



Canadian Trailer Construction Requirements

The following information has been created to assist trailer manufacturers (and importers) understand Canadian trailer construction and design requirements. This fact sheet is a guidance document; manufacturers need to contact the respective government department for complete requirements. If you have any questions, contact Sara Anghel, Vice President, NMMA Canada at (905) 951-4048 or sanghel@nmma.org.

Federal Construction Standard

Trailer construction standards are governed by the Motor Vehicle Safety Act called: "*An Act to regulate the manufacture and importation of motor vehicles and motor vehicle equipment to reduce the risk of death, injury and damage to property and the environment*".

The Act empowers Transport Canada to issue Canada Motor Vehicle Safety Standards (CMVSS) which regulate the safety and emission performance of new vehicles and includes trailers. Other regulations address proof of compliance and retention of records, and the requirement for companies to issue Notices of Defect according to procedures established by the department. The Act applies to manufacturers engaged in interprovincial trade and importers of vehicles or components into Canada.

The Act also has slightly different requirements for Canadian manufacturers compared to the foreign manufacturers or importers.

To review in detail the requirements for construction click here:

<http://www.tc.gc.ca/eng/roadsafety/tp-tp13136-menu-174.htm>

Motor Vehicle Safety Act (Canada) and Motor Vehicle Safety Regulations (Canada):

<http://www.tc.gc.ca/acts-regulations/acts/1993c16/menu.htm>

Trailer Manual

The following is a Trailer information guide:

<http://www.tc.gc.ca/roadsafety/tp/tp13136/cm/menu.htm>



In addition to the federal construction standards, there are in some cases additional requirements within individual provinces. Each province has its own provincial ministry of transportation.

Alberta

Alberta's *Traffic Safety Act*, section 65(1)(f) prohibits the sale of boat trailers unless they comply with the requirements of Transport Canada's *Motor Vehicle Safety Act* (MVSA), including having a final compliance label and National Safety Mark. You can view the *Traffic Safety Act* on the Queen's Printer's Website:

http://www.qp.alberta.ca/574.cfm?page=T06.cfm&leg_type=Acts&isbncln=9780779738533

If you are building new trailers and selling them, your trailers must meet the requirements of Transport Canada's MVSA and the regulations under the Act; part of becoming a manufacturer will be requesting a world manufacturer's identifier for vehicle identification numbers.

Federal information:

Trailer lighting chart: <http://www.nhtsa.dot.gov/cars/rules/standards/conspicuity/Trlrpstr.html>

Trailers must meet the requirements of Alberta's *Vehicle Equipment Regulation* (VER); trailers complying with the MVSA will have this equipment. The following lighting/reflector sections may apply. Section 13, 14, 18 to 20,22, tail lamps and brake lamps; must be located as far apart as practical, same height (380 mm to 2 m high) and a symmetrical distance from the center of the trailer. Section 23, signal lamps placed as far apart as practical and must be between 380 mm and 2.11 m high. Section 37, side marker lamps must be visible from the side of the trailer, be red in colour when at the rear of the trailer (at least 400 mm high). Section 39 and 40, ID and clearance lamps required if over 2.04 metres wide. Section 48 Reflectors. Section 52 conspicuity systems, if has a gross vehicle weight rating of more than 4,536 kilograms or 2.05 metres or more wide, including its load.

The following additional sections may apply; these are requirements specific to Alberta: Section 56 requires brakes on the trailer when the weight of the towing unit, or the weight of the trailer meets the requirements for trailer brakes; brakes are not required if

the gross laden weight of the trailer does not exceed 910 kilograms, or the gross laden weight of the trailer is less than half of the weight of the towing unit. Section 64 mudguards. Section 65, trailer must be designed to secure loads. Section 97 maximum dimensions, 2.6 metres wide

and 4 metres high. Section 98, hitch attachment standards. The Society of Automotive Engineers (SAE) recommends the use of two safety chains as a secondary means of attachment; each chain having an ultimate strength equal to the trailer's gross vehicle weight rating (GVWR), one on each side of the hitch and crossing underneath the drawbar to prevent it from contacting the ground should the primary means of attachment fail. You can view the VER at this Queen's Printer web link:

http://www.qp.alberta.ca/574.cfm?page=2009_122.cfm&leg_type=Regs&isbncln=9780779740567

Additional towing information and braking requirements is located in the Recreational Vehicle Towing Guideline pdf document, and can be viewed at this Alberta Transportation web link:

<http://www.transportation.alberta.ca/Content/docType41/Production/recvehtowguide.pdf>

Saskatchewan

This province has a National Safety Code for motor carriers which includes some specific requirements for trailer tie downs under sections 10-15. To review click here:

Quebec

The province under The *Official Languages Act* requires all products include essential information in both English and French. In terms of specificity, that includes the generic name of the product, the ingredients (if applicable), the manufacturer's address and any health or safety.

Vehicle Identification Numbers (VIN)

The U.S. National Highway Traffic Safety Administration amended rules in 2008 to ensure VIN duplication would not happen. Transport Canada has made similar amendments to mirror the regulations and be harmonized. To read the changes go to:

http://www.mde.state.md.us/assets/document/final_federal_vin_regulations_apr2008.pdf