| 16. 2                |       |
| 17. 4                |       |
| 18. 2                |       |
| 19. 1                |       |
| 20. 2                |       |
| 21. 3                |       |

22. 1. Excellent, 2. Satisfactory, 3. Satisfactory- Unaudited, 4. Conditional, 5. Unsatisfactory.



## CVOR PRACTISE TEST 4: Module 5: Ontario Specific Enforcement Issues

### Overview:

- The Carrier Safety and Enforcement Branch of the Ministry of Transportation of Ontario has prepared this guide to assist and ensure that truck and bus companies (commercial-vehicle operators) operate safely and are compliant with the regulations that govern highway use.
  - On February 2, 1998, the Government of Ontario introduced the Commercial Vehicle Impoundment Program (CVIP) as part of its aggressive campaign to improve commercial vehicle safety in this province.
  - Commercial vehicle impoundment is part of a progressive enforcement program where critically defective commercial vehicles are impounded for a minimum of 15 days.
- 

### CVOR Practise Test 4: Multiple Choice Questions

1. A vehicle with a critical defect is subjected to be impounded for a minimum of \_\_\_\_ days.
  - a) 5
  - b) 10
  - c) 15
  - d) 20
2. If one or more critical defects are found on a truck, an officer can remove the \_\_\_\_ & \_\_\_\_ from the truck.
  - a) Plates & Permits.
  - b) Inspection Sticker & Plates.
  - c) Permits & Insurance slip.
  - d) Plates & Insurance Slip.
3. The shipment or freight in an impounded vehicle is not allowed to be transferred or removed.
  - a) True
  - b) False
4. Which of the following term is true in regard to claiming the impound vehicle?
  - a) One can never claim impounded vehicle.
  - b) Owner can claim after all costs associated with towing, removal & impoundment have been paid.
  - c) He has to go in court in order to claim his/ her vehicle.
  - d) All of the above statements are false.
5. The repair of impounded vehicles can be done at \_\_\_\_\_.
  - a) Any repair station.
  - b) Any repair station by certified mechanic only.
  - c) The motor Vehicle inspection station.
  - d) MTO will decide where to send for repair.
6. Commercial vehicles that are abandoned at impounded facilities will be \_\_\_\_\_.
  - a) Sent to Owner's Yard at owner's expense.
  - b) Disposed of under Repair & Storage Liens Act.
  - c) Sent to MVIS under Highway Traffic Act.
  - d) Dispose by a towing company.

## CVOR PRACTISE TEST 4: Module 5: Ontario Specific Enforcement Issues

7. Which of the following two are subject to impoundment if operated with critical defects?
- a) Truck operating under CVOR
  - b) Motor Homes used for personal use.
  - c) Tow Trucks.
  - d) Buses Operating Under CVOR.
  - e) Ambulances or Fire Vehicles.
8. What is the impoundment period for first incident?
- a) 15 Days for the incident within 2.5 years.
  - b) 15 days for the first incident within 3.5 years.
  - c) 15 days for the first incident within 2 years.
  - d) 15 days for the first incident within 3 years.
9. A second incident of impoundment within 2 years will result in impoundment of \_\_\_\_
- a) 20 days.
  - b) 25 Days.
  - c) 30 days.
  - d) 35 days.
10. The operator will be charged under the \_\_\_\_\_ for operating an unsafe vehicle with critical defects and may face a fine up to \$20,000.
- a) Highway Traffic Act.
  - b) Ontario Traffic Act.
  - c) National Safety Code.
  - d) Provincial Offences Act.
11. Ontario is the second jurisdiction in North America to impound commercial vehicles for critical defects.
- a) True
  - b) False
12. Vehicle is placed out of service if defect associated with wheel brake is \_\_\_\_% or more
- a) 10
  - b) 20
  - c) 30
  - d) 50
13. The vehicle will be impounded, if defect associated with wheel brake is more than \_\_\_\_ %
- a) 10
  - b) 20
  - c) 30
  - d) 50
14. All Impounded vehicle must be off-loaded at:
- a) Drop off location
  - b) Carrier's Yard
  - c) Inspection Site
  - d) Any Warehouse

## CVOR PRACTISE TEST 4: Module 5: Ontario Specific Enforcement Issues

15. The owner of the vehicle can appeal the impoundment to:
- a) Carrier Safety & Enforcement Branch
  - b) Commercial Vehicle impoundment program
  - c) License Appeal Tribunal
  - d) Carrier Sanction Office
16. The impoundment will be recorded on the Operator's CVOR
- a) But no point will be assigned
  - b) The points will be applicable
17. A speed limiter is an electronic device that is installed in heavy trucks, and caps the speed at a maximum of \_\_\_\_
- a) 105 km/h
  - b) 100 Km/h
  - c) 110 km/h
  - d) 115 km/h

**TIP:** If a commercial motor vehicle was built after December 31, 1994, with a manufacturer's gross vehicle weight rating of 11,794 kilograms or more, and is equipped with an electronic control module, then the vehicle is subject to being speed limited.

18. The impoundment period is \_\_\_\_ days for the first incident within a two-year period. A second incident within two years will result in a \_\_\_\_ day impoundment. A third or subsequent incident within two years carries a \_\_\_\_ -day impoundment.

- a) 30, 60, 15
- b) 15, 30, 60
- c) 60, 15, 30

19. The operator will be charged with "operating an unsafe vehicle" and is responsible for:
- a) all the fees and costs associated with towing and impoundment only
  - b) all costs associated with the removal, transfer and storage of the load only
  - c) all fees mentioned above in option a & B and cannot use the vehicle for doing business during the impoundment period.

20. When the impound period is complete and the vehicle is released by the Deputy Registrar, what should be the next steps? Which of the following statement is true?
- a) Use the old plates to move the vehicle to repair facility and have it inspected and get safety standard certificate and then apply for new plates and wait for them until they are reissued. Once reissued put them on vehicle and now you can driver on Ontario highways or anywhere.
  - b) The vehicle must be towed or floated to a qualified repair facility. The vehicle cannot be driven on any Ontario highway until it has been inspected and a safety standards certificate has been issued. Only then will plates and permits be reissued for the vehicle.



## CVOR PRACTISE TEST 4: Module 5: Ontario Specific Enforcement Issues

### Answers for Practise Test 4:

1. C
2. B
3. B
4. B
5. C
6. B
7. A & D
8. C
9. C
10. D
11. B
12. B
13. D
14. C
15. C
16. B
17. A
18. B
19. C
20. B



## CVOR PRACTISE TEST 5: Module 6: Facility Audit and Operator Monitoring and Intervention

### Overview:

- An operator can be subject to a facility audit at any time, and the Ministry of Transportation has the authority to audit an operator under the Highway Traffic Act.
- The Ontario facility audit prescribes the requirements for commercial vehicle operators to maintain all driver and vehicle records within a defined time-period and make them available to a facility auditor when requested.
- The audit examines the operator's safety-management controls that are in place, to ensure drivers are:
  - o Qualified to drive the operator's equipment
  - o Conducting the inspections and reporting deficiencies whenever they occur.
  - o Compliant with Hours-of-Service regulations.
- There are three main elements (profiles) of facility audit i.e., Hours of service, Vehicle Maintenance, Driver Qualification, and records.

Profile	Contents and Weightings
Vehicle Maintenance (100 points)	Detection, Reporting and Repair (40) Preventive Maintenance (30) Records (20) Annual and Semi-Annual Inspections (10)
Hours of Service (100 points)	Quantified Margin of Error (90) Data Items (10)
Qualifications, Records and Reporting (100 points)	Qualified Driver (60) Driver Abstracts (15) Conviction Records (15) Operator Collisions (10)

- An operator must undergo a facility audit to become eligible for a satisfactory or excellent Carrier Safety Rating.
- The audit result is expressed as Pass: if the overall audit score is 55 percent or greater, and no profile is below 50 percent
- The audit result is expressed as Failed: if the overall audit score is below 55 percent, or any profile is below 50 percent.

---

### CVOR Practise Test 5: Multiple Choice Questions:

1. Ontario Facility Audit is based on the \_\_\_\_\_?
  - a) Highway Traffic Act.
  - b) Ontario Traffic Act.
  - c) National Safety Code.
  - d) Federal Motor Association.
2. The Four Main elements of Facility audit are
  - a) \_\_\_\_\_
  - b) \_\_\_\_\_
  - c) \_\_\_\_\_
  - d) \_\_\_\_\_

## CVOR PRACTISE TEST 5: Module 6: Facility Audit and Operator Monitoring and Intervention

3. How much points do Preventive Maintenance and Annual & Semi- Annual inspections hold in Facility Audits?
  - a) 10 & 40
  - b) 10 & 30
  - c) 40 & 10
  - d) 30 & 10
4. How much points do Driver Abstract hold in facility audits?
  - a) 10
  - b) 15
  - c) 20
  - d) 25
5. Preventive maintenance is conducted every 3 Months (90 days)
  - a) True
  - b) False.
6. Operators may receive an "excellent" rating if the audit compliance achieved is greater than \_\_\_ percent, and no profile compliance rate is below 70 percent.
  - a) 60
  - b) 70
  - c) 80 - Answer
  - d) 90
7. For failed Safety Audit, following safety rating is applied:
  - a) Pass
  - b) Fail
  - c) Conditional- Answer
8. Operators are eligible to receive a "satisfactory" rating if the audit compliance achieved is greater than \_\_\_\_ percent, and no profile compliance rate is below 50 percent.
  - a) 45
  - b) 50
  - c) 55 - Answer
  - d) 60
9. Choose three statements, which you think are the reasons as why facility audit is conducted:
  - a) To see if the company is currently active or not.
  - b) If an operator has previously failed a facility audit within the past five years and has not passed an audit since that time. -A
  - c) To see if the company is paying their drivers – a fair pay rate.
  - d) To verify that an operator is fulfilling commitments that were made to the Deputy Registrar -A
  - e) To review complaints made about the unsafe performance of an operator's driver, vehicle, or both.



## CVOR PRACTISE TEST 5: Module 6: Facility Audit and Operator Monitoring and Intervention

10. A facility auditor ALWAYS contact the operator to schedule an audit, by phone or in writing.
- a) True
  - b) False
11. During audit process, the auditor may ask operator following:
- a) To explain and demonstrate (with documentation) the hours of service and vehicle maintenance monitoring
  - b) To produce, in writing, a preventive maintenance schedule
  - c) Verify some details about the operator's
  - d) Verify their dispatch operations
  - e) Interview some of their drivers
  - f) To check the border crossing system operator is using
12. Record of vehicle Maintenance should be retained for
- a) Records for a period of 12 months- of an active unit, or six months after the vehicle ceases to be operated
  - b) Records for a period of 24 months- of an active unit, or six months after the vehicle ceases to be operated
  - c) Records for a period of 24 months- of an active unit, or twelve months after the vehicle ceases to be operated
  - d) Records for a period of 12 months- of an active unit, or twelve months after the vehicle ceases to be operated
13. Hours of service records should be retained for:
- a) 6 months
  - b) 12 months
  - c) 24 months
14. Driver Qualification and records should be retained for:
- a) Records of active driver for a period of one years, or from the date the driver started with the operator (if less), or six months after the driver ceases to be employed.
  - b) Records of active driver for a period of two years, or from the date the driver started with the operator (if less), or six months after the driver ceases to be employed.
  - c) Records of active driver for a period of two years, or from the date the driver started with the operator (if less), or one year after the driver ceases to be employed.

## CVOR PRACTISE TEST 5: Module 6: Facility Audit and Operator Monitoring and Intervention

### Answers for Practise Test 5:

1. a
2. Vehicle Maintenance, Hours of Service, Driver Qualification, Records and Reporting.
3. d
4. b
5. a
6. C
7. C
8. C
9. b,d,e
10. b - auditor may or may not inform the operator before conducting an audit.
11. a,b,c
12. b
13. a
14. b



## CVOR Practise Test 6 – Module 7 - Safety Programs, Record-Keeping, and Driver Files

### Important Module for CVOR Exam!!

---

#### Overview:

- In Ontario, there are no legal requirements under the Highway Traffic Act to develop or maintain a safety program for your business. However, it is considered a best practice to develop a program that addresses matters relating to the safe use and operation of commercial vehicles.

#### Safety Program:

- Safety Program is good practise and ensures that management has the information available to make proper decisions to establish safe working conditions for all operators and operator's employees, coupled with heightened awareness of road-safety compliance.
- The safety program should apply to all employees involved in any function related to the truck

#### Due Diligence:

- Due diligence means that everything reasonable was established and implemented to prevent a violation or incident.
- Here are some specific items that operators should consider ensuring due diligence:
  - o Knowing acts and regulations
  - o Hiring qualified staff
  - o Documenting the responsibilities of staff
  - o Educating staff on legislative requirements, company policies, procedures, rules and so on
  - o Monitoring internal safety systems
  - o Keeping records to prove that a safety program has been established and implemented

#### Developing a Written Safety Program:

*Written Policies, Procedures and Practices:* Each operator should identify critical situations and specify how each should be handled. Corrective measures should be identified in anticipation of an unsafe event.

*Training:* After hiring, Train all employees and re-train when necessary.

*Measurement/Evaluation:* The operator should have procedures to evaluate the critical tasks. For example, reviewing drivers' daily logs for completeness and accuracy is one means of evaluation.

*Discipline/Enforcement:* The operator should clearly identify the consequences of not complying with, or refusing to comply with

**The Hiring Process:** Drivers can be an operator's most asset, or its biggest liability. Care should be taken to ensure that your company attracts and develops qualified, professional drivers. The following are tips for developing good hiring practices:

- o Designate one person to oversee the hiring of new drivers.
- o Consider how you advertise for new drivers.
- o Focus on an applicant's positive attitude, trainability, and then relevant experience.
- o Choose a maximum violation and collision threshold for new hires that you feel is reasonable.
- o Look for a minimum experience level for new hires. If you cannot find an experienced driver, you may want to look at an applicant who displays the proper attitude and aptitude for training.
- o Conduct a personal interview to evaluate attitude, literacy, and language skills.
- o Question any employment gaps.
- o Follow up by contacting references and past employers.

## CVOR Practise Test 6 – Module 7 - Safety Programs, Record-Keeping, and Driver Files

### Important Module for CVOR Exam!!

- Review a current driver abstract to confirm history as a condition of employment.
- Use an experienced driver to conduct a driving evaluation of all possible new hires.
- Be honest with applicants. Fully explain what is expected of employees.

**Substance abuse:** Substance abuse refers to "continuous or excessive" use of legal substances such as alcohol and prescription drugs, as well as the use of illegal substances. Consider putting a "zero tolerance" clause in your policy for any substance that impairs an employee's ability to carry out their job responsibilities.

**Orientation:** Orientation is part of employee training. The purpose of an orientation program is to familiarize new employees with their jobs and the company, including all policies and procedures.

---

### CVOR Practise Test 6: Multiple Choice Questions:

1. Due diligence requires that all policies, procedures, and activities must be in place after collisions or violations occur.
  - a) True
  - b) False
2. Employers have a legal obligation under the \_\_\_\_\_ to make sure that their staff is properly trained for the duties to which they are assigned.
  - a) Highway Traffic Act
  - b) Occupational Health and Safety Act
  - c) Ministry of Finance
  - d) Carrier Sanctions office
3. Operators to which Regulation 555/06 (Hours of Service) apply may or may not monitor their driver's performance to ensure that they meet these regulated requirements.
  - a) True
  - b) False
4. Which of the items listed are scored as part of a facility audit?
  - a) Driver's border crossing history
  - b) A CVOR Driver's Abstract obtained within the preceding 12 months of the audit
  - c) Driver's payroll information
  - d) A record of all convictions and/or administrative penalties.
  - e) Record of all collisions involving any commercial motor vehicles
5. The operator must consider incorporating annual review for all drivers, as part of their driver screening.
  - a) True
  - b) False
6. A driver is not allowed to hold more than one valid driver's licence issued by any jurisdiction at any one time.
  - a) True
  - b) False

**CVOR Practise Test 6 – Module 7 - Safety Programs, Record-Keeping, and Driver Files**  
**Important Module for CVOR Exam!!**

7. Every driver who transports dangerous goods must possess a valid certificate of training that must be issued by their current employer. In Canada, the certificate of training is valid for a maximum of \_\_\_\_ years.
  - a) 2
  - b) 3
  - c) 4
  - d) 5
8. Only non-preventable collisions should be part of company collision or Loss-run report
  - a) True
  - b) False
9. What is substance abuse?
10. Drivers should be required to provide the operator with a current driver abstract or sign a release form allowing the operator to obtain the abstract.
  - a) True
  - b) False



**CVOR Practise Test 6 – Module 7 - Safety Programs, Record-Keeping, and Driver Files**  
**Important Module for CVOR Exam!!**

**Answer:**

1. b – False - policies, procedures and activities must be in place right away as the operator starts business and BEFORE collisions or violations occur.
2. b
3. b – False – They MUST monitor driver performance
4. b,d,e
5. b - As a best practice, the operator can consider incorporating annual review as part of process but there is no such mandate or regulation.
6. a – True
7. 3 – Three
8. b – False – both preventable and non-preventable collisions should be part of report.
9. Substance abuse refers to "continuous or excessive" use of legal substances such as alcohol and prescription drugs, as well as the use of illegal substances.
10. a - True

## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

#### Overview:

- **Vehicle Inspections, Preventive Maintenance and record keeping** criteria belongs to following:
  - Trucks, tractors, mobile equipment vehicles or trailers and/or any combination of these vehicles that have a registered gross weight or actual weight of more than 4,500 kilograms
  - Tow trucks, regardless of registered gross weight or actual weight
- **The Carrier Safety and Enforcement Branch of the Ministry of Transportation of Ontario** has prepared this guide to assist and ensure that truck and bus companies (commercial vehicle operators) operate safely and are compliant with the regulations that govern highway use.
- **Performance Standards for the vehicle inspections** are set out in the following Highway Traffic Act (HTA) Regulations.
  - HTA Regulation 199/07 (Commercial Motor Vehicle Inspections).
  - HTA Regulation 611 (Safety Inspections)
- **Vehicle Inspections**
  - Daily inspection – HTA Regulation 199/07 (Commercial Motor Vehicle Inspections)
  - Annual inspections – HTA Regulation 611 (Safety Inspections)
- **HTA Regulation 199/07** has six inspections schedules; drivers are to use the schedule that is based on the type of commercial motor vehicle being operated. The schedules outline the inspection criteria and identify if a defect is "minor" or "major." The way a driver handles a vehicle defect will differ, depending on whether it is a minor defect or a major defect.
- **Levels of Inspection:** There are five levels of inspection used in Ontario:
  - Level 1 – Complete vehicle inspection with the driver
  - Level 2 – Driver and vehicle walk-around
  - Level 3 – Driver-only inspection
  - Level 4 – Special inspection of one or more components
  - Level 5 – Complete vehicle inspection without a driver (usually completed at the operator's shop or yard)

## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

#### CVOR Practise Test 7: Multiple Choice Questions

---

1. inspection is due at 30,000 km or three months, whichever occurs first.
  - a) 30,000 km & three months
  - b) 40,000 km & four months
  - c) 50,000 km & five months
  
2. Section 16 of HTA Regulation 199/07 (Commercial Motor Vehicle Inspections) states that:
  - a) It is the operator's responsibility to ensure that all vehicle files are maintained.
  - b) It is the operator's safety department's responsibility to ensure that all vehicle files are maintained.
  - c) It is the operator's driver's responsibility to ensure that all vehicle files are maintained.
  
3. The maintenance records required by Section 16 of HTA Regulation 199/07 are retained for two years, or \_\_\_\_\_ months after the vehicle ceases (Inactive) to be used by the operator.
  - a) 4 months
  - b) 6 months
  - c) 8 months
  - d) 12 months
  
4. HTA Regulation 199/07 (Commercial Motor Vehicle Inspections) outlines requirements for which of the following area:
  - a) Driver Hiring
  - b) Vehicle Repairs
  - c) Daily Inspections
  - d) Employee retention
  
5. HTA Regulation 611 (Safety Inspections) outlines requirements for which of the following areas:
  - a) Annual inspections
  - b) Daily Inspections
  - c) Daily Vehicle repairs



## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

6. Which of the following is true in regard to daily trip inspections?
  - a) Driver conducts an inspection of a vehicle or vehicles before operating them.
  - b) The inspection is conducted with the use of a schedule 1.
  - c) Driver must call the operator after daily pre-trip to tell him that inspection has been completed
  - d) Driver completes a report of the inspection.
  
7. The daily inspection and report are valid for 24 hours.
  - a) 24 hours
  - b) 36 hours
  - c) 72 hours
  
8. Which of the following vehicles are exempt from trip inspections?
  - a) Trucks, mobile equipment vehicles, trailers and converter dollies that, on their own or in combination, have a total gross weight or registered gross weight exceeding 4,500 kgs.
  - b) Inter-city bus commonly known as a motor coach
  - c) Recreational Vehicles
  - d) School purposes vehicles and buses operating under contract with a school board
  - e) Farm Vehicles
  
9. Which schedule is used to inspect a truck, tractor and towed trailer?
  - a) Schedule 1
  - b) Schedule 2
  - c) Schedule 5
  - d) Schedule 6
  
10. \_\_\_\_ Schedule is used to inspect a bus (other than a school purposes bus), inter-city bus, accessible bus, and towed trailer.
  - a) Schedule 1
  - b) Schedule 2
  - c) Schedule 5
  - d) Schedule 6

## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

11. Schedule \_\_\_\_ is used to inspect a yellow school bus, school purposes bus and school purposes accessible bus.
- a) Schedule 1
  - b) Schedule 2
  - c) Schedule 5
  - d) Schedule 6
12. A motor coach may be inspected using Schedule 2 only, or may be inspected using Schedules 3 and 4 in combination with each other.
- a) True
  - b) False
13. Drivers are required to carry, and MAY OR MAY NOT produce the inspection schedule upon request by an officer.
- a) True
  - b) False
14. Daily Inspection reports must be forwarded to the operator as soon as possible, but no later than \_\_\_\_ days after the date of inspection.
- a) 15 days
  - b) 20 days
  - c) 25 days
  - d) 30 days
15. A driver may continue to drive with a minor defect that is listed on an inspection schedule if the defect has been entered immediately on the daily inspection report and reported to the operator.
- a) True
  - b) False
- Important:** It is important to note that, while the driver has a defence for driving with a minor defect listed on a schedule, the operator can be charged. (e.g. the driver repeatedly notes the defect, but repairs are not completed by the operator).
16. Inspection reports and notices issued by an officer are to be stored at:
- a) Operators' Principal place of business
  - b) At a terminal or business address specified by the operator
  - c) Option A & B both, whichever applies

## **CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files**

### **Important Module for CVOR Practise Test Exam!!**

17. Daily inspection reports are to be kept for at least six months.
  - a) 5 months
  - b) 6 months
  - c) 7 months
  
18. NSC 11B and HTA Regulation 611 outlines criteria for:
  - a) Annual Inspections
  - b) Semi-annual Inspections
  - c) Option A & B both.
  
19. Annual Inspections are conducted every 12 months and applies to:
  - a) Truck, Trailer, Mobile Equipment vehicles
  - b) Buses, Accessible vehicles, School purpose vehicles
  
20. Semi annual inspections are conducted every 6 months and applies to:
  - a) Truck, Trailer, Mobile Equipment vehicles
  - b) Buses, Accessible vehicles, School purpose vehicles
  
21. After annual inspection has conducted, which of the following is true
  - a) A yellow annual inspection sticker is applied to the lower left-hand side of the windshield, or a conspicuous position on the left side of the truck cab, indicating the month and year the inspection was completed.
  - b) An orange semi-annual inspection sticker is applied to the lower right-hand corner of the windshield, on a fixed side window as close as practicable to the front of the vehicle, or a to a conspicuous position on the right side of the vehicle body close to the front of the vehicle.
  
22. After Semi- annual inspection has conducted, which of the following is true
  - a) A yellow annual inspection sticker is applied to the lower left-hand side of the windshield, or a conspicuous position on the left side of the truck cab, indicating the month and year the inspection was completed.
  - b) An orange semi-annual inspection sticker is applied to the lower right-hand corner of the windshield, on a fixed side window as close as practicable to the front of the vehicle, or a to a conspicuous position on the right side of the vehicle body close to the front of the vehicle.

## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

23. Annual Inspections are valid for:

- a) 6 months
- b) 12 months
- c) 24 months

24. Semi-annual inspections are valid for:

- a) 6 months
- b) 12 months
- c) 24 months

25. CVSA inspections are conducted by:

- a) CVSA-certified MTO inspectors
- b) Members of the OPP,
- c) City and municipal law-enforcement personnel who are certified as CVSA inspectors, Designated staff from MTO's Carrier Safety and Enforcement Branch.
- d) All of above

26. CVSA decals is applied to vehicle When a vehicle receives a "pass" in

- a) Level 1 inspection
- b) Level 2 Inspection
- c) Level 3 inspection
- d) Level 4 inspection
- e) Level 5 inspection

27. CVSA inspection reports must be kept in the office vehicle file for a period of \_\_\_\_ years.

- a) 1 year
- b) 2 years
- c) 3 years

28. Which of following is inspected under level 1 inspection:

- a) Complete vehicle inspection with the driver
- b) Driver and vehicle walk-around
- c) Special inspection of one or more components

## **CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files**

### **Important Module for CVOR Practise Test Exam!!**

29. Which of the following is inspected in level 3 inspection?

- a) Complete vehicle inspection with the driver
- b) Driver-only inspection
- c) Complete vehicle inspection without a driver (usually completed at the operator's shop or yard)

30. Which of the following is covered in level 5 inspections?

- a) Driver-only inspection
- b) Special inspection of one or more components
- c) Complete vehicle inspection without a driver (usually completed at the operator's shop or yard)



## CVOR Practise Test 7 - Module 8 - Preventive Maintenance, Record-Keeping, and Vehicle Files

### Important Module for CVOR Practise Test Exam!!

Answer: CVOR Practise Test 7: Module 8

1. A
2. A
3. B
4. C
5. A
6. A, B, D
7. A
8. C, E
9. A
10. B
11. C
12. A
13. B - Drivers are required to carry and **MUST** produce the inspection schedule upon request by an officer.
14. B
15. A
16. C
17. B
18. C
19. A
20. B
21. A
22. B
23. B
24. A
25. D
26. A, E
27. B
28. A
29. B
30. C



## CVOR Practise Test 8 – Module 9 – Hours of Service

### Important Module for CVOR Exam!!

#### Overview:

- Hours of Service governs the maximum driving times, and minimum off-duty times, of commercial vehicle drivers (both bus and truck).
- Records of the daily driving and other work activities are required to be completed in a prescribed format, to be kept and made available to enforcement officials upon request.
- Hours of service applies to:
  - o Operators who hold or should hold a CVOR certificate
  - o Trucks, tractors or trailers, or a combination of these vehicles, which have a registered gross weight or actual weight greater than 4,500 kilograms
  - o Commercial passenger vehicles (buses and vans) with a designed seating capacity of 10 or more passengers
- Basic Requirements - Hours of Service regulations in Ontario:
  - o Daily driving requirements
  - o Mandatory off-duty time and work-shift requirements
  - o Work-cycle requirements
  - o Record-keeping requirements
- Work Shift: A "work shift" is the period that begins when a driver goes on-duty at the end of a period of at least eight hours mandatory off-duty time and ends when the driver starts the next period of at least eight consecutive hours off-duty.
- **Hours of service requirements**
  - **Daily requirement**
    - o A driver must have 10 hours off-duty in a day.
    - o A driver cannot drive more than 13 hours in a day.
    - o A driver cannot drive after 14 hours on-duty in a day.
  - **Mandatory off-duty time**
    - o After a period of at least eight hours off-duty, a driver cannot drive more than 13 hours.
    - o After a period of at least eight hours off-duty, a driver cannot drive after having been on-duty for 14 hours.
    - o After a period of at least eight hours off-duty, a driver cannot drive after 16 hours has elapsed.
  - **Cycle requirement**
    - o An operator shall designate a cycle for the driver to follow.
    - o There are two cycles available, a seven-day cycle or a 14-day cycle.
    - o In a period of seven consecutive days, a driver cannot drive after having been on-duty for 70 hours.
    - o In a period of 14 consecutive days, a driver cannot drive after having been on-duty for 120 hours. Drivers following this cycle shall not drive after accumulating 70 hours on-duty without having taken 24 consecutive hours of off-duty time.
    - o On any day, all drivers must have a period of at least 24 consecutive hours off-duty in the preceding 14 days.
  - **Cycle reset/switching**
    - o A driver may only switch the cycle they are on if they start a new cycle.
    - o To start a new cycle, a driver on the seven-day cycle must take 36 consecutive hours off-duty.
    - o To start a new cycle, a driver on the 14-day cycle must take 72 consecutive hours off-duty.

**CVOR Practise Test 8 – Module 9 – Hours of Service**  
**Important Module for CVOR Exam!!**

1. In Canada, For the 24-hour period "day," a driver cannot drive more than 13 hours.
  - a) 13 Hours - A
  - b) 16 Hours
  - c) 10 Hours
2. In Canada, During the 24-hour period "day," a driver cannot drive after having been on-duty more than 14 hours.
  - a) 14 Hours - A
  - b) 13 Hours
  - c) 16 Hours
  - d) 10 Hours
3. Driver must take \_\_\_\_\_ hours off- duty for 24 Hours period.
  - a) 14 Hours
  - b) 13 Hours
  - c) 16 Hours
  - d) 10 Hours
4. \_\_\_\_\_ or more hours consecutive hours off- duty required to restart a work shift.
  - a) 8 Hours
  - b) 10 Hours
  - c) 14 Hours
  - d) 16 Hours
5. A driver can take the required hours of off-duty during his shift in a sleeper berth.
  - a) Yes
  - b) No
  - c) Only driver crossing border can do that
6. A single driver can split the sleeping time in two periods.
  - a) Yes
  - b) No
  - c) Only driver crossing the border can do that
7. Neither sleeper period should be less than \_\_\_\_ hours, in case of single driver.
  - a) 1
  - b) 2
  - c) 3
  - d) 4
8. In the case of team drivers, each sleeper time can be split and each period should be at least \_\_\_\_ hours.
  - a) 1
  - b) 2
  - c) 3
  - d) 4



**CVOR Practise Test 8 – Module 9 – Hours of Service**  
**Important Module for CVOR Exam!!**

9. In Canada, there are two driving cycles:

- a) 7 days- 70 Hours & 14 days- 120 Hours
- b) 8 Days- 80 Hours & 20 Days- 160 Hours
- c) 9 Days- 90 Hours & 30 Days- 190 Hours.

10. A driver following a 7 days- 70 hours cycle is not permitted to drive beyond 70 hours.

- a) True
- b) False

11. A driver following a 14 Days-120 hours cycle is not permitted to drive beyond 120 hours.

- a) True
- b) False

12. A driver following 14 day- 120 hours must take at least \_\_\_\_ hours off-duty time once he has accumulated 70 hours of on-duty.

- a) 12
- b) 24
- c) 36
- d) 72

13. A drive following 7 days- 70 hours must take \_\_\_\_ hours off- duty in order to restart his cycle.

- a) 24
- b) 36
- c) 72
- d) 20

14. A driver following 14 days- 120 hours cycle must take \_\_\_\_\_ hours off-duty to restart cycle.

- a) 24
- b) 36
- c) 72
- d) 12

15. A driver can switch cycle.

- a) True
- b) False

16. A driver must have a copy of the daily log for the past \_\_\_\_ days.

- a) 5
- b) 10
- c) 14
- d) 16

17. The driver is required to submit each completed logbook to the operator within \_\_\_\_ days.

- a) 5
- b) 10
- c) 15
- d) 20



**CVOR Practise Test 8 – Module 9 – Hours of Service**  
**Important Module for CVOR Exam!!**

18. A driver driving within 160 km radius is not required to do daily log.

- a) True
- b) False

19. A driver is working for two operators (Companies), he is driving beyond 62 kms radius for both, does he need to maintain log for each operator.

- a) Yes
- b) No

20. A driver is working for two Brampton based companies, for one company he is doing local city work and for other he is crossing border. Please advise for which company he is required to do daily log.

- a) For the operator he is doing local city work.
- b) For the operator he is crossing border for.
- c) He is not required to do log for both.
- d) He is required to do log for both of them.

21. If a driver is unable to take 10 hours off-duty time in a day, then up to \_\_\_\_ hours of off-duty time can be deferred to the following day.

- a) 2 - A
- b) 3
- c) 5

22. The deferred off-duty time does not form part of the mandatory period of eight consecutive hours.

- a) True - A
- b) False

23. How a driver can declare the off-duty time has been deferred?

- a) Send message email to dispatch
- b) Inform dispatch over phone
- c) Mention in the "Remarks" section of the daily log - A

24. What is a work shift?

- a) A "work shift" is the period that begins when a driver starts driving at the end of a period of at least eight hours mandatory off-duty time and ends when the driver starts the next period of at least eight consecutive hours off-duty.
- b) A "work shift" is the period that begins when a driver goes on-duty at the end of a period of at least eight hours mandatory off-duty time and ends when the driver starts the next period of at least eight consecutive hours off-duty. – A

25. A driver who encounters adverse driving conditions while operating a commercial motor vehicle may Increase the daily driving time beyond 13 hours by up to \_\_\_\_ hours

- a) 2 - A
- b) 3
- c) 4
- d) 5

## CVOR Practise Test 8 – Module 9 – Hours of Service

### Important Module for CVOR Exam!!

26. A driver who encounters adverse driving conditions while operating a commercial motor vehicle may Increase the daily 14 hours of on-duty time by up to \_\_\_\_ hours

- a) 2 - A
- b) 3
- c) 4
- d) 5

27. The electronic logging device must also keep track of, and record,

- a) The total on-duty time remaining in the driver's cycle, as well as the total accumulated on-duty time in the cycle. -A
- b) Only driving time remaining in the driver's cycle, as well as the total driving time in the cycle.
- c) Only off-duty time remaining in the driver's cycle, as well as the total accumulated off-duty time in the cycle.

28. What a driver can do if ELD device malfunctions or stops working:

- a) The driver must have paper logs to report his duty status and record manually. A
- b) The driver must call service provider and wait until they fix the device
- c) Just call his dispatch and report the status of duty
- d) Do nothing and tell dispatch to have it fixed when he returns to yard.

29. Operators should maintain electronic-data downloads of driver log information for a minimum period of \_\_\_\_ months, thereby meeting the record retention requirement.

- a) 6 - A
- b) 8
- c) 10
- d) 12

30. Drivers may be placed out of service for 72 consecutive hours for any of the following violations:

- a) Driver is unable or refuses to produce his/her daily log. A
- b) There is evidence that the driver completed more than one daily log for the day, entered inaccurate information or falsified the daily log. A
- c) Driver mutilates or defaces a daily log or supporting documents in such a way that it cannot be determined whether the driver has followed the driving time and off-duty requirements. A
- d) Driver does not do his signatures after completing the pre-trip inspections.
- e) Driver does not mention the commodities he is hauling.

**CVOR Practise Test 8 – Module 9 – Hours of Service**  
**Important Module for CVOR Exam!!**

Answers for Practise Test 7

1. a
2. 2
3. d
4. a
5. a
6. a
7. b
8. d
9. a
10. a
11. a
12. b
13. b
14. c
15. a
16. c
17. d
18. a
19. a
20. b
21. a
22. a
23. c
24. b
25. a
26. a
27. a
28. a
29. a
30. a,b,c



# CVOR Practise Test 9 – Module 10 - Dangerous Goods

## Overview:

- Dangerous goods are those that could cause harm to people, property or the environment.
- In Canada, the federal government, and those of the provinces and territories, have enacted legislation to regulate the transportation of dangerous goods.
- The dangerous-goods legislation directs that no one shall handle, offer for transport or transport dangerous goods unless they are trained.
- When the operator believes that the employee has been adequately trained in relation to their duties for transporting dangerous goods, the operator must issue a training certificate to the employee.
- A certificate is valid for 36 months (3 years), and a copy must be kept at the operator's place of business for a period of two years after the expiry date.

---

## CVOR Practise Test 9: Multiple Choice Questions

1. In Canada, The Federal Government enforces the Transportation of Dangerous Goods Legislation.
  - a) True
  - b) False
2. In order to transport Dangerous Goods, the driver should have dangerous goods training.
  - a) True
  - b) False
3. In case the driver does not have Dangerous Goods training, can he still Transport Dangerous Goods?
  - a) No, He should have DG training.
  - b) Yes, if he is in the presence and direct supervision of someone who is trained for DG.
  - c) Yes, only if the operator allows him.
  - d) Yes, only if the shipper allows them.
4. Upon completion of Dangerous Goods training, the trainee gets a training certificate.
  - a) True
  - b) False
5. The Driver carrying the Dangerous Goods should always carry a copy of DG training and must show it to inspector upon asking.
  - a) True
  - b) False
6. A DG training certificate is valid for \_\_\_\_\_ months.
  - a) 24
  - b) 36
  - c) 72
  - d) 12

## CVOR Practise Test 9 – Module 10 - Dangerous Goods

7. After Dangerous Goods Training Certificate expires, it should be retained for \_\_\_\_\_ after expiry at operator principal business of operations.

- a) 1 year
- b) 2 years
- c) 3 years
- d) 4 years

8. As per Transportation of Dangerous Goods Act, 1992, The Dangerous Goods have \_\_\_\_ Classes.

- a) 3
- b) 6
- c) 9
- d) 12

9. What are under Class 4 among following four options?

- a) Explosives.
- b) Flammable Liquids.
- c) Flammable Solids.
- d) Gases.

10. What are under Class 6 among following four options?

- a) Explosives.
- b) Flammable Liquids.
- c) Corrosives.
- d) Toxic and infectious Substances.

11. Radioactive Materials are under Class \_\_\_\_ of Dangerous Goods Materials.

- a) 1
- b) 4
- c) 7
- d) 9

12. Explosives are categorized as Class 1 of Dangerous Goods

- a) True
- b) False.

13. Complete the following chart by writing their corresponding class number in front of each Dangerous Goods.

- |  |            |
|--|------------|
| a) Explosives  | Class ____ |
| b) Gases   | Class ____ |
| c) Flammable Liquids   | Class ____ |
| d) Miscellaneous Products, Oxidizing Substances, and organic peroxides | Class ____ |

## CVOR Practise Test 9 – Module 10 - Dangerous Goods

14. \_\_\_\_\_ are placed on the trucks in order to distinguish the class of Dangerous Goods inside truck.
- a) Decals
  - b) Cab Cards
  - c) Placards
15. Apart from Placards, the dangerous Goods documentation should always be present within the easy reach of driver and when the driver is not in the cab, he can carry those documents in his pocket.
- a) True
  - b) False
16. When a shipping document is required to accompany the dangerous goods, it must be kept:
- a) In the trailer, with Load
  - b) In his truck binder
  - c) within arm's reach of the driver.
17. When a parked trailer carrying dangerous goods is not attached to the tractor, who should carry the TDG documents:
- a) The driver
  - b) The person in charge of the parking area must keep one copy of the documents.
  - c) The owner of the company
  - d) The dispatcher
18. If there is trailer parked in yard and there isn't anyone in charge of the parking area, where should documents be placed:
- a) At operator's office
  - b) place a copy of the documents in a waterproof container attached to the trailer, where it is easily identifiable and accessible.
19. If you were required to make an immediate report of an accidental release of dangerous goods as per Section 8.1 of the regulations, The driver's employer must submit a 30-day follow-up report to:
- a) The Deputy Registrar
  - b) City of Ontario
  - c) Director General, Transport Dangerous Goods Directorate, Transport Canada
20. In the event of an accidental release of Class 1, 6.2, or a catastrophic failure of a gas cylinder; whom should be contacted:
- a) CANUTEC
  - b) Canadian Nuclear Safety Commission
  - c) M.O.E. Spills Action Centre

# CVOR Practise Test 9 – Module 10 - Dangerous Goods

## Answers for Practise Test 9:

1. A
2. B
3. B
4. A
5. A
6. B
7. B
8. C
9. C
10. D
11. C
12. A
13. Explosives-Class 1, Gases- Class2, Flammable Liquids-Class 3, Miscellaneous Products, Oxidizing Substances and organic peroxides- Class 9
14. C
15. A
16. A
17. B
18. C
19. C
20. A



# CVOR Practise Test 10 – Module 11 - Vehicle Weights and Dimensions

## Overview:

- The Ontario Ministry of Transportation (MTO) monitors, controls and issues permits for the movement of vehicles or combination vehicles that do not comply with dimensional limits under the Highway Traffic Act.
- MTO establishes maximum weight and dimension limits for any vehicle using public roads and makes provisions for the movement of oversize and overweight loads by issuing permits.
- It is the responsibility of the carrier to consult the legislation for the exact requirements and to obtain all required permits before moving any oversize or overweight shipment.

---

## CVOR Practise Test 10: Multiple Choice Questions

1. \_\_\_\_\_ Issues the overweight and oversize permits.
  - a) Commercial vehicle Service Alliance (CVSA)
  - b) Highway Traffic Act.
  - c) Ministry of Transportation. (MTO)
  - d) International Registration Plan.
2. Which of the following statement is true in regards to Single Trip Permit?
  - a) Permit is for one time use only (For going and coming back through the same route)
  - b) Permit is one way only (Once through cannot come back on same permit)
  - c) Permit is valid for a year.
  - d) Permit is good for Limited time only as specified on permit.
  - e) When applying for single trip permit, the operator must inform the Ministry of the entry and exit from HWY 407.
  - f) When applying for Single trip permit, Operator does not need to specify route. He can move anywhere once he gets the permit.
3. Which of the following statement is true in regard to Annual trip permit?
  - a) Annual Permit Expires on Dec. 31 regardless of issuing date.
  - b) Annual Permit is Valid for 12 months from the date of issue.
  - c) Annual Permit allows travel on Highway 407 ETR only.
  - d) Annual Permit allows travel on all Provincial and King's Highways.
4. Project Permits are good for \_\_\_\_\_
  - a) 1 Year.
  - b) 6 Months.
  - c) 3 Months.
  - d) 8 Months.
5. Contractors with Project Permit can travel anywhere once they receive the permit.
  - a) Yes, as long as they have trip permits in their truck.
  - b) No, they must travel through same specified route they indicated while applying for permit.

# CVOR Practise Test 10 – Module 11 - Vehicle Weights and Dimensions

6. SVC Stands for\_\_\_\_\_

- a) Special Vehicle Permit.
- b) Super Vehicle Permit.
- c) Superior Vehicle Permit.

7. What are Long- Combination Vehicles (LCV) permits?

- a) Any Combination of Vehicles over 25 meters overall length is considered to be an LCV
- b) Any Combination of Vehicles over 35 meters overall length is considered to be an LCV
- c) Any Combination of Vehicles over 20 meters overall length is considered to be an LCV
- d) Any Combination of Vehicles over 30 meters overall length is considered to be an LCV

8. Which driver can drive LCV's

- a) A driver with AZ license.
- b) A driver with DZ License.
- c) LCV Driver training required in order to drive LCV.

9. LCVs must not exceed a speed of \_\_\_\_\_ and must not travel in GTA during morning and afternoon rush hours.

- a) 50 km/h
- b) 60 km/h
- c) 80 km/h
- d) 90 km/h

10. Which of the following statements are true in regards to LCV:

- a) LCV are not permitted to carry livestock.
- b) LCVs are not permitted to carry Dangerous Goods requiring Placards.
- c) LCV must not operate during winter months- Dec, Jan, and Feb.
- d) LCV must not operate during poor weather, poor road conditions & poor visibility.

# CVOR Practise Test 10 – Module 11 - Vehicle Weights and Dimensions

## Answers for Practise Test 10:

1. C
2. B, D, E
3. B & D
4. B
5. B
6. A
7. A
8. C
9. D
10. A,B,C & D – All are true



# CVOR Practice Test 11 – Module 12 - Driver and Vehicle Licensing

## Overview:

- In Ontario, an operator may register commercial vehicles (power units) with a wide range of registered gross weights and or different declarations.
- It is crucial that operators register their vehicles appropriately.
- commercial motor vehicles must display a plate that has a white background and black lettering. These plates will normally contain two alpha characters with four or five numeric characters.
- The plates for a commercial motor vehicle have to be displayed on the front and rear of the vehicle in a clear and conspicuous location.
- If the commercial motor vehicle is used to travel outside of Ontario, the operator is required to obtain prorated plates. Prorated plates are like regular commercial motor- vehicle plates but display the letters PRP on them.

---

## CVOR Practice Test 11: Multiple Choice Questions

1. To determine the registered gross weight for a commercial motor vehicle, the weight of a trailer must be added to the weight of the commercial motor vehicle.  
a) True - A  
b) False
2. In Ontario, there are \_\_\_\_ different license classes.  
a) 14  
b) 15 - A  
c) 16  
d) 18
3. Any driver operating a vehicle equipped with a full air-brake system, or air-over-hydraulic brake system, is required to have an endorsement on their driver's license. In Ontario, this is called \_\_\_\_ endorsement.  
a) M  
b) G  
c) Z – A  
d) D
4. Under Class A License, which type of vehicle is allowed to operate:  
a) Any tractor trailer or combination of motor vehicle and towed vehicles where the towed vehicles exceed a total gross weight of 4,600 kilograms. - A  
b) Any school purposes bus with designed seating capacity for more than 24 passengers.  
c) Any regular bus with designed seating capacity for more than 24 passengers
5. Drivers with a restricted Class A license condition would be prevented from operating:  
a) a motorcycle or motor assisted bicycle  
b) a bus carrying passengers  
c) a motor vehicle pulling double trailers. A  
d) a motor vehicle pulling a trailer with airbrakes. -A

## CVOR Practice Test 11 – Module 12 - Driver and Vehicle Licensing

6. A driver of a tow truck towing a disabled vehicle is exempt from a Class A driver's license.
  - a) True – provided that they have the appropriate license to drive the tow truck. A
  - b) False – they must have Class A driver's License
  
7. A service plate may be used:
  - a) On a trailer or motor vehicle, for purposes related to the repair, road testing, customization, or modification of the vehicle. A
  - b) On dealer Vehicle only.
  
8. Which of the following products farm plated truck can transport?
  - a) Farm products, commodities, supplies, equipment, and building and maintenance items owned by the farmer. A
  - b) Gravel, rocks, sand and lumber to a farm for use on the farm. A
  - c) Products preserved by freezing, pickling, cooking, smoking or curing, other than cured tobacco leaves.
  - d) Logs, pulpwood or rocks from a forest, quarry.



# CVOR Practice Test 11 – Module 12 - Driver and Vehicle Licensing

## Answers for Practice Test 11: Module 12

1. A
2. B
3. C
4. A
5. C, D
6. A
7. A
8. A, B



## CVOR Practice Test 12 – Module 13 - Passenger Transportation Services

### Overview:

- People providing a passenger transportation service in a commercial motor vehicle may require a public-vehicles license.
- A license is not required by a passenger transportation service that is operated within one municipality.
- A public-vehicle license can be obtained from the Ontario Highway Transport Board (OHTB). This license authorizes a person to operate a commercial vehicle for hire, to transport passengers.
- The services requiring a public-vehicles license may include:
  - o Charter (site-seeing and tours)
  - o Scheduled services (services provided between two locations on a scheduled basis)
  - o Industrial (providing a transportation service under a contract for more than 30 days)

***Note: This is a short module, very few things to note or remember which are noted above.***



# CVOR Practice Test 13 - Module 14 - Cargo Securement

## Overview:

- Load-securement requirements are found in Section 111 of the Highway Traffic Act (HTA) and in Ontario Regulation 363/04. This regulation adopts National Safety Code (NSC) Standard 10, Cargo Securement, as the standard for securing loads in Ontario.
  - Cargo-securement standards apply to all types of cargo, except items exempt from Division 3 of NSC Standard 10. These exemptions include commodities in bulk that lack structure or fixed shape (for example liquids, gases, grain, liquid concrete, sand, gravel, aggregates), and that are transported in a tank, hopper, box or similar device forming part of the structure of a commercial motor vehicle.
  - The requirements included in NSC Standard 10 require all cargo-securement systems to withstand specified minimum amounts of force in the forward, rearward, sideways and downward directions.
  - The intent of this national standard is to:
    - o Reduce the number of accidents caused by cargo shifting or falling from commercial vehicles.
    - o Harmonize US, Canadian and Mexican cargo- securement regulations.
  - General Securement Requirements
    - o Cargo must be secured firmly on or within a vehicle by:
    - o Structures of adequate strength
    - o Dunnage (loose materials used to support and protect cargo) or Dunnage bags (inflatable bags intended to fill space between articles of cargo or between cargo and the wall of the vehicle)
    - o Shoring bars
    - o Tie-downs
    - o A combination of the above
- 

## CVOR Practice Test 13: Multiple Choice Questions:

1. Which of the following items are exempt from Cargo securement regulations?
  - a) Wood Logs
  - b) Metal Rods
  - c) Oil
  - d) Coils
  - e) Grain
  - f) Sand
2. Cargo-securement requirements apply to for-hire operators only who are transporting goods on Ontario highways.
  - a) True
  - b) False



## CVOR Practice Test 13 - Module 14 - Cargo Securement

3. Section 111(2) of the HTA makes it an \_\_\_\_ if any load or portion of the load may become \_\_\_\_ from the vehicle.
4. Each tie-down must be attached and secured so that it doesn't become \_\_\_\_ while the vehicle is moving.
5. The cargo-securement standards allow the use of a tie-down, or component of a tie-down, to secure cargo to a vehicle unless it is marked by the manufacturer with respect to its working load limit.
  - a) True
  - b) False
6. The cargo-securement rules do not require the rating and marking of anchor points on a vehicle or on cargo.
  - a) True
  - b) False
7. Which of the following are common devices used to secure cargo and must meet the aggregate working-load limit and minimum tie-down requirements in the standard.
  - a) Tie-downs
  - b) blocking
  - c) bracing
  - d) friction mats
  - e) All of above
8. Articles of cargo that are likely to roll must be restrained by \_\_\_\_ to prevent rolling. They must remain fastened or secured while the vehicle is moving.
  - a) Tie-downs, blocking, bracing and friction mats
  - b) Chocks, wedges, a cradle or other equivalent means
9. The aggregate working-load limit of the tie-downs used for an article of cargo must be at least \_\_\_\_ percent of the weight of that article or group of articles.
  - a) 20
  - b) 30
  - c) 40
  - d) 50
10. The basic rules concerning the minimum number of tie-downs also applies to a vehicle transporting one or more articles of cargo such as machinery or manufactured structural items
  - a) True
  - b) False

# CVOR Practice Test 13 - Module 14 - Cargo Securement

## Answers: CVOR Practice Test 13 - Module 14

1. c,e,f
2. b - It applies to all private and for-hire operators.
3. Offence & dislodged or fall, leak, spill or blow
4. Loose or opened
5. b - False: cargo-securement standards do not allow the use of a tie-down or any such components.
6. a
7. e
8. b
9. d
10. b - False – Generally, the basic rules concerning the minimum number of tie-downs do not apply to a vehicle transporting one or more articles of cargo such as machinery or manufactured structural items (for example, steel or concrete beams, crane booms, girders, trusses and so on), which because of their design, size, shape or weight must be secured by special methods.





Permits & Authorities | Safety Compliance

Certification: C-TPAT, CSA, PIP, FAST | US/CAN Bonded Carrier

Insurance Audits | DOT Safety Audits | C-TPAT Audits

PAPS / PARS Stickers

**647-979-3108**

[www.globalpermits.ca](http://www.globalpermits.ca)



Direct 647-979-3108  
Phone 905-366-7525  
Fax 905-530-1701  
Email [sandeep@globalpermits.ca](mailto:sandeep@globalpermits.ca)

2074 Steeles Ave East, Unit 26-A  
Brampton, ON Canada L6T 5A5





# Safety & Compliance

## Safety & Compliance Services

---

Are you worried about your Safety & Compliance operations or you are too busy and cannot afford spending too much time on such complex and tedious operations? Leave all your worries on us as we are there to help you now with our extensive knowledge and experience. As we all know, regulations for drivers and vehicles are extensive, failure to keep up with MTO/ FMCSA will have negative results including the possibility of shutdown.

Global Truck Permits & Authorities can support you and your company by minimizing and preventing regulatory conflicts. We provide strategic consulting services to enable fleet operations to comply with legislation.

- ✓ Driver Hiring
- ✓ Vehicle Maintenance
- ✓ Fuel & Mileage Tax Reporting
- ✓ IRP Apportioned Plates
- ✓ Log Book Auditing
- ✓ Vehicle Inspections
- ✓ Safety Meetings
- ✓ Writing Safety Policies
- ✓ Compliance Tracking
- ✓ Safety Rating Upgrade
- ✓ Driver Training





# MTO / DOT Audits

## MTO / DOT Audits

---

The facility audits are an examination of an operator's safety practices and record keeping for the purpose of determining the operator's compliance with relevant highway safety regulations. Global Truck Permits & Authorities can help you with your audits, responding to audit requests, creating Safety Management Plans for Safety Fitness Determination Upgrades, and help with the Safety Rating Upgrade requests.

***We conduct On-site audits in a similar fashion to that of a MTO / DOT facility audit. Our facility audit is made up of the following 3 profiles:***

- ❶ Qualification Records and Reporting
- ❷ Hours of Service
- ❸ Vehicle Maintenance

***The facility audit focuses on the following areas:***

- ✓ Driver Logs
- ✓ Vehicle Maintenance Files
- ✓ Driver Compliance Files
- ✓ Safety and Training Files
- ✓ Violation and collision files and
- ✓ All supporting documents.



# Permits & Authorities

## Permits

### Permits and Authorities

---

Whether you are a new company or an existing one, Global Truck Permits & Authorities' licensing and registration services ensure that your vehicles have the credentials required to comply with all industry regulations. As your full-service consultant, we provide efficient and timely processing of all annual licensing, initial registrations and the renewal process for both qualified and non-qualified vehicles.

The trucking industry is one of the most heavily regulated industries and numerous documents are required when you start a trucking company. Our staff know exactly which documents must be filed and which permits and credentials (in cab permits, decals, plates, etc.,) are required to open your trucking company.

Global Truck Permits & Authorities will obtain your licenses and permits based on our extensive background in trucking compliance. We will prepare all the paperwork for you to start a trucking company and get any or all of the following authorities in order to operate in Canada and United States:

- ✓ CVOR/NSC Number
- ✓ IFTA Decals
- ✓ IRP Plates
- ✓ Canadian Carrier Code
- ✓ UCR Registration
- ✓ SCAC Code
- ✓ DOT Number
- ✓ MC Number
- ✓ BOC-3
- ✓ NY HUT Registration
- ✓ KYU License
- ✓ NM WDT Registration
- ✓ Oregon Permit
- ✓ PARS & PAPS
- ✓ Freight Broker Authorities





# IRP Renewal & Vehicle Registration

## IRP Renewal & Vehicle Registration

---

All apportioned vehicles are required to register under the International Registration Plan (IRP). The Plan defines an apportionable vehicle as: any vehicle that is used or intended for use in two or more-member jurisdictions and that is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property.

We can get you your IRP Apportioned Plates quickly, provided you have all the required documentation. Also, if you have questions regarding IRP plates call our office to have all your questions answered immediately. Global Truck Permits and Authorities will maintain the records that are needed to support the distance reported on IRP applications and IFTA tax returns by your trucking company to ensure appropriate distribution of fees and taxes.

- ✓ Plate Renewal
- ✓ Trip Permit
- ✓ Replace Sticker
- ✓ Plate Attachment / Replacement / Termination
- ✓ Data Changes (e.g. Address, Make, Model)
- ✓ Vehicle Status Changes



# CTPAT / PIP / CSA / Fast Certifications & Audit

## CTPAT / PIP / CSA / Fast Certifications & Audit

*The following voluntary programs can provide you with many cost-saving benefits.*

In North America, both the Canadian Border Services (CBP) agency and the Canada Border Services Agency (CBSA) offer Trusted Trader Programs. These include - CBP's Customs-Trade Partnership against Terrorism (C-TPAT) and the CBSA's Partners in Protection (PIP) programs as well as the bi-national Free and Secure Trade (FAST) program.

- C-TPAT
- Fast
- PIP
- CSA
- SmartWay
- US/CAN Bonded Carrier

On your behalf, we will work with agencies to help develop the transportation requirements for the U.S. Customs-Trade Partnership against Terrorism (C-TPAT) program, the Canada Partners in Protection (PIP) program, and the Free and Secure Trade (FAST) program of the Canadian and U.S. governments.

*We can help you in...*

- ✓ Obtaining C-TPAT/ PIP / CSA / FAST Certifications
- ✓ Assisting in CTPAT / PIP Audits
- ✓ Getting your Drivers Trained for C-TPAT Security
- ✓ Conducting Focused Assessments





# Insurance Renewals & Audits



## Insurance Renewals & Audits

---

Whether you're a single owner-operator or responsible for a fleet of commercial vehicles, you're concerned about more than traffic accidents. You want to manage all of the risks associated with your transportation business. The truck insurance market in Ontario is without question a unique one, in that it demands a specialized knowledge. In order for a trucking company to survive, it is crucial that it develop a positive rapport within this limited insurance marketplace.

If any carrier doesn't pass the safety requirements of the insurance company, they risk being declined or full refusal of any insurance. Therefore, it is important to be prepared very well for the insurance safety compliance and we can assist you in both the process and your preparation for the insurance audit.

It is our goal to make sure that we represent you, our client, accurately to the insurance company. We make sure all guidelines and practices have been met throughout the policy term, in order to support a smooth renewal process.



# EXPERIENCED PROFESSIONAL TRUCKING CONSULTANT



---

Permits & Authorities | Safety Compliance

Certification: C-TPAT, CSA, PIP, FAST | US/CAN Bonded Carrier

Insurance Audits | DOT Safety Audits | C-TPAT Audits

PAPS / PARS Stickers

---



Direct 647-979-3108

Phone 905-366-7525

Fax 905-530-1701

Email [sandeep@globalpermits.ca](mailto:sandeep@globalpermits.ca)

Web [www.globalpermits.ca](http://www.globalpermits.ca)

2074 Steeles Ave East, Unit 26-A  
Brampton, ON Canada L6T 5A5