

Dear Mr. Tremblay,

Thank you for your response to my complaint. Unfortunately, I am still unclear about a few points, that your email raised, and I would be most appreciative if you could clear them up for me.

Firstly you state the following:

I provide below, relevant information with regard to importation of vehicles from the US. Firstly, the Motor Vehicle Safety Act (MVSA) permits importation of vehicles at the retail level from the US provided that the importer agrees to modify the vehicle and have it certified to Canadian requirements:
<http://www.tc.gc.ca/acts-regulations/GENERAL/M/mvsa/menu.htm>

All that I can say to this is YES!! I – being the importer - agree wholeheartedly that I want to modify my 2008 U.S. spec Corvette to so that it is certified to Canadian requirements.

Secondly you state:

Under the authority of the MVSA, the Motor Vehicle Safety Regulations (MVSr) prescribes the responsibilities of the importer and authorizes the Minister to establish the registrar of imported vehicles (www.riv.ca):
<http://www.tc.gc.ca/acts-regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html>

As you will note from the List, manufacturers are not obligated to provide any information on admissibility of specific US vehicles to Transport Canada. The information in the list is provided on a purely voluntary basis. TC cannot attest to the accuracy of the information in the List.

After reading the above two paragraphs, I am wondering as to why the RIV even exists? Since they only collect and publish information provided to them on a voluntary basis and to which TC cannot even attest the accuracy of the information.

Pardon me for being blunt, but this is starting to look like a huge waste of tax dollars. The National Gun Registry comparison is starting to come to my mind. Could this be another case?

Thirdly you write:

Nevertheless, TC contacted General Motors of Canada Ltd with respect to 2008 Corvettes. TC was advised by GM that:

- * the bumpers are different between the 2 countries
- * because collision protection performance is based on the vehicle systems taken collectively (as opposed to components individually), they cannot certify that by

switching the US bumper with a Canadian bumper, the modified vehicle will then meet all CMVSS.

This seems very strange since the 2006 and 2007 Corvettes (U.S. and Canadian spec models) each have the EXACT SAME bumper components and part numbers as the 2008 models. In other words, nothing has changed for the last THREE model years, yet the 2006 and 2007 cars can be readily modified and the 2008 – for whatever reason cannot.

Fourthly you state:

TC has audit and verification rights under the MVSA for Canadian specification vehicles alone.

So would it not make logical sense to audit and verify if there are any obvious bumper component differences between the Canadian spec 2006/2007 Corvettes and the Canadian spec 2008 model. This appears to be the only power that TC has in this situation. If indeed there are no differences, would it not seem like General Motors of Canada is actively committing corporate fraud on Canadian citizens by keeping the \$25,000 - \$30,000 MSRP difference in place purely because of its “position of trust” that was placed upon it by TC?

I as a tax payer and Canadian citizen would certainly hate to see the above scenario become a reality.

I am willing to work with you to seek a positive solution to my problem, but in order to do so TC has to step up to the task and exercise its auditing and verification rights and ascertain if there are truly any differences between the 2006/2007 and the 2008 Canadian spec Corvette bumper systems.

I eagerly await your response.

Dr. Mario G. Turanovic