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TECHNICAL STANDARDS DOCUMENT No. 500, Revision 3

Low-Speed Vehicles

The text of this document is based on the U.S. *Code of Federal Regulations*, Title 49, Part 571, Federal Motor Vehicle Safety Standard No. 500, Low Speed Vehicles, revised as of July 8, 2022.

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(Ce document est aussi disponible en français)

The changes since the last version are highlighted in yellow, see the Change Log at the end of the document for more information

Introduction

As defined by section 12 of the *Motor Vehicle Safety Act*, a Technical Standards Document (TSD) is a document that reproduces an enactment of a foreign government (e.g. a Federal Motor Vehicle Safety Standard issued by the U.S. National Highway Traffic Safety Administration). According to the Act, the *Motor Vehicle Safety Regulations* may alter or override some provisions contained in a TSD or specify additional requirements; consequently, it is advisable to read a TSD in conjunction with the Act and its counterpart Regulation. As a guide, where the corresponding Regulation contains additional requirements, footnotes indicate the amending subsection number.

TSDs are revised from time to time in order to incorporate amendments made to the reference document, at which time a Notice of Revision is published in the *Canada Gazette* Part I. All TSDs are assigned a revision number, with “Revision 0” designating the original version.

Identification of Changes

Adaptations may be made that include amendments to the content of the originating enactment or material. Such adaptations are marked as follows:

- Underlined text (example) indicates text that is not part of the originating enactment or material and which therefore represents additional text in comparison to the originating text.
- Struck out text (~~example~~) is text reproduced from the originating enactment or material that has been deleted from the TSD and thus it is not to be read as part of the TSD nor as part of the material incorporated by reference into the MVSR.
- “CONTENT NOT REPRODUCED” informs the reader that the text of the corresponding provision of the originating enactment or material has not been reproduced in the TSD.

Publication, Effective and Mandatory Compliance Dates

The publication date is the date the TSD appears on the Transport Canada website.

The effective date of an initial TSD (revision 0) is the date of coming into force of the provision of the MVSR that incorporates it by reference (the incorporating provision).

Similarly, the effective date of a revised TSD (e.g. revision 1) that is accompanied by an amendment to the incorporating provision of the MVSR is the date of coming into force of the amended incorporating provision.

The effective date of a revised TSD (e.g. revision 2) that is not accompanied by an amendment to the incorporating provision of the MVSR is the date of publication of the TSD.

The mandatory compliance date is the date upon which compliance with the requirements of the TSD is required by law. If the effective date and mandatory compliance date are different, a manufacturer may follow the requirements that were applicable before the effective date, or those of the TSD, until the mandatory compliance date.

Official Version of Technical Standards Documents

The PDF version is a replica of the TSD as published by the Department and is to be used for the purposes of legal interpretation and application.

(Original signed by) Director, Standards Research and Development
for the Minister of Transport,
Ottawa, Ontario

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S1. Scope

This Technical Standards Document (TSD) standard specifies requirements for low-speed vehicles.

S2. Purpose

The purpose of this TSD standard is to ensure that low-speed vehicles operated on the public streets and roads, ~~and highways~~ are equipped with the minimum motor vehicle equipment appropriate for motor vehicle safety.

S3. Applicability

[CONTENT DELETED] For applicability, see Schedule III and subsection 500(1) of Schedule IV to the [Motor Vehicle Safety Regulations](#).

S4. [Reserved]

S5. Requirements

- a) When tested in accordance with test conditions in S6 and test procedures in S7, the maximum speed attainable in 1.6 km (1 mile) by each low-speed vehicle shall not be more than 40 kilometers per hour (25 miles per hour).
- b) Each low-speed vehicle shall be equipped with:
 - (1) Headlamps,
 - (2) Front and rear turn signal lamps,
 - (3) Tail lamps,
 - (4) Stop lamps,
 - (5) Reflex reflectors: one red on each side as far to the rear as practicable and one red on the rear,
 - (6) An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior mirror,
 - (7) A parking brake,
 - (8) A windshield that conforms to section 205, Glazing Materials, of Schedule IV to the Motor Vehicle Safety Regulations (MVSR) ~~the Federal motor vehicle safety standard on glazing materials (49 CFR 571.205),~~
 - (9) A VIN that conforms to the requirements of section 115, Vehicle Identification Number, of Schedule IV to the MVSR ~~part 565 Vehicle Identification Number of this chapter,~~

- (10) A Type 1 or Type 2 seat belt assembly conforming to section 209, Seat Belt Assemblies, of Schedule IV to the MVSR Sec. 571.209 of this part, Federal Motor Vehicle Safety Standard No. 209, Seat belt assemblies, installed at each designated seating position, and
- (11) Low-speed vehicles shall comply with the rear visibility requirements specified in subsection (30) of section 111, Mirrors and Rear Visibility Systems, of Schedule IV to the MVSR paragraphs S6.2 of FMVSS No. 111.

S6. General test conditions

Each vehicle must meet the performance limit specified in S5(a) under the following test conditions.

S6.1 Ambient conditions

S6.1.1 Ambient temperature. The ambient temperature is any temperature between 0°C (32°F) and 40°C (104°F).

S6.1.2 Wind speed. The wind speed is not greater than 5 m/s (11.2 mph).

S6.2 Road test surface

S6.2.1 Pavement friction. Unless otherwise specified, the road test surface produces a peak friction coefficient (PFC) of 1.02 when measured using an ASTM F2493 Standard Specification for P225/60R16 97S Radial Standard Reference Test Tire, in accordance with ASTM E-1337-19 (see the list at Chapter V, Title 49, part 571.5 of the Code of Federal Regulations for the full citation, hereafter referred to as 49 CFR Part 571.5), at a speed of 64.4 km/h (40.0 mph), without water delivery (~~incorporated by reference; see 49 CFR 571.5~~).

S6.2.2 Gradient. The test surface has not more than a 1-percent gradient in the direction of testing and not more than a 2-percent gradient perpendicular to the direction of testing.

S6.2.3 Lane width. The lane width is not less than 3.5 m (11.5 ft).

S6.3 Vehicle conditions

S6.3.1 The test weight for maximum speed is unloaded vehicle weight plus a mass of 78 kg (170 pounds), including driver and instrumentation.

S6.3.2 No adjustment, repair, or replacement of any component is allowed after the start of the first performance test.

S6.3.3 Tire inflation pressure. Cold inflation pressure is not more than the maximum permissible pressure molded on the tire sidewall.

S6.3.4 Break-in. The vehicle completes the manufacturer's recommended break-in agenda as a minimum condition prior to beginning the performance tests.

S6.3.5 Vehicle openings. All vehicle openings (doors, windows, hood, trunk, convertible top, cargo doors, etc.) are closed except as required for instrumentation purposes.

S6.3.6 Battery powered vehicles. Prior to beginning the performance tests, propulsion batteries are at the state of charge recommended by the manufacturer or, if the manufacturer has made no recommendation, at a state of charge of not less than 95 percent. No further charging of any propulsion battery is permissible.

S7. Test procedure

Each vehicle must meet the performance limit specified in S5(a) under the following test procedure. The maximum speed performance is determined by measuring the maximum attainable vehicle speed at any point in a distance of 1.6 km (1.0 mile) from a standing start and repeated in the opposite direction within 30 minutes.

Transitional Provision

Despite these changes, Low-Speed Vehicles may, until February 18, 2026, conform to the applicable requirements of this TSD, as they read immediately before the day on which this TSD comes into force.

Change Log

TSD version	Reason	Link to US Final Rule
Version 3	Alignment with the latest amendment to FMVSS 500, published on July 08, 2022	https://www.federalregister.gov/documents/2022/06/08/2022-12243/federal-motor-vehicle-safety-standards-consumer-information-standard-reference-test-tire