


[Notice](#)

 142, No. 31 — August 2, 2008

Regulations Amending the Motor Vehicle Safety Regulations (Vehicle Identification Number)

Statutory authority

Motor Vehicle Safety Act

Sponsoring department

Department of Transport

REGULATORY IMPACT ANALYSIS STATEMENT

(This statement is not part of the Regulations.)

Issue and objectives

This proposal would amend the Canadian requirements for Vehicle Identification Numbers (VIN) in section 115 of Schedule IV of the *Motor Vehicle Safety Regulations* (MVSR). This amendment is needed to ensure that each vehicle sold in Canada will have a unique identification number. The current identification system has a usable span of 30 years, within which each vehicle produced has a unique 17-digit VIN. This proposal will allow the 17-digit VIN to continue to be unique for each vehicle produced within a 60-year period of time.

Description and rationale

Every vehicle manufactured or imported for sale in Canada is required to have a 17-digit VIN. The VIN is an alphanumeric code that provides information regarding: manufacturer, year of production, make, model and several technical details that uniquely identify a specific vehicle. The VIN is needed to facilitate vehicle identification for safety research and for vehicle recall campaigns. The VIN is also used by provincial and territorial jurisdictions for registration purposes. Several other entities such as vehicle distributors, financial institutions, insurance companies and police departments use VIN for warranty validation, insurance claim verification, recall campaigns and vehicle theft investigation.

This proposal would require that the VIN of any two vehicles manufactured within a 60-year period not be identical. The present system is only capable of handling a 30-year span. To effect the change, the information regarding the make of vehicle would be moved from the first three positions to positions four through eight. The characters in positions four through eight would be alphabetic or numeric. For specific classes of vehicles, position seven would be required to be alphabetic. This would offer more flexibility to manufacturers to encode the mandatory information and allow them to uniquely identify vehicles for a 60-year period. A low-volume manufacturer would be defined as a manufacturer producing up to 1 000 vehicles yearly, and identified by the number nine in the third position, in conjunction with related information in positions one, two and twelve to fourteen. It is proposed that this amendment would apply to vehicles built on or after October 27, 2008, having a model year of 2010 or 2011, and to vehicles having a later model year. Those vehicles having a model year of 2009 or less and those vehicles having a model year of 2010 or 2011, if they are built before October 27, 2008, would be required to comply with the existing VIN system.

This proposed amendment would align the Canadian requirements regarding the VIN system with recent requirements introduced in the United States. Due to the free movement of goods and the open transportation system between Canada and the United States, it is important that the VIN systems be aligned.

Under the Department's Strategic Environmental Assessment policy, a preliminary evaluation of the possible effects of this proposed amendment was done. It was determined that this proposed amendment would have no impact on the environment.

Consultation

As part of its consultation process, the Department of Transport informs the automotive industry, public safety organizations and the general public when changes are planned to the MVSR. This gives them the opportunity to comment on these changes by letter or email. The need to amend the VIN system has been published in the Department's Regulatory Plan and extensive negotiations have taken place over the past several years to develop a VIN system that meets the needs of all stakeholders, including the manufacturers and

the provincial and territorial governments.

As the provinces and territories use the VIN to identify vehicles in their vehicle registration databases, it is imperative that changes to it align with their current systems. The Department has been working with the Canadian Council of Motor Transport Administrators to ensure that all concerns have been addressed.

Manufacturers are supportive of this amendment as they require a unique numbering system that is consistent across Canada and the United States and is recognized throughout the world. The manufacturers have written to the Department in March 2008, expressing their concern that this amendment be aligned with the final regulatory requirements of the United States and also, that it be completed urgently as the new system will be needed for the 2010 model year vehicles, which could be produced as early as January 2009.

Implementation, enforcement and service standards

Motor vehicle manufacturers and importers are responsible for ensuring that their products conform to the requirements of the MVSR. The Department of Transport monitors self-certification programs of manufacturers and importers by reviewing their test documentation, inspecting vehicles, and testing vehicles obtained in the open market. In addition, when a defect in a vehicle or equipment is identified, the manufacturer or importer must issue a Notice of Defect to the owners and to the Minister of Transport, Infrastructures and Communities. If a vehicle does not comply with a Canadian safety standard, the manufacturer or importer is liable to prosecution and, if found guilty, may be fined as prescribed in the *Motor Vehicle Safety Act*.

Contact

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Please note: It is important that your submission be provided to the attention of the person noted above before the closing date. Submissions not sent directly to the person noted may not be considered as part of this regulatory proposal. Individual responses to your submission will not be sent. Any subsequent final Regulations that are published in the *Canada Gazette*, Part II would contain any changes that are made, along with a summary of the relevant comments received. Please indicate in your submission if you do not wish to be identified or if you do not wish to have your comments published in the *Canada Gazette*, Part II.

PROPOSED REGULATORY TEXT

Notice is hereby given, pursuant to subsection 11(3) of the *Motor Vehicle Safety Act* ([see footnote a](#)), that the Governor in Council, pursuant to subsection 11(1) of that Act, proposes to make the annexed *Regulations Amending the Motor Vehicle Safety Regulations (Vehicle Identification Number)*.

Interested persons may make representations with respect to the proposed Regulations to the Minister of Transport, Infrastructure and Communities within 40 days after the date of publication of this notice. All such representations must be in writing and cite the *Canada Gazette*, Part I, and the date of publication of this notice, and be sent to Marcin Gorzkowski, Senior Regulatory Development Engineer, Road Safety and Motor Vehicle Regulation Directorate, Department of Transport, 17th Floor, 275 Slater Street, Ottawa, Ontario K1A 0N5 (tel.: 613-998-1967; fax: 613-990-2913; e-mail: gorzkom@tc.gc.ca).

Ottawa, July 28, 2008

MARY PICHETTE
Assistant Clerk of the Privy Council

REGULATIONS AMENDING THE MOTOR VEHICLE SAFETY REGULATIONS (VEHICLE IDENTIFICATION NUMBER)

AMENDMENTS

1. The portion of item 115 of Schedule III to the French version of the *Motor Vehicle Safety Regulations* ([see footnote 1](#)) in column II is replaced by the following:

Colonne I	Colonne II
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Article (NSVAC)	Description
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115	Num00E9;ro d2019;identification du v00E9;hicule
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2. (1) Subsection 115(1) of Schedule IV to the Regulations is replaced by the following:

115. (1) Every vehicle shall have a vehicle identification number and, in respect of vehicles having a model year of 1980 or later, the vehicle identification numbers of any two vehicles manufactured by a manufacturer within a 60-year period shall not be identical.

(2) The portion of paragraph 115(2)(c) of Schedule IV to the Regulations before subparagraph (i) is replaced by the following:

(c) in the case of a low-speed vehicle, multi-purpose passenger vehicle, passenger car, three-wheeled vehicle or truck having a GVWR of 4 536 kg or less, be

(3) Paragraph 115(3)(a) of Schedule IV to the Regulations is replaced by the following:

(a) the first three characters, the third of which shall not be 201C;9201D;, shall uniquely identify the manufacturer and the class of vehicle, if the manufacturer manufactures 1 000 or more vehicles of a prescribed class annually;

(a.1) the first three characters, the third of which shall be 201C;9201D;, and the twelfth to fourteenth characters shall uniquely identify the manufacturer and the class of vehicle, if the manufacturer manufactures less than 1 000 vehicles of a prescribed class annually;

(4) Subparagraph 115(3)(b)(i) of Schedule IV to the Regulations is replaced by the following:

(i) the seventh character shall be alphabetic for a multi-purpose passenger vehicle, passenger car, three-wheeled vehicle or truck having a GVWR of 4 536 kg or less,

(5) Paragraph 115(3)(d) of Schedule IV to the Regulations is replaced by the following:

(d) the tenth character shall be the code that corresponds to the vehicle model year as set out in Table II;

(6) Paragraphs 115(3)(f) to (h) of Schedule IV to the Regulations are replaced by the following:

(f) the twelfth to seventeenth characters shall be sequentially assigned by the manufacturer during the manufacturing process, if the manufacturer manufactures 1 000 or more vehicles of a prescribed class annually;

(g) the fifteenth to seventeenth characters shall be sequentially assigned by the manufacturer during the manufacturing process, if the manufacturer manufactures less than 1 000 vehicles of a prescribed class annually; and

(h) the fourteenth to seventeenth characters shall be numeric for all vehicles and the thirteenth character shall be numeric if the vehicle is a multi-purpose passenger vehicle, passenger car, three-wheeled vehicle or truck having a GVWR of 4 536 kg or less.

(7) Subsections 115(10) and (11) of Schedule IV to the Regulations are replaced by the following:

(10) If a character in a vehicle identification number identifies engine net power, the engine net power represented by that character shall not differ by more than 10 per cent from the actual engine net power.

(11) Manufacturers of vehicles in respect of which this section applies shall apply to the Canadian Vehicle Manufacturers 2019; Association for the characters referred to in paragraphs 3(a) and (g) that uniquely identify the manufacturer and class of vehicle.

(12) Every vehicle having a model year of 2009 or earlier and every vehicle built before October 27, 2008 having a model year of 2010 or 2011 shall comply with the requirements of this section as it read on the day before this subsection came into force.

(8) Tables I and II to section 115 of Schedule IV to the Regulations are replaced by the following:

TABLE I

Item	Column I	Column II
	Class of Vehicle	Decipherable Information
1.	Passenger car or three-wheeled vehicle	Make, line, series, body type, engine type and all restraint system types and their location in the vehicle
2.	Multi-purpose passenger vehicle	Make, line, series, body type, engine type and gross vehicle weight rating. In addition, for multipurpose passenger vehicles with a GVWR of 4536 kg or less, all restraint system types and their location in the vehicle.
3.	Truck	Make, model or line, series, chassis, cab type, engine type, brake system and gross vehicle weight rating. In addition, for trucks with a GVWR of 4536 kg or less, all restraint system types and their location in the vehicle.
4.	Bus	Make, model or line, series, body type, engine type and brake system
5.	Trailer	Make, type of trailer, body type, length and axle configuration
6.	Motorcycle or restricted-use motorcycle	Make, type of cycle, line, engine type and engine net power
7.	Incomplete vehicle	Make, model or line, series, cab type, engine type and brake system
8.	Trailer converter dolly	Make, series and axle configuration
9.	Snowmobile	Make, type of snowmobile, line, engine type and engine net power
10.	Low-speed vehicle	Make, body type, engine type, brake system, all restraint system types and their location in the vehicle, and gross vehicle weight rating

TABLE II

MODEL YEAR CODES

Year	Code
2005	5
2006	6
2007	7
2008	8
2009	9
2010	A
2011	B
2012	C
2013	D
2014	E
2015	F
2016	G
2017	H
2018	J
2019	K
2020	L
2021	M
2022	N
2023	P
2024	R
2025	S
2026	T
2027	V

2028	W
2029	X
2030	Y
2031	1
2032	2
2033	3
2034	4
2035	5
2036	6
2037	7
2038	8
2039	9

COMING INTO FORCE


3. These Regulations come into force on the day on which they are published in the *Canada Gazette*, Part II.

[31-1-o]

[Footnote a](#)

S.C. 1993, c. 16

[Footnote 1](#)

C.R.C., c. 1038 

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NOTICE:

The format of the electronic version of this issue of the *Canada Gazette* was modified in order to be compatible with hypertext language (HTML). Its content is very similar except for the footnotes, the symbols and the tables.



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[Important notice](#)



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