



## Glider Kits for Heavy Commercial Trucks Questions & Answers

It has come to ICBC's attention that in some cases glider kits are being improperly imported and improperly constructed. Additionally, some heavy commercial trucks rebuilt with glider kits are being improperly presented for vehicle registration as new, fully CMVSS or FMVSS compliant vehicles.

ICBC will only register, licence and insure those trucks if they comply with the federal and provincial requirements.

The following sets out program criteria and answers questions regarding manufacture and importation of bare kits, reconstruction of donor vehicles, and registration of reconstructed trucks.

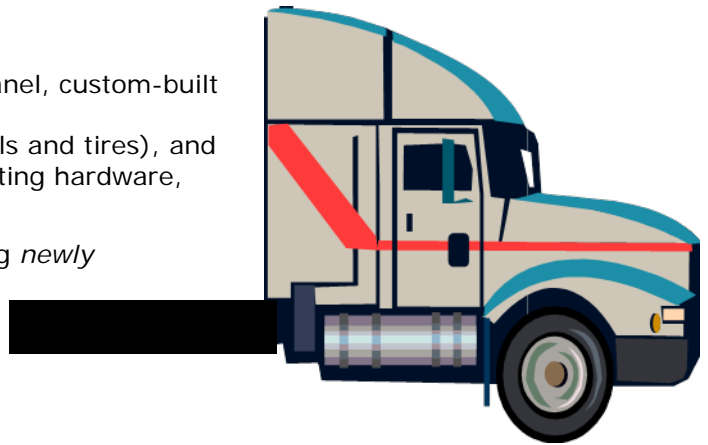
### What is a legitimate Glider Kit?

Transport Canada has advised that legitimate glider kits are "assemblages of parts" consisting of the following newly manufactured components:

- chassis,
- complete cab assembly (windshield, instrument panel, custom-built interior, new hood, fenders and bumpers),
- steering axle assembly (wheel ends, brakes, wheels and tires), and
- other minor parts such as wiring harnesses, mounting hardware, brackets, fasteners etc.

A legitimate glider kit *does not include* any of the following newly manufactured major drivetrain components:

- engine,
- transmission, and
- drive axle.



### How does a glider kit function?

A glider kit is used in combination with the above-noted major drivetrain components salvaged from an existing truck - known as a "donor vehicle" - in order to:

- reconstruct the front end of a damaged heavy commercial truck, or
- refresh an outdated front end of a heavy commercial truck.

### What is a "donor vehicle"?

A donor vehicle is the existing damaged or outdated truck from which the major drivetrain components are salvaged and reused in combination with the newly manufactured glider kit.

### Can newly manufactured drivetrain components be installed into the glider kit?

**No.** Transport Canada requires that *all three* major drivetrain components (i.e., engine, transmission and drive axle) be in *used* condition.

**Note:** If any newly manufactured drivetrain components are installed, Transport Canada considers the completed vehicle as *newly manufactured* that is required to meet all current applicable federal safety standards. These vehicles must be certified by a Transport Canada authorized manufacturer as evidenced by a valid Transport Canada issued National Safety Mark affixed to the vehicle.

**ICBC will not register a truck that has been reconstructed with a glider kit and new drivetrain component(s).**

### Can major drivetrain components come from three separate donor vehicles?

**No.** Transport Canada criteria states that at least two of the three major drivetrain components (i.e., engine, transmission or drive axle) *must* come from the same donor vehicle. For example, if only the engine is from a damaged vehicle, then the transmission and drive axle *must* both come from same (second) vehicle.



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### Can used drivetrain components be purchased from an auto wrecker or other source?

**Yes.** Used components may be purchased from an auto wrecker or other source; regardless of where or from whom the major components are purchased, the 2 donor vehicle limit still applies.

The bill of sale **must include all** of the following details:

- name, address, and contact information of seller, and
- name of purchaser, and
- date of sale, and
- purchase price paid, and
- VIN of donor vehicle(s), and
- serial number, make and model of component(s), and
- engine model year.

### What proof is required to show that the drivetrain components are in fact used and come from no more than two donor vehicles?

ICBC requires documented proof of ownership of the donor vehicle(s) and/or components. The document(s) must clearly state the VIN of the donor vehicle. Acceptable documents include:

- registration documents for the donor vehicle (for example, an APV250 or registration documents from another jurisdiction), and/or
- transfer/tax form (APV9T) for donor vehicle, or
- bill of sale for the used drivetrain components with all of the above-noted details.

**Note:** *ICBC may conduct an on-site inspection* to ensure the vehicle is compliant with all criteria. ICBC will conduct a search of the drivetrain components to ensure they are used and were legitimately obtained.

**Caution:** *ICBC will refuse to register a glider kit reconstructed truck if not compliant with criteria.*

### What is a rolling glider?

A glider kit with remanufactured drive axle installed is called a rolling glider. Transport Canada will admit rolling gliders under certain conditions. The drive axle must be remanufactured or rebuilt - not newly manufactured and the kit cannot have either an engine or transmission installed at the time of import.

**Caution:** US kit manufacturers and Canadian truck dealers advertise they can build a glider kit with a new drive axle. *ICBC will refuse to register these trucks until they are compliant with criteria.*

### What is a powered glider?

A glider kit with remanufactured engine installed is called a powered glider. Transport Canada will admit powered gliders under certain conditions. The engine must be remanufactured or rebuilt – not newly manufactured and the kit will cannot have either the drive axle or transmission installed at the time of import.

### Are rolling and powered glider kits admissible into Canada as parts?

**Yes.** Transport Canada has confirmed that a glider kit is admissible with no more than one remanufactured major drivetrain component installed. For example, the kit may be imported with a rebuilt engine installed but no transmission or drive axle.

**Note:** If a glider kit is imported with any single remanufactured/ rebuilt major drivetrain component installed, then by default the remaining two components must come from a single donor vehicle.

### What documentation must be submitted to ICBC for registration?

**Dealers:** **Do Not Issue a New Vehicle Identification Statement (NVIS)** for a glider kit rebuilt truck.

The customer must provide all of the following documentation:

- a. proof the kit was properly imported, and
- b. proof of ownership of the donor vehicle(s) and/or drivetrain components, and
- c. proof of used condition of the drivetrain component parts, and
- d. application for BC Assigned VIN (MV1325), and
- e. properly completed Transfer Tax Form (APV9T).



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### a. Proof the glider kit was properly imported into Canada:

A glider kit is only admissible into Canada as parts or as part of a reconstructed truck that is fully compliant with current federal criteria for newly manufactured trucks.

Whether imported by a Dealer or individual, ICBC will require documentation that shows the kit was admitted with no more than a single remanufactured drivetrain component. The type of document may include one or more of the following:

- Canada Customs Invoice (form CI-1),
- Canada Customs Coding Form (B3),
- NAFTA Certificate of Origin (CPB Form 434),
- US Customs Service – Vehicle Export Worksheet,
- Vehicle Import Form - Form 1,
- Customs Invoice,
- Purchase agreement for kit, or
- Detailed parts list for kit (as ordered and as built).

**Caution: ICBC will refuse registration if the glider kit was improperly imported.** Vehicle registration is a prerequisite for licensing a truck for operation on a highway.

### b. Proof of ownership of donor vehicle and/or used drivetrain components:

Documents may include:

- current registration documents for damaged/donor vehicle, or
- transfer/tax form APV9T for damaged/donor vehicle, and/or
- bill of sale for used drivetrain components purchased from wrecker or other source with the following details:
  - name, address, and contact information of seller, and
  - name of purchaser, and
  - date of sale, and
  - purchase price paid, and
  - VIN of donor vehicle(s), and
  - engine model year.

### c. Proof of used condition of drivetrain components:

ICBC requires the following information for each of the three components (i.e., engine, transmission, and drive axle):

- make, model, and serial numbers, and
- engine model year, and
- VIN(s) of the donor vehicle(s).

**Caution: ICBC will refuse to register a glider kit reconstructed truck if not built in compliance with criteria.** For example, installation of any newly manufactured drivetrain component or if these components come from more than two vehicles.

### d. Application for BC Assigned VIN (MV1325):

**All glider kit reconstructed trucks are required to apply for a BC Assigned VIN** (which as a prerequisite requires a passed vehicle inspection report and a weigh scale certificate).

### e. Properly completed Transfer/Tax Form APV9T:

Year: Year of Donor Engine,  
Model: GLIDE,  
VIN: BC Assigned VIN TBD,  
Vehicle Status: R - REBUILT (rebuilt with a combination of new and used components).

#### For further information please contact:

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