



TRANSPORT CANADA POSITION:

Glider Kits - Heavy Truck Industry

This document serves as an explanation of Transport Canada's position with regards to glider kits and the requirements for vehicles manufactured from glider kits in Canada and for the importation into Canada of vehicles manufactured from glider kits. Please note that this document's only focus is the heavy truck industry.

At the outset, I should explain that the *Motor Vehicle Safety Act* (MVSA or *Act*) was enacted to enable the Governor in Council to make regulations to promote the safety of the travelling public. The *Act's* mandate is to regulate safety requirements of new and imported vehicles to reduce the risk of death, injury and damage to property and the environment. The *Act* requires that all vehicles manufactured in Canada, shipped from one province to another and those vehicles imported into Canada, comply with the applicable Motor Vehicle Safety Regulations (MVSR) and Canada Motor Vehicle Safety Standards (CMVSS) and that the manufacturer certify the vehicles at the time of main assembly. Trucks and truck tractors are regulated vehicles as per Schedule III of the MVSR and fall under the *Act*. The *Act* applies to all vehicles less than fifteen years old and to all buses manufactured after January 1, 1971.

However, subsection 7(2) of the MVSA provides an exception whereby vehicles purchased at the retail level in the United States that are not in full compliance with the CMVSS may be imported into Canada, provided the vehicles were originally manufactured to comply with all applicable U.S. Federal Motor Vehicle Safety Standards (FMVSS) and can be modified to comply with the CMVSS. Once modified, the vehicles must be inspected by the Registrar of Imported Vehicles (RIV), which is responsible for inspecting and certifying vehicles being imported into Canada from the United States.

Transport Canada's interpretation on what constitutes a "Glider Kit"

Transport Canada interprets the industry term "glider kit" as being an assemblage of parts (kit) that would constitute a truck minus the power train i.e., engine, transmission and drive axle(s).



“Vehicle” and “Incomplete Vehicle” MVSA and MVSR Definitions

The *Act* defines a vehicle as, “*any vehicle that is capable of being driven or drawn on roads by any means other than muscular power exclusively, but does not include any vehicle designed to run exclusively on rails.*”

- Glider kits, whether obtained directly from an original equipment manufacturer (OEM) such as Daimler Trucks North America, PACCAR, or through a third party (Truck dealership) are assemblages of parts and not considered “vehicles” as they do not meet the *Act*’s definition of a vehicle as they lack a power train which prevents them from being driven. It is important to note that glider kits are not certified as trucks by any OEM that manufactures glider kits.

The MVSR defines an “incomplete vehicle as, “*a vehicle that is capable of being driven and that consists, at a minimum, of a chassis structure, power train, steering system, suspension system and braking system in the state in which those systems are to be part of the completed vehicle, but requires further manufacturing operations to become a completed vehicle.*”

- As an assemblage of parts, glider kits cannot be considered as “incomplete vehicles” as they do not meet the MVSR definition.

The use of a Glider Kit to build/complete a truck

Transport Canada’s interpretation as to when the combination of new and used components become a new vehicle, mirrors the U.S. National Highway Traffic Safety Administration’s [Code of Federal Regulations Title 49 - PART 571.7 \(e\)](#), *combining new and used components*. (CFR49.P571.7(e)).

When a new cab is used in the assembly of a truck, the truck will be considered newly manufactured unless the engine, transmission, and drive axle(s) (as a minimum) of the assembled vehicle are not new, and at least two of these components were taken from the same vehicle.

Any other use of a glider kit

A company that assembles a glider kit to the point where the assemblage of parts meets at a minimum, the definition of an *incomplete vehicle*, and has **not** done so in accordance with CFR49.P571.7(e), i.e., using new or used power train components acquired from various sources in place of used power train components that originated from the same vehicle, is considered the manufacturer of a new vehicle or incomplete vehicle and is required to certify the kit, now turned new vehicle or incomplete vehicle. As per the *Act*, the manufacturer is required to certify the vehicle and maintain certification documents that enable the determination of conformance to the applicable standards. Any subsequent modifications and/or alterations to the vehicle are also required to conform to the applicable safety standards and regulations as set out for new vehicles.



Importation of Glider Kits

When it comes to the importation of bare glider kits, they may be imported as parts into Canada as they do not meet the *Act's* definition of a vehicle or the MVSR's definition of incomplete vehicle, and as such do not fall under Transport Canada's jurisdiction.

Importation of Trucks manufactured from Glider Kits

Transport Canada has determined that vehicles, classed as trucks and manufactured from "glider kits" that are less than fifteen years old, are inadmissible for importation into Canada due to the lack of certification that demonstrates that these vehicles comply with all applicable CMVSS or FMVSS.

Vehicle Identification

Transport Canada notes that the 17 digit glider kit identification numbers provided by glider kit manufacturers are **not** valid VINs as per CMVSS 115.

Registration

All legislation, regulation, policy and procedures pertaining to the registration and licensing of glider kit built vehicles fall under provincial and territorial authorities. This includes specification of required support documents and determination of how the vehicle will be described within the vehicle registry i.e., make, model, year, and status.

Summary:

1. "Glider kits" are assemblages of parts and not considered vehicles and therefore are not regulated by Transport Canada.
2. Trucks and truck tractors manufactured from glider kits in the U.S are inadmissible for importation into Canada.
3. For vehicles manufactured from "glider kits" in Canada, Transport Canada's position mirrors the US [Code of Federal Regulations Title 49 - PART 571.7 \(e\)](#)

We trust that this information is helpful. If you have any questions or comments on this topic, please contact Transport Canada in writing at mvs-sa@tc.gc.ca.