

**PRUEBAS SELECTIVAS PARA INGRESO EN LA  
ESCALA SUPERIOR DE TÉCNICOS DE TRÁFICO  
OEP 2024**

**EJERCICIO DE IDIOMA (INGLÉS)**

Este ejercicio consiste en la realización de una TRADUCCIÓN al castellano, sin diccionario, del texto redactado en inglés que a continuación se le presenta. Para la práctica de este ejercicio dispondrá de un tiempo de dos horas. Revisen las dos caras de la hoja del ejercicio.

DIRECCIÓN GENERAL DE TRÁFICO

07 de abril de 2025

## Background

In Canada, safe road transportation is a responsibility shared between federal, provincial/territorial and municipal governments. The federal government sets the minimum safety requirements for new vehicles and certain products entering the Canadian market and oversees safety recalls. The provinces and territories are responsible for driver licensing, vehicle registration and use.

To this end, the [Motor Vehicle Safety Act](#) was enacted to regulate the manufacture and importation of motor vehicles and motor vehicle equipment to reduce the risk of death, injury and damage to property and the environment. The act regulates three types of products:

- Vehicles which fall under a prescribed class (vehicles)
- Tires which fall under a prescribed class (tires)
- Child car seats and certain types of equipment for use in the restraint of disabled persons (restraint systems and/or booster seats)

Under the act, three regulations exist:

- Motor Vehicle Safety Regulations, which apply to vehicles
- Motor Vehicle Tire Safety Regulations, which apply to tires
- Motor Vehicle Restraint Systems and Booster Seats Safety Regulations, which apply to child car seats and certain types of equipment for use in the restraint of disabled persons

The act and regulations contain the requirements that apply to people and companies that import, distribute or manufacture these products.

Within these regulations, several Canada Motor Vehicle Safety Standards (CMVSS) are also referenced. The CMVSS prescribe the minimum performance levels that products must meet. Different CMVSS apply depending on vehicle, tire, restraint system or booster seat type or class. These standards may include other reference documents, such as Transport Canada-approved Motor Vehicle Safety Test Methods, Technical Standards Documents or third-party published test methodologies. Such documents help clarify which tests apply, and how they are to be done.

To promote the introduction of innovative technologies or safety features, a company can be exempted from Canada Motor Vehicle Safety Standards, in whole or in part, provided that the exemption does not substantially diminish the overall safety of the model. Exemptions can only be given for vehicles and apply for a limited time period. Additional information is available [here](#).

## Testing

Through your certification records, you must be able to prove that all vehicles, tires, restraint systems or booster seats you produce for Canada comply with applicable requirements. This does not necessarily require that every product be tested, but you must be able to show a clear link between your tests and your production, which allows a Transport Canada inspector to verify compliance.

For example, you could show that vehicles built on a common platform which share critical features meet requirements by testing a representative sample of one of the models. The results of the test(s) could then be extended to cover the other models built on the same platform. The same approach could also be used for vehicles of different model years if you can establish the same link. You may also benefit from allowing a “safety margin” in your testing, to allow for

test variables and manufacturing tolerances, or to find the “worst case scenario” - the model or variation of your product that would perform the worst in testing, and test it.

In cases where components or designs are shared between your and other companies, a representative product can sometimes be tested and the test records used by all parties, provided that it can be shown that the test sample represents your production. This is often done through industry associations and has proven cost-effective for certain limousine, wheelchair-accessible vehicle, truck and air-braked trailer manufacturers.