

# How to Register A Home Built Car in British Columbia, Canada

*DRAFT*



An instruction guide for registering and insuring a custom garage built car on the road in B.C. Canada.

By Jon Taylor  
**Arma Automotive Inc.**  
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## **Disclaimer**

Some of the information in this book may be out of date as applicable rules and regulations are subject to change.

The author of this book cannot provide any guarantees that your vehicle will pass inspection and qualify for registration as there may be unique requirements for your vehicle and or specific requirements for your chosen inspection facility.

This book does not cover instructions for the design and assembly of a custom vehicle. If you are looking to purchase a kit for the vehicle illustrated in this book please reach out to us using the contact information.

None of the information contained within this book is legal or financial advice.

## **Contact**

Visit the authors website: <https://armaautomotive.com>

## **Preface**

Building a car from scratch can be an incredibly rewarding experience, but the process of registering it for use on the road can be overwhelming and confusing. The purpose of this book is to provide a comprehensive guide to registering home-built cars in British Columbia, Canada.

The process of registering a home-built car involves navigating complex regulations, understanding safety requirements, and submitting the right paperwork. This book will take you through the entire process step-by-step, from the initial planning stages through to the final registration.

The author of this book, a resident of British Columbia, has gone through the process of building and registering a home-built car firsthand. He understands the challenges and frustrations that can arise, and has written this book with the aim of making the process easier and less stressful for others.

Whether you are a first-time builder or a seasoned DIY enthusiast, this book will be an indispensable resource for anyone looking to register a home-built car in British Columbia. The information provided is accurate and up-to-date as of the publication date, but it is important to note that regulations and requirements can change over time. Therefore, it is always a good idea to double-check with the relevant authorities before embarking on any project.

We hope that this book will be a valuable resource for you as you embark on the exciting journey of building and registering your own home-built car in British Columbia.

## **Why Build a Custom Car**

The Arma Automotive Inc. kit car was created to enable more people to have a high performance, affordable and usable mid engine sports car.

In particular I wanted a mid engine car with a large forward facing view that is fun to drive for daily use as well as for road trips.

Many sports cars have some unique quirk that makes them more or less desirable for each owner. One common trait is for a manufacturer to place the drivers seat to the side of the vehicle to fit a centre console structure or drive shaft but this results in the occupants facing the A pillar as it obstructs some of the visibility.

Another benefit to building your own car is that you can choose all of the details from components to body design.

I made a tube frame chassis to accommodate the driving position and view. A commercial chassis would not suffice. Which would have made for a different registration process.

## **What type of vehicles are allowed**

Custom built vehicles must use OEM control arms, steering components with no welds and all chassis welds must be done by a ticketed welder.

Vehicle must meet Transport Canada's Motor Vehicle Safety Standards.











## Terms

**ICBC** - Insurance Corporation of British Columbia is the provincial government crown corporation that provides insurance for motor vehicles. ICBC has a registration process for home built vehicles (which are called UBilt vehicles) called application for vehicle assigned VIN. There is an application form from ICBC for when your vehicle is ready for inspection.

**UBuilt** - Built is the name for a home built vehicle as a category. Built also includes trailers. A UBilt vehicle must meet the equipment standards listed in the BC Motor Vehicle Act and pass a safety inspection performed by a licensed facility.

**CVSE** - Commercial Vehicle Safety and Enforcement is a provincial vehicle inspection authority that administers inspection facilities and defines safety standards for motor vehicles in British Columbia. A designated facility can apply a certificate of approval to a Built vehicle, provide a paper inspection document called the Private Vehicle Inspection Report to be carried with the vehicle and apply the VIN tag to the chassis that is assigned by ICBC. The inspection facility will also do a road test as part of the inspection process.

**Transport Canada** - Transport Canada is the department of the federal government that develops regulations and policies for road, rail, marine and air transportation in Canada. Transport Canada administers vehicle manufacturers in Canada who are in the business of manufacturing and delivering vehicles outside of a provincial border. Transport Canada is not involved in the process of building and registering a custom car in the province of British Columbia.

**NSM** - National Safety Mark is a stamp authorized by Transport Canada to be applied by vehicle manufacturers in Canada for the purpose of shipping to another province. A Built vehicle does not need an NSM mark to be used on the road as it is not a manufactured vehicle.

**VIN Tag** - A VIN tag is applied to road vehicles and includes a unique number for identification purposes. A manufactured vehicle will have a VIN assigned from the manufacturer as authorized by Transport Canada. A UBuilt vehicle however will have a BC assigned VIN issued by ICBC the insurance corporation of British Columbia. The VIN Tag is applied to the vehicle chassis where it can be visible.

**Temporary Operating Permit** - A temporary operating permit is a temporary form of vehicle insurance that ICBC can issue for the purpose of transporting a UBuilt vehicle to get wheel alignments, safety inspections, weigh scale certificates as an alternative to having a vehicle towed for transport on the road. A temporary operating permit is issued for a single day only.

**Weigh Scale Certificate** - A Certificate of Weight of Motor Vehicle is issued by a designated weigh scale station. The CVSE administers these stations and there are several stationed though the province. A list of locations can be found here: [https://www.cvse.ca/inspection\\_stations.htm](https://www.cvse.ca/inspection_stations.htm)

**Kit Car** - A car sold in component form to be assembled by the customer. Transport Canada does not allow the importation of partially assembled kit cars or sale across provincial borders of assembled kit cars. Transport Canada does allow the importation of kit car components.

**Mechanical Inspection** - Vehicle inspection done by a CVSE registered facility to ensure that the vehicle meets the required safety requirements. This CVSA Vehicle Inspection Manual includes the criteria and some of the major items are listed in this book. Inspection facilities are often garage service stations and the inspection is called a Private Vehicle Inspection Report.

**Structural Inspection** - A structural integrity inspection is a type of inspection that ensures the structural portion of the chassis is safe. ICBC has a list registered body shops that are able to do inspections however none were found at the time of this writing. All contacted body shops will only inspect OEM modified vehicle chassis. In place of a structural inspection a welder inspection of the chassis was submitted to ICBC during the application for VIN.

**DIF** - Designated Inspection Facility. The service station that is registered to perform a Private Vehicle Inspection.

**MVAR** - Motor Vehicle Act Regulations. Provincial legislation and regulation on motor vehicle standards vehicles on the road must meet. These regulations specify individual elements of a vehicle and the rules of road use.

**AI** - Authorized inspector.

**Altered** - A vehicle that has been made different from an OEM model.

**Modified** - A vehicle that has partial component or body changes from OEM.

**Rebuilt** - A total loss vehicle that has been declared a salvage and reconstructed.

**Salvage** - A motor vehicle that is not irreparable, unsafe to drive with the title transferred or has been written off by an insurer.

## **Process Overview**

Designing and building a custom car from scratch or a kit can be a complex and time intensive task. This book does not cover the process for design or assembly of custom or kit cars but Arma Automotive Inc. offers vehicle kits, CNC manufacturing tools and guides for the vehicles shown in the illustrations thought this book.

### **ICBC**

A first step after planning your build is to contact ICBC and speak to a representative that works in the Vehicle assigned VIN department, explain the build and gather any new requirements for the process. When I called I explained that I planned to build a tube frame chassis, custom vehicle that I intend to register and drive on the road. They said the process next was to:

- 1) Contact a structural inspector from an auto body shop
- 2) a mechanical inspector from a service garage that would work through the project and do final inspections.
- 3) ICBC also instructed that all material receipts would need to be collected and copies submitted after the build with the application for VIN.
- 4) Photos should be taken through the build process.
- 5) The vehicle build would also be required to use OEM steering components and suspension control arm components with no welding done to the components.

### **CVSE**

After contacting ICBC the next step is to look for a structural inspector at a local body shop that is registered with the CVSE. In our case we brought drawings and a scale model of the chassis and body plans for review and the inspector. The inspector reviewed the development but retired and closed shop before the vehicle was ready for final inspection.

We called all of the body shops and CVSE registered inspection facilities in BC but could not find any facility that would do a structural inspection on the custom car. The reasons usually centred around the fact that a structural inspection CVSE0031, CVSE0032 only relate to salvage rebuilds and variance from OEM dimensions which don't apply.

We then spoke with a contact at ICBC about the issue with the structural inspection and they proposed having a ticketed welder do a welding inspection and have the mechanical inspector write a section in the Frame and Body section of the Private

Vehicle Inspection Report indicating that the vehicle meets all structural integrity requirements.

Once a UBuilt vehicle has passed the safety inspection and been registered and insured for the road it can be driven on the road through Canada and the USA.

### **Structural Inspection.**

ICBC instructs that all custom vehicle builds have a structural inspector work with them through the build process and sign-off on the build integrity when complete. Structural inspectors can be found at body shops.

It appears that currently there are no structural inspectors in B.C. that are willing to do this and the best course of action would be to call all of the registered CVSE inspection facilities and ask if they will be willing to inspect your project through its development and if none are available or able, to notify ICBC of the inability to satisfy the requirement and propose the similar alternative that Arma used which was to hire a ticketed welder to provide a welding inspection report with the application for VIN tag.

The CVSE or commercial vehicle safety enforcement is the provincial authority responsible for ensuring vehicles on the road meet their safety standards.

The Arma prototype vehicle had a first mechanical inspection scheduled with a local CVSE inspection facility however they backed out of the inspection because they couldn't navigate the CVSE requirements relating to UBuilt or kit / custom cars.

This first inspector asked to have engineering reports on the structure for safety. I had FEA (Finite Element Analysis) done for Transport Canada's crash tests 214 and 216 which are the only tests we could simulate without the use of a crash test dummy. The garage also had questions about the structural inspection which was not completed as the inspector had retired before the prototype vehicle was ready.

We found a second garage named Searls Auto in Victoria who agreed to review the regulations and help with the inspection. Searls is a registered CVSE inspection facility and the key piece of information they identified is that the vehicle needs a safety inspection and they are able to perform this and after passing they applied a CVSE inspection sticker on the windshield with the expired year portion removed. Commercial vehicle inspections are good for one year but this type of vehicle does not require yearly inspections.

## **UBuilt Vehicles**

In BC the registration of kit cars is done by clarifying as a UBilt.

- 1) Contact ICBC and tell them that you would like to build a UBilt vehicle. There is a department at ICBC that handles this type of request. Having a contact at ICBC can be helpful with questions.
- 2) Find a local inspector that will do the safety inspection. This will be a CVSE certified garage, ICBC has a list of service centres. You will want to find a local garage that will agree to do the safety inspection and work with you through the build process.
- 3) ICBC will tell you that you need a Structural Inspector to check the chassis. We were not able to find a shop in BC that would do inspections on non commercial vehicles so we hired a ticketed welder to inspect the chassis and submitted that instead.
- 4) Purchase and assemble the kit. Input from a mechanic is advised for safety related items like brake lines and suspension installation.
- 5) Keep receipts and photos of the build process and submit a request to ICBC for a vehicle assigned VIN package.
- 6) When the vehicle is complete, request a transport pass from ICBC for the day to bring the vehicle to the following:
  - a) wheel alignment done by a registered service centre,
  - b) vehicle to a CVSE weigh scale for a weight certificate,
  - c) book a safety inspection at the registered service station.
  - d) and if all goes well they will give you an inspection sticker and document that you can use to get insurance. If the garage has any issues they will usually be able to fix or note what needs to be changed.



## **Vehicle Use**

Once a UBuilt vehicle has been registered and insured it can be used as for daily driving in and out of the province including travel to the USA.

It is also permitted to rent the vehicle for others to use.

Note that the police do have the authority to stop you while driving and have your vehicle sent to an inspection facility if they believe it doesn't meet the safety standards. I have not heard of any instances of this in B.C. relating to kit cars.

## **Safety Inspection Criteria**

In British Columbia the CVSE overseas road safety regulation for vehicles that are road use.

Inspection Criteria are defined in the CVSA Vehicle Inspection Manual that your inspector will use to evaluate your custom built vehicle.

Listed below are some of the inspection criteria for reference. There may be other requirements that are missing or out of date and you will have to check with the most recent version to ensure your vehicle is compliant before inspection.

**Note:** this section is not complete or comprehensive. Review the CVSE inspection manuals for compliance of your vehicle.

### **1) Accelerator**

When the engine is idling the accelerator pedal returns to the idle position immediately upon release.

The accelerator pedal must not bind, the mounting but be secure and free of corrosion or deterioration.

The linkage must not be worn, broken, insecure. The springs must not be missing, broken, stretched, corroded.

### **2) Fuel System**

Relating to Gasoline, Diesel, Biodiesel or oils used for motive power.

- a) The fill cap must be present and prevent spillage.
- b) The filler and overflow tube must not leak or be insecurely fastened.
- c) The fuel tank(s) must not leak, be fastened securely, have any cracks or broken welds.
- d) The fuel tank mounts must not be

### **Headlights**

### **Brake pedal**

### **Ground clearance.**

## **Windshield**

- 1) Glass must be DOT (US Department of Transportation) stamped safety glass.
- 2) The glass windshield must not be cracked.
- 3) The sealant must be a urethane type adhesive.

## **Air Bags**

Air bags are not required for custom and kit car builds. Air bags need to be designed and tested for each vehicle type on several occupant dummy sizes which would require many crash vehicles which is not possible for a single vehicle build.

## **Safety Belt**

- 1) Safety belts must be present and not frayed, split, torn or Burt for each occupant seat.
- 2) Belts must be DOT (US Department of Transportation) stamped.
- 3) Anchors must be fastened to the chassis with a solid material.
- 4) The retractor must allow the belt to be pulled to its fullest length and release properly.
- 5) Safety belt warning system ???
- 6) Seat Belt Pretensioner ???

## **Seats**

- 1) Seat mounting must be secure.
- 2) Seat material must not be torn. Or tears are smaller than 3".
- 3) The seat adjustment ???
- 4) Head rests must be present.

## **Sun Visors**

- 1) Sun visors must be present for both driver and passenger.
- 2) Parts used to attach the visors are not loose.

## **Windshield Wipers and Washers**

- 1) Windshield wipers must be functional and cover the regions of the drivers field of view as defined in ...
- 2) The windshield wiper system must operate in at least two modes with a frequency of X as well as Y.
- 3) Wiper arms must provide adequate pressure against the windshield.
- 4) Windshield washing jet and user controls must be working.

## **Defrost**

- 1) A defrost system must operate with user controls and the fan must provide enough air to defrost the area swept by the wipers.
- 2) Warm air must be produced.

**Interior Heaters**

- 1) Interior heaters with controls and fans are required to be functional.

**Steering****Suspension****Engine Compartment****Anti-Lock Braking System****Body Panels****Frame and or Structural Undercarriage Components**

When your vehicle is ready for inspection submit the application for vehicle assigned VIN to ICBC along with a fee of \$25 and copies of support documents including receipts for the major components listed or a declaration with a notary stamp for an Unregistered Vehicles and Missing Signatures Declaration.

<b>STEP 3 – Supporting Document Requirements (continued from page 1)</b>			
Supporting documents for ALL major components included with this application			
<b>Major Components (Check off boxes)</b>			
<b>Unit Trailers:</b> <input type="checkbox"/> name <input type="checkbox"/> axle <input type="checkbox"/> hocking	<b>Unit Methodologies:</b> <input type="checkbox"/> name <input type="checkbox"/> engine <input type="checkbox"/> transmission	<b>Unit or Amalgamated Vehicles:</b> <input type="checkbox"/> name <input type="checkbox"/> cab <input type="checkbox"/> truck bed/body <input type="checkbox"/> front end <input type="checkbox"/> rear end	<input type="checkbox"/> tires & rims <input type="checkbox"/> body <input type="checkbox"/> doors, hood, trunk lid, glass <input type="checkbox"/> suspension, steering <input type="checkbox"/> brakes, electrical, lighting <input type="checkbox"/> air conditioning

<b>STEP 4 – Vehicle Photographs (required for all Unit applications or for other applications if requested)</b>	
Applications submitted that do not meet all the listed photograph requirements will be rejected. Photos will not be returned to you. Every new application will require new photos.	
<b>Applications accepted under special rules</b> (must be Unit's first 30 days of deployment)	<b>All images MUST be:</b> <ul style="list-style-type: none"> <li>• taken within 90 days of mailing your application;</li> <li>• of the current vehicle condition and equipment;</li> <li>• taken when the vehicle is clean and dry;</li> <li>• taken in a well-lit area (no shadows/obscure);</li> <li>• taken straight on, and not at an angle;</li> <li>• clear and distinct;</li> <li>• high resolution and unenhanced;</li> <li>• a minimum size of 4" x 6";</li> <li>• printed on glossy or photo paper;</li> <li>• in color.</li> </ul>

<b>Photograph Requirements</b>			
<b>All Unit applications require photos of:</b> <ul style="list-style-type: none"> <li>• entire front view;</li> <li>• entire side view;</li> <li>• entire right side;</li> <li>• entire left side;</li> <li>• entire rear view.</li> </ul> *May be taken at 2nd photo. Photos must overlap to ensure full vehicle is completely visible and centered.	<b>Unit vehicles also require photos of:</b> <ul style="list-style-type: none"> <li>• engine compartment;</li> <li>• box with tag gate down;</li> <li>• turn with tag gate down;</li> <li>• vehicle identification numbers (VIN) and serial numbers;</li> <li>• all axles on frame, fenders, etc.</li> <li>• convertible model, convertible top</li> </ul>	<b>Unit motorcycles also require photos of:</b> <ul style="list-style-type: none"> <li>• any tag;</li> <li>• transmission;</li> <li>• odometer;</li> <li>• all labels on frame, any tag, transmission and all serial and/or VIN numbers</li> </ul>	<b>Unit trailers also require photos of:</b> <ul style="list-style-type: none"> <li>• top of trailer;</li> <li>• left of coupler;</li> <li>• right of coupler;</li> <li>• all components labels;</li> <li>• all serial and/or VIN numbers</li> </ul>

<b>STEP 5 – Designated Inspection Facility</b>													
The BC assigned VIN tag must be installed on the vehicle within 30 days of receipt by the Designated Inspection Facility.													
Please select an inspection facility that is located to inspect your vehicle (use to have the assigned VIN tag printed and on your vehicle, and contact the facility to get information on any installation fees. VIN installation fees are not covered by KRCB or included in the fee for this application.													
ICBC will notify you when the VIN tag has been couriered to the facility.													
<b>Inspection Facility Details</b>													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">FACILITY NAME</td> <td style="width: 30%;">FACILITY NUMBER</td> <td style="width: 40%;">PHONE NUMBER</td> </tr> <tr> <td>ADDRESS</td> <td>LOCAL CODE</td> <td>AREA NUMBER</td> </tr> </table>	FACILITY NAME	FACILITY NUMBER	PHONE NUMBER	ADDRESS	LOCAL CODE	AREA NUMBER	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">PROVINCE</td> <td style="width: 30%;">CITY/TOWN</td> <td style="width: 40%;">FAX NUMBER</td> </tr> <tr> <td>PROVINCE</td> <td>CITY/TOWN</td> <td>FAX NUMBER</td> </tr> </table>	PROVINCE	CITY/TOWN	FAX NUMBER	PROVINCE	CITY/TOWN	FAX NUMBER
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PROVINCE	CITY/TOWN	FAX NUMBER											
PROVINCE	CITY/TOWN	FAX NUMBER											

<b>STEP 7 – Statement of Applicant</b>	
For following purposes:	
<input type="checkbox"/> declare that: <input type="checkbox"/> I am a resident of British Columbia. <input type="checkbox"/> The attached color photos are of my vehicle and accurately represent the current appearance of the vehicle. <input type="checkbox"/> In signing this application, I declare that all the foregoing statements are true, and that I make those declarations with the intention that the Insurance Corporation of British Columbia will rely on the same.	

SIGNATURE OF APPLICANT (if it is the applicant, the signature of an authorized agent is required, with a valid signature)	ADDRESS	DATE
SIGNATURE OF JOHN DAWSON	ADDRESS	DATE
APPROVED BY:	Application for BC assigned vehicle identification Number from Application or VIN Check tag (30-day VIN Check Application)	

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## Declaration

If receipts for components are unavailable you can write a statement of declaration of your purchases and have it notarized. This declaration was produced in addition to receipts for completeness and to speed up the review process in our case.

**Unregistered Vehicles and  
Missing Signatures Declaration**

CANADA }  
PROVINCE OF BRITISH COLUMBIA } IN THE MATTER OF  
TO WIT: }

PLATE NUMBER: 2022 UB11  
REGISTRATION NUMBER: NIL  
MODEL YEAR: 2022 MAKE/MODEL: VEHICLE IDENTIFICATION NUMBER (VIN):

I, Jon Daniel Taylor Business Owner  
NAME OCCUPATION  
of Victoria B.C.  
ADDRESS

In the Province of British Columbia, do solemnly declare that

For the purpose of filing an application for BC assigned vehicle identification number regarding the file: MUI6876, the major components for a new unregistered vehicle including the frame, cab, front clip and rear clip were built from components that I purchased and assembled with assistance at a workshop in Victoria B.C.

The frame was constructed from steel tubing, cut, bent by myself and a local chassis shop (ABA Performance Chassis) with the welding done by ticketed welders. The body panels were constructed from fiberglass fabrics and epoxy resins purchased from Industrial Plastics and Paints, and other sources, and assembled by myself with help from others at a workshop in Victoria B.C.

The vehicle was completed in 2022. The vehicle make is of my company Arma Automobile. The model is: HD11 Prototype. The body style is: Mid engine sports car. The vehicle GVW is: 1316 KG.

The materials used were purchased between 2015 and 2022.

The material cost for steel tubing and approximately: \$4,400.

The cost for ABA Performance Chassis work was approximately: \$30,000.00

The cost for welding services were approximately: \$4,300.00

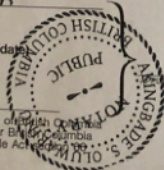
The cost for fiberglass fabrics and epoxy resins was approximately: \$16,000.00

The cost for body panel paint was approximately: \$8,000.00

Additional labour costs not specific to materials include employed workmen helping with frame assembly and fiberglass work.

I hereby agree to indemnify and save harmless the Insurance Corporation of British Columbia, its directors, officers, and employees and any person appointed to act as its agent or authorized in writing to act on its behalf, and the government of the Province of British Columbia, from any action, whether civil or criminal, that may arise as a result of processing this application for registration or transfer, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the "Canada Evidence Act".

Declared before me at VICTORIA  
In the Province of British Columbia,  
12 December, 2022 (date)

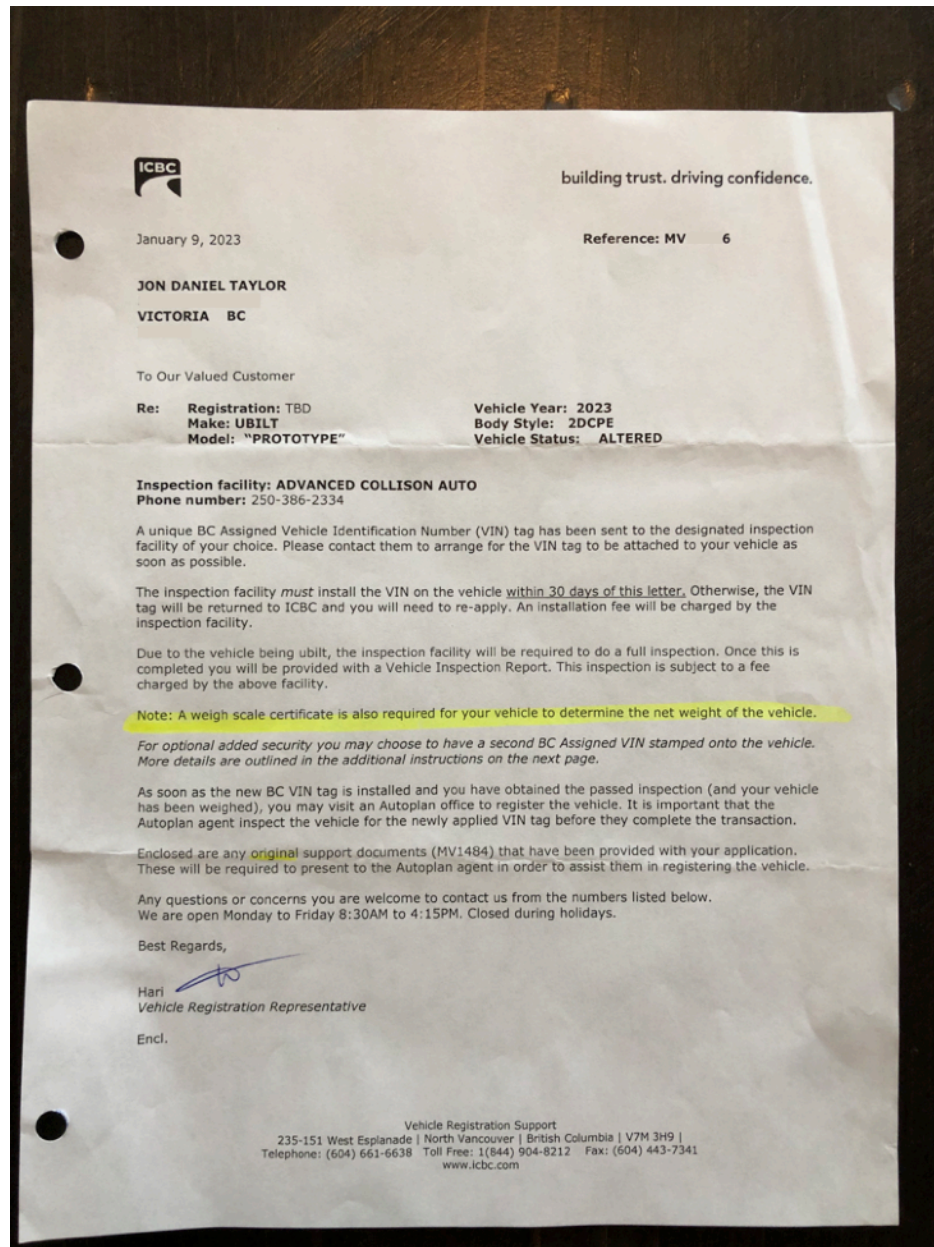
 Akingbade S. Oluwarinju  
A Notary Public in and for the Province of British Columbia  
A Commissioner for Taking Affidavits for British Columbia  
A person authorized under Motor Vehicle Act (SBC 2011 c 24)

AKINGBADE S. OLUWARINJU  
Barrister & Solicitor  
301 - 4500 W Saanich Rd  
Victoria, BC V8Z 3G2  
Tel: +1(250) 884-7434

MV1484 (04/2019)



Once ICBC has processed your VIN application you will receive a letter like this. Note that this inspection facility declined to inspect the vehicle on arrival and ICBC was kind enough to reroute the VIN Tag package to Searls Auto in Victoria B.C.



## Wheel Alignment

A wheel alignment is required before the safety inspection.

Our prototype was brought to EDP Service Ltd. in Victoria.

We brought the vehicle on a flat bed tow truck but it may be more cost and time effective to requires a transport license from ICBC to be able to drive the vehicle to the alignment shop without the need for a tow truck.

**EDP Service Ltd.**  
400 Burnside rd east  
Victoria, B.C.  
V9A1A8  
Phone Number: (250)383-6911  
Fax Number: (250)383-5421

Customer:			Date: 08/02/2022 10:27 AM			
Company:			VIN			
License No: N/A			Technician: Darrel			
Odometer:			Order No.:			

**VEHICLE ALIGNMENT REPORT**  
CHEVROLET, 2022, CORVETTE FE4 Suspension

Primary Angles			Initial	Specifications		Final
				Min.	Max.	
Front	Caster	Left	5.7°	6.8°	8.0°	5.0°
		Right	4.9°	6.8°	8.0°	5.1°
	Camber	Left	0.1°	-1.1°	0.1°	-0.4°
		Right	0.6°	-1.1°	0.1°	-0.2°
	Toe	Left	-23/32"	-1/32"	1/16"	1/32"
		Right	19/32"	-1/32"	1/16"	1/32"
Total		-1/8"	-1/16"	5/32"	1/16"	
Rear	Camber	Left	0.6°	-1.1°	0.1°	-0.1°
		Right	0.8°	-1.1°	0.1°	0.0°
	Toe	Left	-1/4"	---	---	1/32"
		Right	-13/32"	---	---	1/32"
		Total	-21/32"	---	---	1/16"
Thrust Angle			-0.2°	-0.2°	0.2°	0.0°

Secondary Angles			Initial	Specifications		Final
				Min.	Max.	
SAI	Left		8.8°	---	---	9.2°
	Right		8.0°	---	---	8.7°
Included Angle	Left		8.9°	---	---	8.8°
	Right		8.6°	---	---	8.5°
Toe Out On Turns	Left		---	---	---	---
	Right		---	---	---	---
Maximum Turns	Left		---	---	---	---
	Right		---	---	---	---
Toe Curve Change	Left		---	---	---	---
	Right		---	---	---	---
Setback	Front		-0.5"	---	---	-0.2"
	Rear		0.0"	---	---	-0.1"
Track Width Diff.			-0.5"	---	---	-0.2"
Wheel Base Diff.			-0.6"	---	---	-0.1"
Front Ride Height	Left		0.0"	27.8"	28.5"	0.0"
	Right		0.0"	27.8"	28.5"	0.0"
Rear Ride Height	Left		0.0"	28.0"	28.8"	0.0"
	Right		0.0"	28.0"	28.8"	0.0"
Frame Angle						---



## Weight Certificate

A weigh scale certificate is required for registration and insurance. You can find the closest weigh station online with the link below. You may need to call the station ahead of time to ensure that they will be open as schedules may vary. You can use an ICBC temporary operating permit to drive your vehicle to the scale as it will most likely be too far to have a tow truck transport.

Station locations: [https://www.cvse.ca/inspection\\_stations.htm](https://www.cvse.ca/inspection_stations.htm)

**Duncan Northbound Weigh Scale**  
12:00 Mar 31, 2023  
Axle 1 650 kg  
Axle 2 800 kg  
Total Weight 1450 kg  
Duncan North Weigh Scale  
7201 Trans Canada Highway  
Duncan BC V9L 6B1

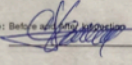
Ministry of Transportation Infrastructure  
Commercial Vehicle Safety and Enforcement  
Certificate of Weight of Motor Vehicle (Sept 2012)  
Page 1 of 1

**CERTIFICATE OF WEIGHT OF MOTOR VEHICLE/TRAILER**

23 V312T 2 DR Coupe  
Make and Type of Motor Vehicle Style  
2BGP01096PUP Vehicle Identification Number (VIN) Plate  
DANIEL TAYLOR of  
City/Town Postal Code  
has this day been weighed by me and the curb weight is 1450 kg.  
Curb Weight in Kg  
GVWR in Kg (Commercial Vehicles, Motor Homes, etc.)  
Note: If the curb weight exceeds the GVWR (Statement of Compliance as attached to the vehicle by the manufacturer), this vehicle does not comply with Division 19.11 Motor Vehicle Act Regulations.  
VIN # Sighted? ☒ Yes ☐ No  
Trailer (Towed Unit):  
I hereby certify that:  
Year, Make and Type of Motor Vehicle Style  
Registration # Vehicle Identification Number (VIN) Plate  
registered to: Name of Registered Owner of  
Address City/Town Postal Code  
has this day been weighed by me and the curb weight is kg.  
Curb Weight in Kg GVWR in Kg  
VIN # Sighted? ☐ Yes ☐ No  
By: J. S. 1200 Duncan, BC  
Name of Inspector Time (24 Hours) Location  
GVW = Gross vehicle weight  
GVWR = Gross vehicle weight rating  
Curb Weight = GVW when weighed  
Duncan North Weigh Scale  
7201 Trans Canada Highway  
Duncan BC V9L 6B1  
FORM CVSE1061 (September 2012)

## Inspection Report

The inspection report once issued will need to be carried with the vehicle.

BRITISH COLUMBIA		Private Vehicle Inspection Report		Decal Number: FX14512 Decal Expiry Date: 2024-Mar-31 Inspection Number: 20458027		Inspection Result: <b>PASS</b>	
FACILITY:	SEARLE'S AUTO REPAIRS / 50093	INSR. TYPE:	Complete	INSR. START:	2023-Mar-29 02:30 AM PDT		
INSPECTOR:		INSR. CLASS:	Class 1 - Light Vehicle with LGVW 5500 kg or less	INSR. COMPLETE:	2023-Mar-30 01:15 PM PDT		
WORK ORDER #:	97759	INSR. REASON:	BC Assigned VIN				
VEHICLE JUR:	Unknown	REGI:		VIN:	NIL		
PLATE #:		UNIT/FLEET#:		OWNER/LESSEE NAME:	Taylor, Jon		
PERMITTED GVW(kg):	0	BODY STYLE:	2-Door Vehicle	ADDRESS:			
VEHICLE YEAR:	2023	ODOMETER:	4 KM		Victoria, British Columbia		
MAKE:	Unlit	HUB ODOMETER:			Canada		
MODEL:	Prototype	BRAKE TYPE:	Hydraulic				
		FUEL TYPE:	Gasoline				
Vehicle Identification (VIN)		Passed	Installed BC Assigned VIN: 2BGP01096PUP28079				
Section 1 - Power Train		Passed					
Section 2 - Suspension		Passed					
Section 3 - Brake System		Passed					
Section 3H - Hydraulic Brakes		Passed					
Section 4 - Steering		Passed					
Section 5 - Instruments and Auxiliary Equipment		Passed					
Section 6 - Lamps		Passed					
Section 7 - Electrical System		Passed					
Section 8 - Frame and Body		Passed	This vehicle meets all structural integrity requirements.				
Section 9A - Tires		Passed					
Section 9B - Wheels		Passed					
Section 10 - Coupling Devices		Not Applicable					
Section 11 - Other Vehicle Components		Not Applicable					
Tire Tread Depth (mm)							
Axes	Outer L	Inner L	Inner R	Outer R	Steering		
1	7			7	✓		
2	7			7			
Comment:							
Brake Lining/Pad (mm)							
	Lining/Pad	Left	Right				
	Pad	11	11				
	Pad	11	11				
Comment:							
Rotor Thickness or Drum Inside Diameter (mm)							
	Rotor/Drum	Left	Right				
	Rotor	31.97	32.01				
	Rotor	26.16	26.12				
Comment:							
Inspection Comments:							
Has this Vehicle been road tested? Yes							
Inspector: WYLE, CHRISTOPHER JOHN							
Road Test Date: Before and After Inspection							
Signature: 							
Road Tester: Chris Wyle							
This Inspection Report was submitted to CVSE on 2023-Mar-30 02:52 PM PDT							
The Inspector's signature above is certification that this vehicle has been inspected to the requirements of the Motor Vehicle Act and Regulations.							
NOTICE: KEEP THIS VEHICLE INSPECTION REPORT WITH VEHICLE REGISTRATION							
The personal information collected on this form is collected under the authority of section 216 of the Motor Vehicle Act and Division 25 of the Motor Vehicle Act Regulations. It is collected for the purpose of processing this vehicle inspection and for generally administering the Vehicle Inspection Program and the National Safety Code (e.g., registering carriers, authorized inspectors, and designated inspection facilities). If you have any questions about the collection of this information, you may contact the St. Manager, NSQVP at the Commercial Vehicle Safety Enforcement.							
CVSE0013							
03/02/2023 2:52:47 PM PDT							
Page 1 of 1							

## VIN Tag

The vin tag will be applied by the inspection facility. It needs to be located on the chassis and in a location that is visible. In our prototype we mounted it to the lower chassis on the drivers door side.





## Registration and Insurance

Vehicle registration is done at an Auto Plan broker. Note that the form will say that you are selling the vehicle to yourself. You are both the seller and buyer as there isn't a form for newly created vehicles.

**Transfer/Tax Form** Insurance Corporation of British Columbia (ICBC) **BRITISH COLUMBIA**

Motor Vehicle Act  
Commercial Transport Act  
Provincial Sales Tax Act  
Excise Tax Act  
Off-Road Vehicle Act  
Motor Dealer Act  
Social Service Tax Act

**This form must be completed in full and taken to an AutoPlan Broker with identification within ten days of the sale. Use blue or black ink only.**

**VEHICLE DESCRIPTION**

REGISTRATION NO. Blue YEAR 2003 MAKE Unit MODEL 2003PE BODY STYLE 2003PE

VEHICLE IDENTIFICATION NO. (VIN) 25C6P01096PUP2 NET WEIGHT (kg) 1.72 GROSS WEIGHT (kg) 1.72 DISP (cc) 2000 VEHICLE ENGINE 4

Complete this line only if the vehicle was constructed new by a primary manufacturer and a secondary manufacturer and has 2 vehicle identification numbers (e.g. motor homes, school buses). See reverse.

YEAR 2003 MAKE Unit MODEL 2003PE PRIMARY VEHICLE IDENTIFICATION NO. (VIN) 25C6P01096PUP2 SECONDARY VEHICLE IDENTIFICATION NO. (VIN) 25C6P01096PUP2

**SELLER INFORMATION AND VEHICLE DECLARATION (Must be completed in full by the seller)**

DATE OF SALE (month/year) 3/23/2023 PREVIOUS VEHICLE HISTORY AND VEHICLE EVER BEEN USED FOR: ☐ Personal ☐ Lease ☐ Emergency ☐ Police ☐ Fire ☐ Other ☐ None of these

VEHICLE PREVIOUSLY REGISTERED OUTSIDE BC: ☐ Yes ☐ No

CUMULATIVE VEHICLE DAMAGE: New vehicle enter damage estimated 20% ☐ No ☐ Yes ☐ Other ☐ Yes ☐ No

Used vehicle damage over \$1,000: ☐ Yes ☐ No

COCKPIT READING: ☐ Yes ☐ No

NAME (SURNAME followed by given names as initials or registered company name) Taylor, John David BELLE'S BC DRIVER'S LIC. NO. 10111111 BELLE'S BC DRIVER'S LIC. NO. 10111111 SELLING PRICE \$10,000

STREET ADDRESS OF SELLER 10111111 CITY 10111111 PROVINCE 10111111 POSTAL CODE 10111111

SIGNATURE OF BELLE (Print name and title if other than an individual) Taylor, John David

SIGNATURE OF BELLE (Print name and title if other than an individual) Taylor, John David

**PURCHASER INFORMATION AND TAX DECLARATION**

Exemption from tax being claimed? ☐ Stated trade-in value more than market value? ☐ No ☐ Yes ☐ BC seller collected GST only, but no PST? ☐ No ☐ Yes ☐ Vehicle received as a gift? ☐ No ☐ Yes ☐

Comments: Your AutoPlan Broker or the Ministry of Finance may ask you to provide supporting documentation if the trade-in vehicle is more than current market value, an exemption is being claimed, or an appraisal of the vehicle value is presented. Retain all documents supporting the tax paid or the exemption claimed for tax audit purposes for five (5) years. If HST paid or exempted retain documents for seven (7) years.

**A signed Vehicle Registration (APV250) must accompany this document for licensed dealers or APV250 or APV0 is acceptable.**

PURCHASER'S BC DRIVER'S LIC. NO. 10111111 PURCHASER'S BC DRIVER'S LIC. NO. 10111111

NAME (SURNAME followed by given names as initials or registered company name) Taylor, John David

STREET ADDRESS OF PURCHASER 10111111 CITY 10111111 PROVINCE 10111111 POSTAL CODE 10111111

Consent of parent or legal guardian for applicant under 18 years of age: I, \_\_\_\_\_ of \_\_\_\_\_ (PRINT NAME OF PARENT OR LEGAL GUARDIAN) consent to the registration and licensing in the name of the applicant(s), of the vehicle described hereon.

**Tax Calculation**

NON-REGISTRANTS ONLY: PURCHASE PRICE \$10,000 PST/HST/GST REGISTRANTS ONLY: BELLE'S PURCHASE PRICE \$10,000

LESS TRADE-IN (if applicable) \$0 DEALER REG. NO. OR EXC. APP. NO. 04239

NET PURCHASE PRICE \$10,000

ADDITIONAL VEHICLE VALUE \$0

APPROVED VALUE (if applicable) \$0

REGISTERED PRICE (if applicable) \$0

**WARNING TO PURCHASER AND SELLER**

This form is not valid if the information shown is inconsistent, changed or altered. The Ministry of Finance regularly audits vehicle transactions to verify the information provided. Any false information, including information regarding the selling price, purchase price, trade-in (if applicable), approved value (if applicable) or tax payable, may result in fines and penalties. It is an offence under Provincial Sales Tax legislation to make false or deceptive statements to evade the payment of tax. A person who commits such an offence is liable to fines and imprisonment.

**AUTOPLAN AGENT TO COMPLETE** For all new registrations, and rebuilt or altered vehicles - Check applicable boxes

Canadian Import: ☐ Canadian vehicle - previous jurisdiction ☐ VIN sighted and confirmed ☐ NHTS/Certificate of Origin ☐ Physical Damage (See BC, page 400-1000) ☐ Vehicle Registration ☐ Certificate of Title ☐ Bill of Sale ☐ Salvage Vehicle ☐ Name visible

Foreign Import: ☐ If "P" may not be sold or disposed of in Canada at any time without authorization from Canada Border Services Agency ☐ BC Vehicle Inspection Report ☐ Vehicle Import Form - Form 1 ☐ No. of source plates authorized ☐ Broken Brakes (confirmed ownership)

TYPE OF IDENTIFICATION 10111111 IDENTIFICATION NUMBER 10111111 TYPE OF IDENTIFICATION 10111111 IDENTIFICATION NUMBER 10111111 LEGAL ENTITY NUMBER (other than individual) 10111111

I have viewed the purchaser's identification or confirmed legal entity and verified the "AutoPlan Agent to Complete" information. Taylor, John David SIGNATURE OF AGENT Taylor, John David

APV250 08/2022 **BUYER'S COPY** Vehicle Registration **SEE REVERSE FOR INSTRUCTIONS**

## Vehicle Insurance

Insurance documents will be provided by ICBC and you will need to carry these with the vehicle. Also keep the inspection and any declaration documents with your vehicle.

ICBC Insurance Corporation of British Columbia (the Corporation)

Owner's Certificate of Insurance and Vehicle Licence

Transaction Timestamp 20230331141104

Owner's BC Driver's Licence Number \*\*\*\*\*

Owner  
TAYLOR JON DANIEL

Certificate Number 8Y LJA  
Effective Date 31Mar2023  
Expiry Date 30Mar2024  
Registration Number  
Licence Plate Number  
VIN  
Vehicle Inspection Decal FX14512  
Vehicle Inspection Expiry 31Mar2024  
NSC Number NOT\*REQD  
Transaction Type NEW  
Agency Number 04239  
Document Number

**Proof of Insurance**  
The owner and/or the operator of the vehicle described herein is insured against liability for bodily injury and property damage by reason of the operation of such vehicle. The coverage provided by this certificate also satisfies the minimum limits set out by the respective legislation governing vehicle insurance in any area of Canada and the USA.  
This document is to be signed and carried in the insured vehicle as proof of insurance.

**Vehicle Use** Vehicle driven to or from or part way to or from work or school a one way distance in excess of 15km and also for pleasure use. vehicle may also be used not more than 6 days in a calendar month for business use or commercial use under 5001 kgs gvw.

**Declaration of Principal Driver** will be JON TAYLOR, with BC driver's licence number \*\*\*\*\*

**Conditional Factor**

By signing here, you:

- apply for a Vehicle Licence and Registration under the Motor Vehicle Act or Commercial Transport Act, or for Registration under the Off-Road Vehicle Act;
- apply for an Owner's Certificate of Insurance under the Insurance (Vehicle) Act (the Act) and regulations pursuant to the Act (the Regulations);
- apply for optional insurance for which a premium is shown, in accordance with the terms and conditions of the ICBC Autoplan Optional Policy (the Optional Policy);
- if optional insurance is purchased, accept delivery of a copy of the Optional Policy by viewing it at [www.icbc.com/optionalpolicy](http://www.icbc.com/optionalpolicy), or ☐ acknowledge receipt of a copy of the Optional Policy;
- certify that the driver is exempt from new plate renewal transactions, and for adding or removing drivers;
- certify that coverage, use, territory and where applicable, location address are correct;
- acknowledge that the description of vehicle use set out is a summary of permitted uses in the indicated rate class and that complete details are available to you from your Autoplan agent or ICBC;
- certify that the vehicle is not currently required to be registered and licensed in another jurisdiction;
- certify that you, if under 18 years of age, have the consent of a parent or (legal) guardian to license and register this vehicle;
- certify that all information on all pages of this form is true and agree that you are responsible for any inaccuracies on any page or pages of this form.

Under section 75 of the Insurance (Vehicle) Act, your claim is invalid if at any time you fail to provide complete and accurate information, violate a term or condition of your policy or commit fraud. This is a summary. For full information, see section 75 of the Insurance (Vehicle) Act.

If the lessee signs this form, the lessee agrees to be jointly and severally liable with the lessor for all premium or premium-related costs.

Customer Copy  
Signature(s) Not Required

Customer Copy  
Signature(s) Not Required

SIGNATURE OF OWNER

SIGNATURE OF OWNER

NOT VALID UNLESS STAMPED BY  
AUTHORIZED ISSUING OFFICE  
04239  
MAR 31 2023

ICBC Insurance Corporation of British Columbia (the Corporation)

Registered Owner  
TAYLOR JON DANIEL

Number of Owners 1

This Certificate must be carried in the vehicle. This Certificate must be signed by the owner as seller if the vehicle is sold.

When you sell the vehicle, the buyer must take the Registration and submit it with an application for transfer within 10 days of the purchase. Contact your Autoplan agent for details.

SIGNATURE OF OWNER

SIGNATURE OF OWNER

APV250 (03/02/22) IN-A0270-22Mar2023 C62-3TX8TQPJ Page 1 of 2 Customer Copy

**Vehicle Registration**

Certificate Number 8Y LJA  
Registration Number  
Licence Plate Number  
Year 2023  
Make Ubit  
Model  
Body Style 2 Door Coupe  
VIC REP22R  
Colour Blue  
VIN  
Fuel Type Gasoline  
Net Weight (kg) 1,450  
GVW (kg)/Disp. (cc)  
Seating Capacity  
Vehicle Type PASSENGER  
Anti-Theft Device  
Vehicle Status ALTERED  
Import Code  
Right-Hand Drive NO  
ORV NO

## Correspondence

The following communication may be helpful in navigating the issues we ran into regarding no available structure inspectors and how we satisfied the requirements with ICBC.

Thanks Jon! Great information!

Please:

- 1) As discussed, make sure that Searle's makes a comment on the inspection report about the Structural Integrity of the vehicle in the comments section (ie. This vehicle meets all Structural Integrity requirements,etc).

Thanks!

NAME

ICBC

Hi NAME

I have included here supplemental information relating to the structural inspection of the UBilt vehicle. Included: Welding report, FEA 214, 216 CMVSS and Structural Inspector email history.

## History

I contacted ICBC about building a custom tube frame vehicle early 2015 and collected information about the process. I arranged to have the structural inspection portion of the application done by John (Owner) of Victoria Front End and Frame. I brought John models and drawings for the project and he agreed to do the inspection. John visited the shop where construction was progressing to review and gave the go ahead to proceed. The final inspection was not completed because the vehicle was not mechanically complete by the time John closed down his shop. John said that we could only do the final inspection once the vehicle was fully complete and also ready for the mechanical inspection.

## Structural Inspection Replacement

I have attempted to find a replacement Structural Inspector for the project by calling (BC) and visiting (Victoria) auto body shops and inspection facilities registered with the CVSE.

All of the body shops and registered facilities I visited and called said they could not do a structural inspection on a UBilt as they could only inspect changes/repairs to OEM manufactured vehicles. I also asked if they could take the vehicle anyway and write a letter of comment on the structure and they all declined.

I spoke with a Victoria representative at the CVSE (Michael Johnson) who suggested that any registered facility could technically do the inspection and that I could instead of asking for a structural inspection ask the facility what I could do to demonstrate to them that this vehicle meets transport Canadas motor vehicle safety standards.

I have read the TC-MVSS and believe that this vehicle meets all of the requirements and my understanding is compliance will be verified during the mechanical or safety portion of the inspection.

It was also suggested that as a supplement that I could have a ticketed welder do a welding inspection on the structure which I have had done and included as an attachment.

### **Advance Auto Center**

I contacted Advance Auto Center to do the inspection. I had been in contact with them from 2015 as a possible inspection facility. Advance asked for engineering reports on the vehicle for safety so I had two FEA simulations done that pertain to the chassis structure itself rather than forces on a crash test dummy which would be very difficult to do for this vehicle.

The reports show simulations for Transport Canada TSD 216 Roof Crush with a force of 9307 lbs result in a deformation of 1.02" which is within the limit.

The second report Transport Canada TSD 214 Side Impact Protection was simulated without seats showing a side impact force exceeding the peak crush resistance of 7000lbs (S6.1.3) (Caveat on this report we measure maximum force on the structure to show it doesn't deform to the specified distance rather than applying a force to deform the structure to verify the force is above the threshold, This is a limitation on the engineers FEA software while still showing compliance)

Advance at one point said they could do the complete inspection so I filed the ICBC application for VIN with Advance and booked an appointment for inspection. Once the vehicle was delivered they felt uncomfortable doing an inspection as they didn't know how as they couldn't define the vehicle category (not replica, oem or salvage). Even though the vehicle was brought to Advance they did not perform an inspection.

### **Searls Auto**

Searls Auto has agreed to do a full inspection on the vehicle including safety, mechanical, wheel alignment and weight. Regarding the structural inspection I will have to defer to Searls and ICBC as from what I can see I'm not sure how this will be evaluated on a UBilt.

The CVSE0032 Structural Integrity Declaration report appears to apply to salvage vehicles, as it refers to repair/rebuild process from OEM condition.

The CVSE0031 Body Structural Integrity refers to critical stress/load bearing components being within 3mm of OEM dimensions.

My understanding is the difficulty I have been having getting a structural inspection relates not to the structural integrity of the vehicle but rather because it is not repaired/modified from another OEM vehicle.

Speaking with Michael Johnson at the CVSE it sounds like he would be satisfied with an inspection showing compliance with TC MVSS which I understand is verified during the safety and mechanical inspection.

If a structural inspection or any other type is required and available I will buy a trailer and have it transported but I am not aware of any left I have not contacted.

Thanks for all of your help so far NAME, Inspection at Searls is set for next week.



## FAQ

Q: How is it legal to drive a vehicle on Canadian highways without an NSM mark?

A: Non manufactured vehicles don't apply to transport Canada's rule. Vehicles built from a kit are not considered manufactured from the federal Transport Canada perspective. The Transport Canada regulations would apply in the case where a kit was being built to be sold outside of the province or country. In other words Kit cars need to be registered in the province they will be built.

The following is an excerpt from a conversation about how the federal Transport Canada regulations apply relative to the provincial (CVSE).

*"Any company who is engaged in the business of manufacturing vehicles in Canada, who ships from one province to another, or deliver to any person for the purpose of being so shipped, any vehicle of a prescribed class manufactured in Canada must apply their National Safety Mark (NSM) number to the vehicle. Also, most provincial Highway Traffic Acts require that a company affix an NSM to all vehicles that they manufacture."*

[https://www.tc.gc.ca/eng/motorvehiclesafety/tp-tp13136-cm-faq\\_e-702.htm](https://www.tc.gc.ca/eng/motorvehiclesafety/tp-tp13136-cm-faq_e-702.htm)

The Motor Safety Vehicle Act of Canada, and regulations made under that act, set out a host of safety requirements which must be met by manufacturers who sell cars in Canada. Compliance with these requirements is certified by the National Safety Mark. See s.5(1) below.

**The federal act and the regulations are applicable only to vehicles which will be involved in interprovincial trade. Our Dominion Constitution provides that the federal government does not have the authority to legislate with respect to trade and commerce which is restricted to one province. That is the sole responsibility of each province. This is why the paragraph from the Transport Canada website which you referred me to seems to limit the act and regulations to interprovincial transactions.**

**note:** That paragraph is poorly written. It is no wonder that you had trouble understanding it. I think it is missing an "s" and an "and". When I spoke to an official of Transport Canada, he recognized that and said he would send it to the authors for review.

Your question is whether or not the federal requirements are applicable somehow to vehicles that are manufactured in the province and which will be sold only in the Province.

The answer is found in the British Columbia Motor Vehicle Act. Section 10.051 of the regulations to that act, which are entitled "Application of federal construction standards" states that **"a person must not operate ... a passenger car ... unless the vehicle ... (b) bears a national safety mark, as that term is defined in the Motor Vehicle Safety Act of Canada, indicating compliance with the Canadian Motor Vehicle Safety Standards."**

The entire provision is set out below.



I trust that this answers your question. It is no wonder you had problems figuring this one out. I sure did. The number of acts, regulations, schedules, agencies and authorities, both provincial and federal concerning the sale of motor vehicles and their safety requirements is mind boggling.

### **Motor Vehicle Act Regulations (Provincial)**

#### **Application of federal construction standards**

**10.051** (1) In this section, "**date of manufacture**" means the latest of the dates on which a vehicle was

(a) **first constructed by the original manufacturer, or**

(b) altered by a manufacturer authorized under the [Motor Vehicle Safety Act](#) (Canada).

(2) Subject to subsections (3) and (4), a person must not operate, or cause to be operated, a bus, passenger car or multipurpose passenger vehicle, as those terms are defined in the [Motor Vehicle Safety Regulations](#) (Canada), C.R.C. 1038, that was manufactured after January 1, 1971, unless the vehicle

(a) conforms to the safety standards under that Act that applied to that class of vehicle on the date of manufacture, and

(b) bears a national safety mark, as that term is defined in the [Motor Vehicle Safety Act](#) (Canada), indicating compliance with the Canadian Motor Vehicle Safety Standards.

(3) Subsection (2) does not apply to a person who operates, or causes to be operated, an antique motor vehicle or a special sightseeing bus if the vehicle

(a) is operated as a commercial passenger vehicle, and

(b) has not been altered from the original manufacturer's specifications, other than to bring it into compliance with the requirements of this regulation respecting mechanical standards.

(4) The director may grant an exemption from subsection (2) in respect of a vehicle

(a) that was operated as a commercial passenger vehicle before the date this section comes into force,

(b) that does not, on that date, conform to safety standards or bear a national safety mark, as described in subsection (2) (a) and (b),

(c) to which subsection (3) does not apply,

(d) that was manufactured before January 1, 2005, and

(e) that is otherwise in compliance with this regulation.

[en. B.C. Reg. 197/2005, s. 2.]