

LIST OF VEHICLES ADMISSIBLE FROM THE UNITED STATES

VERY IMPORTANT VERY IMPORTANT VERY IMPORTANT

TRANSPORT CANADA OR THE REGISTRAR OF IMPORTED VEHICLES CANNOT GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED IN THIS LIST. THE INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE.

THIS LIST IS BASED ON INFORMATION SUPPLIED TO TRANSPORT CANADA AND THE REGISTRAR OF IMPORTED VEHICLES BY THE VEHICLE MANUFACTURERS ON A VOLUNTARY BASIS. **ITS ACCURACY CANNOT BE GUARANTEED.** THERE IS ALSO NO GUARANTEE THAT ANY VEHICLE DEEMED ADMISSIBLE CAN BE SUCCESSFULLY MODIFIED TO MEET CANADIAN REQUIREMENTS. PLEASE CONTACT THE **REGISTRAR OF IMPORTED VEHICLES (WWW.RIV.CA)** TO OBTAIN DETAILED INFORMATION ON THE PROCESS THAT MUST BE FOLLOWED FOR THE IMPORTATION OF VEHICLES PURCHASED AT THE RETAIL LEVEL IN THE UNITED STATES.

YOU MAY ALSO ACCESS THE LIST OF VEHICLES ADMISSIBLE FROM THE UNITED STATES ON THE INTERNET AT www.tc.gc.ca/roadsafety

EXPLANATIONS

Please read these explanations carefully before buying a vehicle in the United States

1. A US specification vehicle is a vehicle which is designed, manufactured and certified by the original manufacturer to meet all applicable US Federal Motor Vehicle Safety Standards. Where a US specification vehicle is listed as ADMISSIBLE, and requires modifications, it may not be easily modified. You should determine the cost and extent of any modifications before importing the vehicle into Canada. Vehicles which cannot be modified, for whatever reason, must be exported. Where there is no information concerning a current model year US specification vehicle you must contact the manufacturer to determine its admissibility or inadmissibility.

2. Admissible vehicles, except competition snowmobiles, snowmobile cutters and ATVs, must be certified by the original manufacturer as meeting all applicable US Federal Motor Vehicle Safety Standards. In addition, vehicles listed in Sections 4 & 10 and some vehicles listed in Section 5, must also be certified by the final stage manufacturer as meeting all applicable US Federal Motor Vehicle Safety Standards.

Two criteria can be used to determine this:

a) A compliance label affixed to the vehicle at the time of main assembly,

or

b) a letter from the original manufacturer and the final stage manufacturer (if applicable) containing the same information as would appear on the compliance label.

3. Vehicles that have been modified from their original state, other than regular maintenance, may not be eligible for importation into Canada. For examples, van transformed into a motor home (often known as class B motor home), van equipped with raised roof and/or modified interior, pick-up or passenger car equipped with lift kit, etc.

4. Some vehicles in Section 3 - **Passenger Cars**, in Section 5 – **Multipurpose Passenger Vehicles** and in Section 12 – **Trucks** are marked with either:

(1) two asterisks (**), or (2) an arrow (>), or (3) ([EIS]) or (4) (**>) or (5) (**>[EIS]).

(1) The two asterisks (**) indicate that the vehicle in question will require modifications to the existing bumper(s) before it can be registered and licensed. Some vehicles can be readily modified by substituting Canadian parts for the US parts. However, some vehicles cannot be readily modified and may require comprehensive and expensive modifications.

(2) The arrow (>) indicates that the vehicle will require modification to accommodate the child tether anchorage. Again the modifications may prove to be extensive and expensive.

(3) The letters [EIS] indicate that the vehicle is either equipped with an electronic immobilizer installed by the manufacturer but not certified to meet Canada Motor Vehicle Safety Standard 114 or that no electronic immobilizer is installed. **Please see section 9 of these explanations for further information on immobilizers.**

(4) Both symbols (**>) indicate that the vehicle will require modifications to the bumpers and child tether anchorage.

Where the asterisks (**) and/or the arrow (>) are at the end of a group which lists models joined by a comma (,) or “an” “and” (&) sign, all models in that group are affected by the asterisks (**) and/or arrow (>).

(5) (**>[EIS]) indicates that the vehicle requires modification to the bumpers, child tether anchorage and that some action is required on the immobilizer (see section 9 for details)

5. US vehicles which were originally equipped with air bags as required by US safety standards must have operational air bags at the time of inspection by the Registrar of Imported Vehicles.

6. All admissible vehicles, and all types of trailers must bear a 17 digit Vehicle Identification Number (VIN) alphanumeric, including snowmobiles manufactured after January 1, 2001 and restricted use motorcycles manufactured after December 1, 2004, as required by Canada Motor Vehicle Safety Standard (CMVSS) 115. Restricted-use motorcycles manufactured before December 2004 must have a VIN composed of between 14 to 17 alphanumeric digits as required by CMVSS 115.

7. **ACTIVE versus PASSIVE RESTRAINT SYSTEMS:** Passive restraint systems are identified as a motorized upper torso restraint or a door mounted 3-point restraint. The fact that a seat belt restraint system is considered to be active or passive does not in itself determine that vehicle's admissibility or inadmissibility into Canada. What does determine its admissibility or inadmissibility is whether or not that vehicle meets Canada Motor Vehicle Safety Standard 210 (seat belt anchorage location). Vehicles identified by their manufacturer as not meeting Canada Motor Vehicle Safety Standard 210 at the time

of manufacture are not eligible for importation into Canada under any circumstances. No modifications are allowed to the seat belt anchorage system.

8. Confirmation that there are no outstanding recalls on a vehicle is a mandatory requirement of the RIV program. The (#) indicates that the manufacturer will not issue this confirmation for vehicles that were once declared "salvage" in the U.S. Failure to produce this confirmation will result in a failed inspection; therefore rendering the vehicle inadmissible. Please contact your manufacturer in all cases to ensure that this confirmation will be issued.

9 IMMOBILIZERS

Every passenger vehicle, multipurpose passenger vehicle, truck and 3 wheeled vehicle manufactured after September 1, 2007 and with a Gross Vehicle Weight Rating (GVWR) less than 4,536 kg (10,000 lbs), except an emergency vehicle or a walk-in van, must be equipped with an immobilization system as per the requirements of CMVSS 114.

Electronic immobilizers require a special key or small electronic device to start a vehicle's engine. This type of system, when activated, prevents the operation of the engine in response to any attempt to start the vehicle without using an authorized key, by shutting off one or more parts of the engine's electrical system. This might include the starter, ignition or fuel system.

Many manufacturers equip some or all of their US market vehicles with an electronic immobilization system that meets the requirements of Canada Motor Vehicle Safety Standard 114 (CMVSS 114). In some cases, these electronic immobilization systems are available only as an option. There are also several US market vehicles that are either not equipped with an electronic immobilization system or that are equipped with an electronic immobilization system that does not meet the requirements of CMVSS 114.

There are therefore three possibilities depending on the type of immobilizer:

1 - Electronic Immobilizers Installed as Original Equipment and Certified to CMVSS 114

Vehicles equipped with such systems do not require any special inspection or modifications. They are listed as admissible.

2 - Electronic Immobilizers Installed as Original Equipment but Not Certified to CMVSS 114

Vehicles equipped with such systems will require confirmation of the presence of that system at the time of the RIV inspection. This demonstration can be done through one of the following means:

- Presentation of the completed vehicle purchase agreement showing the vehicle identification number and indicating the presence of an immobilizer
- Presentation of the vehicle window sticker (Monroney label) showing the vehicle identification number and indicating the presence of an immobilizer

- A letter from the manufacturer showing the vehicle identification number and indicating the presence of an immobilizer.
- Other type of information present on the vehicle or on the ignition key allowing the positive identification of such a system.

3 - No Immobilizer on the Vehicle

These vehicles will need to be fitted with an immobilization system that conforms to National Standard of Canada CAN/ULC-S338-98, entitled *Automobile Theft Deterrent Equipment and Systems: Electronic Immobilization* (May 1998), published by the Underwriters' Laboratories of Canada, before being presented for registration under the laws of a province.

Importers should be aware of the following points **before** purchasing a vehicle in the United States:

- There is no guarantee that an aftermarket immobilizer system can be fitted to the vehicle,
- Some manufacturers have indicated that the installation of an aftermarket immobilizer system may affect the vehicle warranty,
- Some manufacturers have indicated that the installation of an aftermarket immobilizer system may affect the performance of certain safety equipment on the vehicle,
- Certified installers of CAN/ULC-S338-98 aftermarket immobilizer systems may not be available in your local area.
- The modifications may be expensive

Transport Canada does not endorse any brand of electronic immobilizer systems or installers. More information on immobilizers and installers can be obtained by contacting the Vehicle Security Installation Bureau (VSIB) (<http://www.vsib.ca/index.html>) or the Insurance Bureau of Canada (<http://ibc.ca/>). Other organizations may also be able to supply information.

10. Warning: Trailers with a GVWR of 4,536 kg. or more manufactured after September 1, 2007

Every trailer with a GVWR of 4,536 kg or more manufactured after September 1, 2007, must be equipped with a rear impact guard that conforms to Section (3) of CMVSS 223 - Rear Impact Guard.

The only exceptions are:

- a pole trailer, a pulpwood trailer, a wheels back trailer or a trailer designed to be used as temporary living quarters;
- a low-chassis trailer; and
- a trailer designed to interact with, or having, work-performing equipment located in or moving through the area that would be occupied by a horizontal member that meets the configuration requirements of subsections (6) to (8), be equipped with a rear impact guard that meets the configuration requirements of subsections (5) to (8), as well as the applicable test requirements of subsections (9) to

(12) when tested in accordance with Test Method 223 - Rear Impact Guard.
http://www.tc.gc.ca/roadsafety/mvstm_tsd/tm/2230_e.htm.

Most trailers with a GVWR of 4,536 kg. or more sold at the retail level in the U.S. and manufactured after September 1, 2007 may not be equipped with a rear impact guard that conforms to Canadian requirements. Before importing a trailer, please verify its admissibility in section 11 of this document.