



REQUIREMENTS FOR MANUFACTURERS MOTORCYCLE AND MOTOR-DRIVEN CYCLES

49 U.S.C. 30112, Prohibitions on manufacturing, selling, and importing noncomplying motor vehicles and equipment . . . a person may not manufacture for sale, sell, offer for sale, introduce or deliver for introduction in interstate commerce, or import into the United States, any motor vehicle or motor vehicle equipment . . . unless the vehicle or equipment complies with “applicable FMVSS” and “bears a certification (label).”

Rev: 4/2008

Title 49, United States Code (U.S.C.), section 30101

(the Act) authorizes NHTSA to issue safety standards for motor vehicles and items of motor vehicle equipment.

This document references various quotes from two levels of U.S. law.

The first level is Title 49, United States Code (U.S.C.), section 301. The U.S.C. is produced through the efforts of the U.S. Congress and the U.S. President.

www.nhtsa.dot.gov/cars/rules/standards

The other level of law is 49 Code of Federal Regulations 500-599 (CFR). Parts 500 through 599 of the Code of Federal Regulation, are drafted and enforced by the National Highway Traffic Safety Administration (NHTSA):

<http://www.access.gpo.gov/cgi-in/cfrassemble.cgi?title=200449>

Do not be confused by the (accidental) commonality of the prefix (49) in the different laws. The laws are distinctly different from one or the other.

Section 30102 defines “motor vehicle” as “a vehicle driven or drawn by mechanical power and manufactured primarily for use on public streets, roads, and highways but does not include a vehicle operated only on a rail line.”

Motor-driven cycle means a motorcycle with a motor that produces five (5) brake horsepower or less.

Scooter means a motorcycle that:

- (1) Has a platform for the operator’s feet of has integrated footrests, and
- (2) Has a step-through architecture, meaning that the part of the vehicle forward of the operator’s seat and between the legs of an operator seated in the riding position, is lower in height than the operator’s seat.

Two-wheeled or three-wheeled vehicle manufactured with vehicle identification numbers (VIN), certification labels, mirrors, turn signals, side marker lamps, and stop lamps (otherwise called on-road equipment) are regarded as “motor vehicles.” Vehicles lacking this equipment are not considered motor vehicles, and do not fall under NHTSA regulatory authority.

Vehicles such as mopeds; dirt bikes; pocket rockets; off road scooters; etc., are not motor vehicles under NHTSA’s regulations. These and similar vehicles are regulated by the Consumer Product Safety Commission. www.cpsc.gov

Section 30112 prohibits the manufacturing, selling, and importing noncomplying motor vehicles and equipment. A person may not manufacture for sale, sell, offer for sale, introduce or deliver for introduction in interstate commerce, or import into the United States, any motor vehicle or motor vehicle equipment manufactured on or after

the date an applicable motor vehicle safety standard prescribed takes effect unless the vehicle or equipment complies with the standard and is covered by a certification.

Section 30116 prohibits the sale or lease of defective or noncompliant vehicles or equipment except under certain circumstances. It requires manufacturers to notify consumers that a motor vehicle or item of equipment they purchased contains a safety related defect or failed to comply with the standards, and requires manufacturers to remedy such defects and noncompliances without charge. The following regulations relate to the defect and noncompliance notification and remedy campaigns and prohibitions: 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*; part 573, *Defect and Noncompliance Responsibility Reports*; part 577, *Defect and Noncompliance Notification*; and part 576, *Record Retention*, sets forth requirements for motor vehicle manufacturers' retention of complaints, reports and other records concerning safety-related motor vehicle malfunctions.

Section 30118 specifies that the Secretary of Transportation shall notify the manufacturer of a motor vehicle or replacement equipment immediately after making an initial decision (through testing, inspection, investigation, or research carried out under this chapter that the vehicle or equipment contains a defect related to motor vehicle safety or does not comply with an applicable motor vehicle safety standard prescribed under this chapter. The notification shall include the information on which the decision is based. The Secretary shall publish a notice of each decision under this subsection in the Federal Register.

Section 30122 prohibits manufacturers, distributors, dealers, or motor vehicle repair businesses modifying a new or used vehicle from knowingly making inoperative any device or element of design installed on or in a motor vehicle or item of motor vehicle equipment in compliance with an applicable Federal motor vehicle safety standard.

Section 30127(e) provides NHTSA limited grounds on which to grant a motor vehicle manufacturer a temporary exemption from one or more of the safety standards. The procedures to apply for a temporary exemption are found at 49 CFR Part 555. It does not authorize the agency to grant temporary exemptions to manufacturers of motor vehicle "equipment."

Section 30165 provide for civil penalties of up to \$5,000 per violation per day, with a maximum penalty of \$15,000,000 for a series of related violations.

Federal Motor Vehicle Safety Standards (FMVSS)

FMVSS No. 106, *Brake Hoses*. This standard establishes performance and labeling requirements for hydraulic, vacuum, and air brake hoses, brake hose assemblies, and brake hose fittings for motor vehicles. The standard allows a passenger car manufacturer to carry through the certification offered from a brake hose assembly manufacturer. Brake hose assemblies, except those sold as part of a motor vehicle, must be labeled with a band around the brake hose, identifying the brake hose manufacturer, or

it can be a designation, that is etched, stamped or embossed, with a character at least one-sixteenth of an inch high, on at least one of the metal end fittings of the hose assembly, that identifies the manufacturer of the brake hose.

FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment.* A motorcycle manufacturer should observe 49 CFR 571.108, *Requirements*. General references to lamp placement and SAE markings of lamps can be found within Tables I through Table IV at Section 12.5, *Figures and Tables*. Upon request, NHTSA will supply manufacturers with wall charts that illustrate “zones” of acceptable placement of lamps.

FMVSS No. 111, *Rearview Mirrors,* specifies the location and performance of rear view mirrors. A manufacturer must equip motorcycles/motor-driven cycles with a rearview mirror. Both vehicle types shall have either a mirror of unit magnification with not less than 12.5 in² of reflective surface, or a concave mirror with not less than 10 in² of reflective surface and an average curvature not less than 20 inches and not greater than 60 inches. The mirror shall be mounted on a stable support and the horizontal center of the reflective surface mounted at least 11 inches outward of the longitudinal centerline of the motorcycle. The mirror shall be adjustable by tilting in both the horizontal and vertical directions.

FMVSS No. 116, *Motor Vehicle Brake Fluids.* This standard specifies requirements for fluids for use in hydraulic brake systems of motor vehicles, containers for these fluids, and labeling of the containers. A motorcycle/motor-driven cycle manufacturer, must use containers of brake fluid marked with the DOT letters.

FMVSS No. 119, *New Pneumatic Tires for Vehicles Other than Passenger Cars,* establishes labeling requirements for motorcycle tire manufacturers. A tire manufacturer shall ensure that a listing of the rims that may be used with each tire that it produces is provided to the public. The motorcycle/motor-driven cycle manufacturer should procure this information from its tire distributor, or from a standards association like the Tire and Rim Association. Tires produced for the U.S. market must bear the manufacturer’s certification in the form of the DOT symbol as well as other code numbers called the tire identification number.

FMVSS No. 120, *Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars,* requires motorcycle manufacturers to imprint tire, rim information as well as cold inflation pressure on either a tire information label, or as an option, on the vehicle’s certification label. The rims markings must include the manufacturer’s certification symbolized by the DOT symbol; must include a designation indicating the source of the rim’s published nominal dimensions (typically “T” for the Tire and Rim Association Yearbook); must include the month and year of manufacture of the rim; and must include the rim size and type designator consisting of industry designation for a rim by size and code. Example: “T” “DOT” “8/2005” “18MC2.15 KORM”

FMVSS No. 122, *Motorcycle Brake Systems,* specifies performance requirements for motorcycle/motor-driven cycle brake systems, including the volume of

brake fluid reservoirs, and, for three wheeled vehicles, parking brake specifications.

FMVSS No. 123, *Motorcycle Controls and Displays*, applies to motorcycles equipped with handlebars except for motorcycles that are designed and sold exclusively for law enforcement agencies.

FMVSS No. 205, *Glazing Materials*, contains the requirement for motorcycle windshield manufacturers to certify their glazing. Manufacturers must add to the marks required by section 7 of ANSI/SAE Z26.1–1996, in letters and numerals of the same size, the symbol “DOT” and a manufacturer’s code mark that NHTSA assigns to the manufacturer.

Federal Safety Regulations (referred to as “parts”)

49 CFR Part 551, *Subpart C*. All foreign manufacturers, assemblers, and importers of motor vehicles or motor vehicle equipment (hereinafter referred to as “foreign manufacturers”) must comply with this subpart *before* offering a motor vehicle or item of motor vehicle equipment for importation into the United States.

49 CFR Part 565, *VIN Identification*, requires that each motor vehicle have a vehicle identification number (VIN), and specifies the content requirements for the VIN.

49 CFR Part 566, *Manufacturer Identification*, requires a manufacturer of motor vehicles or motor vehicle equipment to which a motor vehicle safety standard applies, to submit information identifying itself and its products to NHTSA not later than 30 days after it begins manufacture.

49 CFR Part 567, *Certification*, requires motorcycle manufacturers to affix their certification labels to the front portion of each vehicle in locations fully visible by turning the handlebars.

49 CFR Part 574, *Tire Identification and Recordkeeping*, requires manufacturers and motor vehicle dealers to forward names, addresses and tire identifier numbers.

49 CFR Part 575, *Consumer Information Regulations*, requires manufacturers to make specific information available to consumers.

49 CFR Part 579, *Reporting of Information and Communications about Potential Defects*, requires manufacturers to report and submit documents to help identify safety defects and noncompliances with FMVSS. www-odi.nhtsa.dot.gov/ewr

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| <p>The preceding Federal motor vehicle safety standards and Federal safety regulations are published in 49 CFR, Parts 500-599. This CFR is available from any regional Government Printing Office, or it may be accessed at the Internet: http://www.access.gpo.gov/cgi-bin/cfrassemble.cgi?title=200449</p> |
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Changes to the 49 CFR, which occur between publications, may be found in the Federal Register at the following Government Printing Office Internet site.

<http://www.gpoaccess.gov/fr/index.html>

49 CFR PART 551, SUBPART D *SERVICE OF PROCESS ON FOREIGN MANUFACTURERS AND IMPORTERS*

NEW!!! Online Submission of Agent Information

To expedite NHTSA's processing of submissions received under Part 551, Subpart D, foreign manufacturers may submit designation information online at:

<http://www.nhtsa.dot.gov/cars/rules/manufacture/agent/customer.html>

After a manufacturer submits designation information online, NHTSA's database will create and immediately email back an Adobe PDF of a designation form that the manufacturer must print, sign and mail to NHTSA's at the above address.

To comply with Part 551, Subpart D, the manufacturer must mail to NHTSA an original printout of the Adobe PDF with original ink signatures BY both the manufacturer and agent. Submitting your designation information online, without more, will not satisfy the requirements of Part 551, Subpart D.

§ 551.45 What is the purpose of this subpart?

The purpose of this subpart is to establish a procedure for foreign manufacturers, assemblers and importers of motor vehicles and motor vehicle equipment to designate an agent in the United States on whom service of administrative or judicial notices or processes may be made.

§ 551.46 Who must comply with this subpart and when?

- (a) All foreign manufacturers, assemblers, and importers of motor vehicles or motor vehicle equipment (hereinafter referred to as "foreign manufacturers") must comply with this subpart *before* offering a motor vehicle or item of motor vehicle equipment for importation into the United States.
- (b) Unless and until a foreign manufacturer appoints an agent in accordance with the requirements of this subpart, it may not import motor vehicles or motor vehicle equipment into the United States.

§ 551.47 Who may serve as an agent for a foreign manufacturer?

Only an individual, a domestic firm or a domestic corporation that is a permanent resident of the United States may serve as an agent under this subpart.

§ 551.48 May an official of a foreign manufacturer serve as its agent?

- (a) Generally no; an agent must be a permanent resident of the United States. Typically officials of foreign manufacturers and importers are not United States residents.

- (b) Occasionally an official of a foreign manufacturer also serves as an official of a domestic firm or corporation *or* is a permanent resident of the United States. In such cases, the official may serve as agent and sign the designation documents both on behalf of the foreign manufacturer and as agent. However, the foreign manufacturer must submit to NHTSA, along with the designation documents, a letter explaining that the individual signing the designation is both an official of the foreign manufacturer with authority to appoint an agent *and* a permanent resident of the United States *or* official of a domestic firm or corporation. If NHTSA does not receive an explanatory letter at the same time it receives the designation, the agency will deem the designation insufficient under this subpart and reject the submission.

§ 551.49 May a foreign manufacturer replace its agent?

- (a) Yes, a foreign manufacturer may replace its agent in the same way it originally designated the agent. It must submit designation documents that meet the form and content requirements identified in the following section of this subpart. Until NHTSA receives designation documents meeting those requirements or a letter withdrawing an existing designation, the individual or domestic corporation *originally* designated will continue to serve as its agent for service of process.
- (b) A foreign manufacturer that has withdrawn but not replaced its agent may not continue to import motor vehicles or motor vehicle equipment into the United States. In order to do so, it must appoint a new agent in accordance with the requirements of this subpart.

§ 551.50 May more than one foreign manufacturer designate the same person as agent?

Yes, any number of foreign manufacturers separately may designate the same person as agent.

§ 551.51 May an agent assign performance of its functions to another individual or entity?

No, an agent may not assign performance of its functions.

§ 551.52 How long will a foreign manufacturer's designation of agent remain in effect?

- (a) A designation of agent remains in effect until replaced or withdrawn by a foreign manufacturer.
- (b) A foreign manufacturer that has withdrawn but not replaced its agent may not continue to import motor vehicles or motor vehicle equipment into the United States. In order to do so, it must appoint a new agent in accordance with the requirements of this subpart.

Form and Contents of Designation

§ 551.53 What is the required format for a designation?

- (a) All documents submitted under this subpart must be:
 - (1) Original documents;
 - (2) Written in English; and
 - (3) Signed in ink.
- (b) For each signature, the document must indicate in English:
 - (1) The date of signature; and
 - (2) The name and title of the individual who signed the document.
- (c) As long as documents submitted by a foreign manufacturer and its agent contain all required information (identified in §§ 551.54, 551.55 and 551.56 below), there is no mandatory format for the designation

- (d) NHTSA encourages foreign manufacturers to use the suggested designation form set forth in the Appendix to this subpart. If completed and executed properly by both a foreign manufacturer and its agent, this form will comply fully with the requirements of §§ 551.53 through 551.65.

§ 551.54 What are the required contents for a designation?

The suggested designation form set forth in the Appendix, if completed and signed properly by a foreign manufacturer and its agent, contains all of the information necessary to create a valid designation under this subpart. Specifically, a valid designation must contain:

- (a) A Designation by Foreign Manufacturer; and
- (b) An Acceptance by Agent.

§ 551.55 What information must a Designation by Foreign Manufacturer contain?

A Designation by Foreign Manufacturer must contain:

- (a) A statement that the designation is in valid form and binding on the foreign manufacturer under the laws, corporate bylaws or other requirements governing the making of designations at the place and time where it is made;
- (b) The full legal name, principal place of business and mailing address of the foreign manufacturer;
- (c) All trade or brand names, marks, logos or other designations of origin under which the foreign manufacturer's products will be sold; and
- (d) The signature in ink, and the name and title of the official or employee signing the designation on behalf of the foreign manufacturer, who must have authority to appoint an agent.

§ 551.56 What information must an Acceptance by Agent contain?

An Acceptance by Agent must contain:

- (a) The full legal name, mailing address and telephone number of the agent;
- (b) A statement that the agent accepts the designation and understands that (s)he may not assign performance of the agent's functions under the designation to another person or entity, and that the designation shall remain in effect until it is withdrawn or replaced by the foreign manufacturer;
- (c) The signature in ink of the agent, or an official or employee of the domestic firm or corporation serving as the agent, who must have authority to sign for the firm or corporation; and
- (d) The name and title of the individual signing the acceptance.

§ 551.57 Who may sign the Designation by Foreign Manufacturer?

Only an official or employee of the foreign manufacturer with authority to appoint an agent may sign the Designation by Foreign Manufacturer.

§ 551.58 Who may sign the Acceptance by Agent?

Only the agent, in the case of an individual, or an official or employee, in the case of a domestic firm or corporation serving as the agent with authority to sign for that firm or corporation, may sign the Acceptance of Agent.

§ 551.59 May the same individual sign both the Designation by Foreign Manufacturer and Acceptance by Agent?

- (a) Generally no; the Designation by Manufacturer must be signed by an official or employee of the foreign manufacturer and the Acceptance by Agent must be signed by the foreign manufacturer's agent, in the case of an individual, or by an official or employee, in the case of a domestic firm or corporation serving as its agent.
- (b) Occasionally an official of a foreign manufacturer also serves as an official of a domestic firm or corporation *or* is a permanent resident of the United States. In such cases, the official may serve as agent and sign the designation documents both on behalf of the foreign manufacturer and as agent. However, the foreign manufacturer must submit to NHTSA, along with the designation documents, a letter explaining that the individual signing the designation is both an official of the foreign manufacturer with authority to appoint an agent *and* a permanent resident of the United States *or* official of a domestic firm or corporation. If NHTSA does not receive an explanatory letter at the same time it receives the designation, the agency will deem the designation insufficient under this subpart and reject the submission.

§ 551.60 When must the Designation by Foreign Manufacturer be signed?

- (a) The foreign manufacturer must sign the Designation by Foreign Manufacturer *on or before* the date that the agent signs the Acceptance by Agent. It is not possible for an individual or entity to accept a designation as agent until on or after the date on which a foreign manufacturer makes the designation.
- (b) If the Designation by Foreign Manufacturer is dated after the Acceptance by Agent, NHTSA will deem the designation insufficient under this subpart and reject the submission.

§ 551.61 When must the Acceptance by Agent be signed?

- (a) The agent, in the case of an individual, or an employee or official, in the case of a domestic firm or corporation serving as agent, must sign the Acceptance by Agent *on or after* the date that the manufacturer signs the Designation by Foreign Manufacturer. It is not possible for an individual or entity to accept a designation as agent until on or after the date on which the foreign manufacturer makes the designation.
- (b) If the Acceptance by Agent is dated before the Designation by Foreign Manufacturer, NHTSA will deem the designation insufficient under this subpart and reject the submission.

§ 551.62 Where should a foreign manufacturer mail the designation?

Foreign manufacturers must mail their designations to the Office of the Executive Secretariat, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE W41-306, Washington, DC 20590. No other NHTSA office is authorized to accept designation documents. To avoid delays, the agency suggests using express mail services.

§ 551.63 May a foreign manufacturer submit a designation by email or facsimile?

No, the statute requires designation documents submitted by foreign manufacturers to contain original ink signatures. NHTSA will reject designation documents submitted via email or facsimile, as they do not satisfy this requirement.

§ 551.64 What if designation documents submitted by a foreign manufacturer do not comply with this subpart?

Designations of agent are binding on the foreign manufacturer even when their form and contents do not comply with this subpart, unless rejected by the agency.

§ 551.65 What if a foreign manufacturer changes its name, address or product names or marks?

- (a) A foreign manufacturer must provide written notice to NHTSA of any changes in its name, address or marks, trade names, or other designations of origin appearing on its products.
- (b) Foreign manufacturers should mail notices to the Office of the Executive Secretariat, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE W41-306, Washington, DC 20590. To avoid delays, the agency suggests using express mail services.

Method of Service of Process

§ 551.66 What is the legal effect of service of process on an agent?

Service on an agent of administrative or judicial notices or process is deemed to be service on a manufacturer.

§ 551.67 Where and how may an agent be served?

An agent may be served at the agent's office or usual place of residence, by registered or certified mail addressed to the agent with return receipt requested, or by any other manner authorized by law.

§ 551.68 What if an agent cannot be served?

If an agent cannot be served because the agent cannot be located, has ceased to exist or does not receive correctly addressed mail, service may be made by posting the notice or process in the Office of the Secretary of Transportation.

Questions?

For further assistance or with questions about the requirements of Part 551, Subpart D, please contact Jen.Kim@dot.gov NHTSA Office of the Chief Counsel.

**SUGGESTED DESIGNATION OF AGENT FOR SERVICE OF PROCESS
UNDER 49 U.S.C. § 30164 and 49 C.F.R. Part 551, Subpart D**

PART A: DESIGNATION BY FOREIGN MANUFACTURER

Pursuant to 49 U.S.C. § 30164 and 49 C.F.R. Part 551, Subpart D, the Foreign Manufacturer listed below hereby designates the following Agent on whom service of all administrative and judicial processes and notices may be made. This designation is for service of process only and for no other purpose It shall remain in effect until it is withdrawn or another Agent is designated in accordance with the requirements of 49 U.S.C. § 30164 and 49 C.F.R. Part 551, Subpart D.

The Manufacturer identified below hereby certifies:

1. This designation is in valid form and binding on the Manufacturer under the laws, corporate bylaws or other requirements governing the making of designations at the place and time where it is made.
2. The full legal name, principal place of business and mailing address of the Manufacturer are: _____

3. The Manufacturer's products will be sold under the following trade or brand names, marks, logos or other designations of origin (List all names, marks, logos or designations): _____

4. The full legal name, principal place of business, mailing address and telephone number of the Agent are : _____

By: _____ / / _____
Signature of Manufacturer's Authorized Representative Month / Day / Year

Printed Name: _____ Title: _____

PART B: ACCEPTANCE BY AGENT

The undersigned hereby accepts appointment as Agent solely for the purpose of service of process on the Manufacturer under 49 U.S.C. § 30164 and 49 C.F.R. Part 551, Subpart D. I understand that this appointment shall remain in effect until withdrawn or replaced by the Manufacturer in accordance with the requirements of 49 U.S.C. § 30164 and 49 C.F.R. Part 551, Subpart D. I understand also that I may not assign performance of my functions under this Designation to another person.

By: _____ / / _____
Signature of Agent: Month / Day / Year

(Date of acceptance must be on *or after* date of designation)

Printed Name: _____ Title: _____

TO AVOID DELAYS, LEAVE NO SPACES BLANK; DO NOT SEND VIA FACSIMILE OR EMAIL

Mail original documents with ink signatures only to: Office of the Executive Secretariat, U.S. DOT, 1200 New Jersey Avenue, SE W41-306, Washington, DC 20590

49 CFR PART 565, *Vehicle Identification Number Requirements*

§ 565.2 *Applicability.*

This part applies to passenger cars, multipurpose passenger vehicles, trucks, buses, trailers, incomplete vehicles, and motorcycles. Vehicles imported into the United States under 49 CFR 591.5(f), other than by the corporation responsible for the assembly of that vehicle or a subsidiary of such a corporation, are excluded from requirements of § 565.4(b), § 565.4(c), § 565.4(g), § 565.4(h), § 565.5 and § 565.6.

§ 565.3 *Definitions.*

- (a) *Federal Motor Vehicle Safety Standards Definitions.* Unless otherwise indicated, all terms used in this part that are defined in 49 CFR 571.3 are used as defined in 49 CFR 571.3.
- (b) *Body type* means the general configuration or shape of a vehicle distinguished by such characteristics as the number of doors or windows, cargo-carrying features and the roof line (e.g., sedan, fastback, hatchback).
- (c) *Check digit* means a single number or the letter “X” used to verify the accuracy of the transcription of the vehicle identification number.
- (d) *Engine type* means a power source with defined characteristics such as fuel utilized, number of cylinders, displacement, and net brake horsepower. The specific manufacturer and make shall be represented if the engine powers a passenger car or a multipurpose passenger vehicle, or truck with a gross vehicle weight rating of 4536 kg (10,000 lb) or less.
- (e) *Incomplete vehicle* means an assemblage consisting, as a minimum, of frame and chassis structure, power train, steering system, suspension system and braking system, to the extent that those systems are to be part of the completed vehicle, that requires further manufacturing operations, other than the addition of readily attachable components, such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, to become a completed vehicle.
- (f) *Line* means a name that a manufacturer applies to a family of vehicles within a make, which have a degree of commonality in construction, such as body, chassis or cab type.
- (g) *Make* means a name that a manufacturer applies to a group of vehicles or engines.
- (h) *Manufacturer* means a person-
- (1) *Manufacturing* or assembling motor vehicles or motor vehicle equipment; or
 - (2) *Importing* motor vehicles or motor vehicle equipment for resale.
- (i) *Model* means a name that a manufacturer applies to a family of vehicles of the same type, make, line, series and body type.
- (j) *Model Year* means the year used to designate a discrete vehicle model, irrespective of the calendar year in which the vehicle was actually produced, so long as the actual period is less than two calendar years.
- (k) *Plant of manufacture* means the plant where the manufacturer affixes the VIN.
- (l) *Series* means a name that a manufacturer applies to a subdivision of a “line” denoting price, size or weight identification and that is used by the manufacturer for marketing purposes.
- (m) *Trailer kit* means a trailer that is fabricated and delivered incomplete but unassembled form and that is designed to be assembled without special machinery or tools.
- (n) *Type* means a class of vehicle distinguished by common traits, including design and purpose. Passenger cars, multipurpose passenger vehicles, trucks, buses, trailers, incomplete vehicles and motorcycles are separate types.
- (o) *VIN* means a series of Arabic numbers and Roman letters that is assigned to a motor vehicle for identification purposes.

§ 565.4 *General requirements.*

- (a) Each vehicle manufactured in one stage shall have a VIN that is assigned by the manufacturer. Each vehicle manufactured in more than one stage shall have a VIN assigned by the incomplete vehicle manufacturer. Vehicle alterers, as specified in 49 CFR 567.7, shall utilize the VIN assigned by the original manufacturer of the vehicle.

- (b) Each VIN shall consist of seventeen (17) characters.
- (c) A check digit shall be part of each VIN. The check digit shall appear in position nine (9) of the VIN, on the vehicle and on any transfer documents containing the VIN prepared by the manufacturer to be given to the first owner for purposes other than resale.
- (d) The VINs of any two vehicles manufactured within a 30-year period shall not be identical.
- (e) The VIN of each vehicle shall appear clearly and indelibly upon either a part of the vehicle, other than the glazing, that is not designed to be removed except for repair or upon a separate plate or label that is permanently affixed to such a part.
- (f) The VIN for passenger cars, multipurpose passenger vehicles and trucks of 4536 kg or less GVWR shall be located inside the passenger compartment. It shall be readable, without moving any part of the vehicle, through the vehicle glazing under daylight lighting conditions by an observer having 20/20 vision (Snellen) whose eye-point is located outside the vehicle adjacent to the left windshield pillar. Each character in the VIN subject to this paragraph shall have a minimum height of 4 mm.
- (g) Each character in each VIN shall be one of the letters in the set: [ABCDEFGHJKLMNPQRSTUVWXYZ] or a numeral in the set: [0123456789] assigned according to the method given in § 565.5. *Note the letters I, O, and Q are not used.*
- (h) All spaces provided for in the VIN must be occupied by a character specified in paragraph (g) of this section.
- (i) The type face utilized for each VIN shall consist of capital, sans-serif characters.

§ 565.5 Motor vehicles imported into the United States.

- (a) Importers shall utilize the VIN assigned by the original manufacturer of the motor vehicle.
- (b) A passenger car certified by a Registered Importer under 49 CFR Part 592 shall have a plate or label that contains the following statement, in characters with a minimum height of 4 mm, with the identification number assigned by the original manufacturer provided in the blank: SUBSTITUTE FOR U.S. VIN: _____ SEE PART 565. The plate or label shall conform to § 565.4 (h) and (i). The plate or label shall be permanently affixed inside the passenger compartment. The plate or label shall be readable, without moving any part of the vehicle, through the vehicle glazing under daylight lighting conditions by an observer having 20/20 vision (Snellen) whose eye-point is located outside the vehicle adjacent to the left windshield pillar. It shall be located in such a manner as not to cover, obscure, or overlay any part of any identification number affixed by the original manufacturer. Passenger cars conforming to Canadian Motor Vehicle Safety Standard 115 are exempt from this paragraph.

§ 565.6 Content requirements.

The VIN shall consist of four sections of characters which shall be grouped accordingly:

The first section shall consist of three characters that occupy positions one through three (1-3) in the VIN. This section shall uniquely identify the manufacturer, make and type of the motor vehicle if its manufacturer produces 500 or more motor vehicles of its type annually. If the manufacturer produces less than 500 motor vehicles of its type annually, these characters along with the third, fourth and fifth characters of the fourth section shall uniquely identify the manufacturer, make and type of the motor vehicle. These characters reassigned in accordance with § 565.7(a).

The second section shall consist of five characters, which occupy positions four through eight (4-8) in the VIN. This section shall uniquely identify the attributes of the vehicle as specified in Table I. For passenger cars, and for multipurpose passenger vehicles and trucks with a gross vehicle weight rating of 4536 kg (10,000 lb) or less, the first and second characters shall be alphabetic and the third and fourth characters shall be numeric. The fifth character may be either alphabetic or numeric. The characters utilized, and their placement within the section, may be determined by the manufacturer, but the specified attributes must be decipherable with information supplied by the manufacturer in accordance with § 565.7(c). In submitting the required information to NHTSA relating to gross vehicle weight rating, the designations in Table II shall be used. The use of these designations within the VIN itself is not required.

The third section shall consist of one character, which occupies position nine (9) in the VIN. This

section shall be the check digit whose purpose is to provide a means for verifying the accuracy of any VIN transcription. After all other characters in VIN have been determined by the manufacturer, the check digit shall be calculated by carrying out the mathematical computation specified in paragraphs (c)(1) through (4) of this section. (1) Assign to each number in the VIN its actual mathematical value and assign to each letter the value specified for it in Table III.

(2) Multiply the assigned value for each character in the VIN by the position weight factor specified in Table IV.

(3) Add the resulting products and divide the total by 11.

(4) The numerical remainder is the check digit. If the remainder is 10 the letter "X" shall be used to designate the check digit. The correct numeric remainder, zero through nine (0-9) or the letter "X," shall appear in VIN position nine (9).

(5) A sample check digit calculation is shown in Table V.

The fourth section shall consist of eight characters, which occupy positions ten through seventeen (10-17) of the VIN. The last five (5) characters of this section shall be numeric for passenger cars and for multipurpose passenger vehicles and trucks with a gross vehicle weight rating of 4536 kg (10,000 lb) or less, and the last four (4) characters shall be numeric for all other vehicles.

(1) The first character of the fourth section shall represent the vehicle model year. The year shall be designated as indicated in Table VI.

(2) The second character of the fourth section shall represent the plant of manufacture.

(3) The third through the eighth characters of the fourth section shall represent the number sequentially assigned by the manufacturer in the production process if the manufacturer produces 500 or more vehicles of its type annually. If the manufacturer produces less than 500 motor vehicles of its type annually, the third, fourth and fifth characters of the fourth section, combined with the three characters of the first section, shall uniquely identify the manufacturer, make and type of the motor vehicle and the sixth, seventh, and eighth characters of the fourth section shall represent the number sequentially assigned by the manufacturer in the production process.

| Table I -Type of Vehicle and Information Decipherable |
|---|
| Passenger car: Line, series, body type, engine type and restraint system type. |
| Multipurpose passenger vehicle: Line, series, body type, engine type, gross vehicle weight rating. |
| Truck: Model or line, series, chassis, cab type, engine type, brake system and gross vehicle weight rating. |
| Bus: Model or line, series, body type, engine type, and brake system. |
| Trailer: including trailer kits and incomplete trailer: Type of trailer, body type, length, and axle configuration. |
| Motorcycle: Type of motorcycle, line, engine type, and net brake horsepower. |
| Incomplete Vehicle other than a trailer: Model or line, series, cab type, engine type and brake system. |

Note to Table I: Engine net brake horsepower when encoded in the VIN shall differ by no more than ten percent from the actual net brake horsepower; shall in the case of motorcycle with an actual net brake horsepower of two or less, be not more than two; and shall be greater than two in the case of a motorcycle with an actual brake horsepower greater than two.

Table II - Gross Vehicle Weight Rating Classes

Class A - Not greater than 1,360 kg (3,000 lb)
 Class B - Greater than 1,360 kg to 1,814 kg (3,001-4,000 lb)
 Class C - Greater than 1,814 kg to 2,268 kg (4,001-5,000 lb)
 Class D - Greater than 2,268 kg to 2,722 kg (5,001-6,000 lb)
 Class E - Greater than 2,722 kg to 31,75 kg (6,001-7,000 lb)
 Class F - Greater than 3,175 kg to 3,629 kg (7,001-8,000 lb)
 Class G - Greater than 3,629 kg to 4,082 kg (8,001-9,000 lb)
 Class H - Greater than 4,082 kg to 4,536 kg (9,001-10,000 lb)
 Class 3 - Greater than 4,536 kg to 6,350 kg (10,001-14,000 lb)
 Class 4 - Greater than 6,350 kg to 7,257 kg (14,001-16,000 lb)
 Class 5 - Greater than 7,257 kg to 8,845 kg (16,001-19,500 lb)
 Class 6 - Greater than 8,845 kg to 11,793 kg (19,501-26,000 lb)
 Class 7 - Greater than 11,793 kg to 14,968 kg (26,001-33,000 lb)
 Class 8 - Greater than 14,968 kg (33,001 lb and over)

Table III - Assigned Values

| | | |
|-------|-------|-------|
| A = 1 | J = 1 | T = 3 |
| B = 2 | K = 2 | U = 4 |
| C = 3 | L = 3 | V = 5 |
| D = 4 | M = 4 | W = 6 |
| E = 5 | N = 5 | X = 7 |
| F = 6 | P = 7 | Y = 8 |
| G = 7 | R = 9 | Z = 9 |
| H = 8 | S = 2 | |

Table IV -VIN Position and Weight Factor

| | |
|------------------------|-------------|
| 1st8 | 11th..... 8 |
| 2nd7 | 12th..... 7 |
| 3rd.....6 | 13th..... 6 |
| 4th5 | 14th..... 5 |
| 5th4 | 15th..... 4 |
| 6th3 | 16th..... 3 |
| 7th2 | 17th..... 2 |
| 8th.....10 | |
| 9th..... (check digit) | |
| 10th..... 9 | |

Check digit calculation worksheet

| | | | | | | | | | | | | | | | | | | | |
|----------------|--|---|----|----|---|----|----|----|----|---|----|----|----|----|----|----|----|----|-------------|
| VIN Positions | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| Sample VIN | | 1 | G | 4 | A | H | 5 | 9 | H | | 5 | G | 1 | 1 | 8 | 3 | 4 | 1 | |
| Assigned Value | | 1 | 7 | 4 | 1 | 8 | 5 | 9 | 8 | | 5 | 7 | 1 | 1 | 8 | 3 | 4 | 1 | (table III) |
| Weight Factor | | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 10 | 0 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | (table IV) |
| Add Products | | 8 | 49 | 24 | 5 | 32 | 15 | 18 | 80 | 0 | 45 | 56 | 7 | 6 | 40 | 12 | 12 | 2 | sum=411 |

Divide sum by 11. i.e: $411/11 = 37 \frac{4}{11}$

The numerator of the fraction is "4," and thus 4 is the "9th" or "check digit" of this VIN

If a calculator (set for two decimal places) is used, the decimal remainder (left columns) and the check digit (right columns) will be as follows:

| | | | | | | | | | | | |
|-------|---|--|-------|---|--|-------|---|--|-------|---|--|
| .00 = | 0 | | .27 = | 3 | | .54 = | 6 | | .81 = | 9 | |
| .09 = | 1 | | .36 = | 4 | | .63 = | 7 | | .90 = | X | |
| .18 = | 2 | | .45 = | 5 | | .72 = | 8 | | | | |

Table VI - Year Codes for VIN

| | | | | |
|-------------|-------------|------------|-------------|-------------|
| 20055 | 2006..... 6 | 2007.....7 | 2008.....8 | 2009..... 9 |
| 2010.....A | 2003..... 3 | 2011.....B | 2012..... C | 2013..... D |

SAMPLE 565 submission

**Joe's Motorcycles
6969 Flower Avenue
Baltimore, MD 21212**

49 CFR Part 565 VIN Submission

To: NHTSA
1200 New Jersey Avenue, SE W43-488
Washington, DC 20590

Date: August 31, 2005

Subject: VIN Decoding Information for Joe's Motorcycles.

In accordance with 49 CFR 565.7(c), Joe's Motorcycles hereby submits Vehicle Identification Number (VIN) decoding information.

| VIN POSITION: | DESCRIPTION: | CODES: |
|---------------|--|--|
| 1,2 & 3 | WMI assigned by SAE | 1 ~ J ~ 9 |
| 4 | Motorcycle Type | H=Hardtail T=Trike B=Bagger M=Mono-shock rear |
| 5 | Body Type | B=Base T=Tour |
| 6 | Engine Type | 2=V2 8=V8 |
| 7 & 8 | Net Brake Horse Power | 65=65 HP 75=75 HP |
| 9 | Check Digit Calculate - SEE 49 CFR 565.4 | |
| 10 | Model Year | 5=2005 |
| 11 | Plant Location | B=Baltimore |
| 12, 13 & 14 | WMI assigned by SAE | 6 ~ 4 ~ 0 |
| 15, 16, & 17 | Sequential Production Number | 001 |

PART 566, Manufacturer Identification

49 CFR 566.1, Scope.

This part requires manufacturers of motor vehicles, and of motor vehicle equipment to which a motor vehicle safety standard applies, to submit identifying information and a description of the items they produce.

49 CFR 566.3, Application.

This part applies to all manufacturers of motor vehicles, and to manufacturers of motor vehicle equipment,

other than tires, to which a motor vehicle safety standard applies (hereafter referred to as “covered equipment.”)

49 CFR 566.4 Definitions.

All terms defined in the Act and the rules and standards issued under its authority are used as defined therein. Specifically, incomplete vehicle, intermediate manufacturer, and final-stage manufacturer are used as defined in 49 CFR Part 568 - *Vehicles Manufactured in Two or More Stages*.

49 CFR 566.5 Requirements.

Each manufacturer of motor vehicles, and each manufacturer of covered equipment, shall furnish the information specified in paragraphs (a) through (c) of this section to: National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE W43-488, Washington, DC 20590.

- (a) Full individual, partnership, or corporate name of the manufacturer.
- (b) Residence address of the manufacturer and State of incorporation if applicable.
- (c) Description of each type of motor vehicle or of covered equipment produced by the manufacturer, including the approximate range of gross vehicle weight ratings for each type motor vehicle.

(1) Except as noted below, the description may be of general types, such as “trailers” or “brake fluid.”

Example “Motorcycle manufacturer, vehicles will have GVWRs from 500 lb to 1,500 lb”

49 CFR 566.6 Submittal of information.

Each manufacturer required to submit information under § 566.5 shall submit the information not later than February 1, 1972. After that date, each person who begins to manufacture a type of motor vehicle or covered equipment for which he has not submitted the required information shall submit the information specified in paragraphs (a) through (c) of § 566.5 not later than 30 days after he begins manufacture. Each manufacturer who has submitted required information shall keep his entry current, accurate and complete by submitting revised information not later than 30 days after the relevant changes in his business occur.

NHTSA acknowledges receipt of such required submissions in the NHTSA part 565, part 566, and WMI sub-databases at: www.nhtsa.dot.gov/cars/rules/manufacture

“%” is the wildcard. Searches should start with the “%” and one word from the middle of the manufacturer’s advertised name.

Because the province appears to be used (in China) as the first word in a manufacturer’s name, Chinese manufacturers may best be found by searching with the “%” sign followed by the second or third word of their corporate names. This convention of using the province as their first name may be dropped when a Chinese manufacturer does business in other countries.

Chinese manufacturers seem to have multiple names (aliases), with different divisions or groups at times appearing as their principal name, when, in reality, the parent company’s legal name may be an entirely different iteration of names on associated documents.

It is correct for manufacturers to present all commercial iterations of its brands, marques,

and legal name (typically using “dba,” “div of,” “subsidiary of,” “etc.”) when submitting information to NHTSA, as required by 49 CFR Part 551, Subpart D, and 49 CFR 566.

After submitting their business information package to NHTSA, Part 566 requires changes and corrections to be submitted to NHTSA within 30 days of such business information change/s.

After assigning WMIs to manufacturers located on foreign soil, a foreign government’s agency provides SAE/NHTSA with data to be appended to the NHTSA WMI database. This data is incorporated (approximately bimonthly) into the NHTSA WMI database at: www.nhtsa.dot.gov/cars/rules/manufacture

NHTSA believes that the manufacturer identified in this WMI database is the sole, legitimate owner of all rights to use that WMI. All subsequent submissions, importation declarations, and business correspondence should include this name.

If desirous of using aliases, a manufacturer should authorize those “aliases” (with signed supporting documentation) by providing additional Part 551, subpart D and Part 566 submissions to NHTSA.

Manufacturer’s products imported under different names (from those registered under the part 565, part 566, and/or WMI databases) may encounter delays during Federal processing of motor vehicle or motor vehicle equipment importations.

SAMPLE 566 Submission

*Any Company, Inc. dba Monster Motorcycles
123 Any Street
Any Town, USA 55555-5555
(555) 555-5555 fax: (555) 555-5556*

49 CFR PART 566, MANUFACTURER IDENTIFICATION

Owner of Company: John and Mary Doe

City of Incorporation: Any company is incorporated in any town, USA

Product Manufactured: Any company builds motorcycles using steel tubing, engines and transmissions purchased from U.S. Suppliers. Sheet metal is manufactured in house on our English wheels and planishing hammers.

Some vehicles are delivered as certified kits with all nuts, bolts and other components required to fully assemble U.S. market motorcycles requiring nothing more than simple hand tools.

GVWR The gross vehicle weight ratings (GVWR) of our products range from 500 lb to 1,050 lb

Signed: *John Doe*

Typed Name John Doe

Capacity of Signatory President, owner **Date** August 31, 2005

SAMPLE 567, Certification label submission for a motorcycle/motor-driven cycle

MANUFACTURED BY: MOTORCYCLE MANUFACTURERS, INC. AKRON, OH AUGUST 2005
GVWR 271 KG (598 LB)
GAWR FT 110 KG (243 LB) WITH 120/70R18 59V TIRE, 18XMT3.00 RIM, AT 290 KPA (42 PSI) COLD
GAWR RR 161 KG (355 LB) WITH 160/60R17 69V TIRE, 17XMT4.00 RIM, AT 290 KPA (42 PSI) COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN XXXXXXXXXXXXXXXXXXXX

TYPE: MOTORCYCLE

49 CFR 567.4 Requirements for manufacturers of motor vehicles.

(a) Each manufacturer of motor vehicles (except vehicles manufactured in two or more stages) shall affix to each vehicle a label, of the type and in the manner described below, containing the statements specified in paragraph (g) of this section.

(b) The label shall, unless riveted, be permanently affixed in such a manner that it cannot be removed without destroying or defacing it.

(e) The label for motorcycles shall be affixed to a permanent member of the vehicle as close as is practicable to the intersection of the steering post with the handlebars, in a location such that it is easily readable without moving any part of the vehicle except the steering system. The lettering on the label shall be of a color that contrasts with the background of the label.

(f) The label shall contain the following statements, in the English language, lettered in block capitals and numerals not less than three thirty-seconds of an inch high, in the order shown:

(1) Name of manufacturer: Except as provided in paragraphs (g)(1) (i), (ii), and (iii) of this section, the full corporate or individual name of the actual assembler of the vehicle shall be spelled out, except that such abbreviations as "Co." or "Inc." and their foreign equivalents, and the first and middle initials of individuals, may be used. The name of the manufacturer shall be preceded by the words "Manufactured by" or "Mfd. by." In the case of imported vehicles, where the label required by this section is affixed by the Registered Importer, the name of the Registered Importer shall also be placed on the label in the manner described in this paragraph, directly below the name of the final assembler.

(i) If a vehicle is assembled by a corporation that is controlled by another corporation that assumes responsibility for conformity with the standards, the name of the controlling corporation may be used.

(ii) If a vehicle is fabricated and delivered in complete but unassembled form, such that it is designed to be assembled without special machinery or tools, the fabricator of the vehicle may affix the label and name itself as the manufacturer for the purposes of this section.

(2) Month and year of manufacture: This shall be the time during which work was completed at the place of main assembly of the vehicle. It may be spelled out, as "June 1970," or expressed in numerals, as "6/70."

(3) "Gross Vehicle Weight Rating" or "GVWR," followed by the appropriate value in pounds, which shall not be less than the sum of the unloaded vehicle weight, rated cargo load, and 150 pounds times the vehicle's designated seating capacity.

(4) "Gross Axle Weight Rating" or "GAWR," followed by the appropriate value in pounds for each axle.

(5) The statement: "This vehicle conforms to all applicable Federal motor vehicle safety standards in effect on the date of manufacture shown above." The expression "U.S." or "U.S.A." may be inserted before the word "Federal."

(6) Vehicle identification number.

(7) The type classification of the vehicle as defined in § 571.3 of this chapter (e.g., motorcycle, passenger car, truck, MPV, bus, trailer, etc).

SAMPLE Tire Registration Postcard

IMPORTANT

In case of a recall, we can reach you only if we have your name and address. You **MUST** send in this card to be on our recall list.

Do it today.

Approved through 5-31-85.
OMB No. 2127-0050

A

SHADED AREAS MUST BE FILLED IN BY SELLER

| | | TIRE IDENTIFICATION NUMBERS | | | | | | | | | | | |
|--------------------------------|-------|-----------------------------|---|---|---|---|---|---|---|---|---|----|----|
| | | QTY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| CUSTOMER'S NAME (Please Print) | | | | | | | | | | | | | |
| CUSTOMER'S ADDRESS | | | | | | | | | | | | | |
| CITY | STATE | ZIP CODE | | | | | | | | | | | |
| NAME OF DEALER WHICH SOLD TIRE | | | | | | | | | | | | | |
| DEALER'S ADDRESS | | | | | | | | | | | | | |
| CITY | STATE | ZIP CODE | | | | | | | | | | | |

Procure these postcards from your tire supplier. Tire manufacturer's name and address (or its agent) shall be printed on reverse side of the form

49 CFR 574.9 Requirements for motor vehicle dealers.

(b) Each person selling a motor vehicle to first purchasers for purposes other than resale, that is equipped with new tires that were not on the motor vehicle when shipped by the vehicle manufacturer is considered a tire dealer for purposes of this part and shall meet the requirements specified in § 574.8.

49 CFR 574.10 Requirements for motor vehicle manufacturers.

Each motor vehicle manufacturer, or his designee, shall maintain a record of the new tires on or in each vehicle shipped by him or a motor vehicle distributor or dealer, and shall maintain a record of the name and address of the first purchaser for purposes other than resale of each vehicle equipped with such tires. These records shall be maintained for a period of not less than three years from the date of sale of the vehicle to the first purchaser for purposes other than resale.

49 CFR 575.6 Consumer information requirements.

The following statement must appear in the owner's manual or if there is no owner's manual, on a one-page document. The page on which the statement appears must be listed in the TABLE OF CONTENTS of the owner's manual under "Reporting Safety Defects."

PART 575.6, CONSUMER INFORMATION

Any Company, Inc.
123 Any Street
Any Town, Any State, Any ZIP

Reporting Safety Defects

If you believe that your vehicle has a defect which could cause serious injury or death, you should immediately contact the National Highway Traffic Safety Administration (NHTSA) in addition to notifying *Any company, Inc.*

If NHTSA receives similar complaints, it may open an investigation and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign.

However, NHTSA cannot become involved in any individual problems between you, your dealer or *Any Company, Inc.*

To contact NHTSA you may call the Auto Safety Hotline toll-free within the United States on 1-800-424-9393 or write to:

NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, DC 20590

49 CFR 576.1 Record retention

Each manufacturer of motor vehicles shall retain all records described in §576.6 for a period of five years. Records to be retained by manufacturers under this part include all documentary materials, films, tapes, and other information-storing media that contain information concerning malfunctions that may be related to motor vehicle safety. Such records include, but are not limited to, communications from vehicle users and memoranda of user complaints; reports and other documents, including material generated or communicated by computer, fax or other electronic means, that are related to work performed under, or claims made under, warranties; service reports or similar documents, including electronic transmissions, from dealers or manufacturer's field personnel; and any lists, compilations, analyses, or discussions of such malfunctions contained in internal or external correspondence of the manufacturer, including communications transmitted electronically.

49 CFR Part 579, Reporting of Information and Communications about Potential

Defects, has specific requirements for manufacturers whose products have caused a death or for manufacturers of motor vehicle producing more than 500 vehicles in one year.

<http://www-odi.nhtsa.dot.gov/ewr/ewr.cfm>

Motorcycle manufacturers should ensure that suppliers, the manufacturers of components it purchases (components covered by FMVSS), are registered with the NHTSA as exemplified by the following chart:

| Information that must be submitted to NHTSA or applied to product by all motor vehicle or motor vehicle equipment manufacturers (equipment covered by FMVSS) offering products for use in the USA NOTE: Foreign motor vehicle equipment manufacturers (equipment covered by FMVSS) must designate an “Agent for Service of Process” before offering products for importation in the USA. | | |
|---|---|---|
| Motor Vehicle Manufacturers (including Final Stage and Alterers) or Motor Vehicle Equipment Manufacturers | Required Submissions | Certification of Compliance |
| Domestic motor vehicles | Part 565, Part 566 (<i>Part 565 not required of final stage manufacturers or alterers</i>) | Must attach Part 567 Certification Label to vehicle; final stage manufacturers and alterers must attach labels respectively § 567.5 and § 567.7 |
| Foreign motor vehicles | Part 551 Subpart C, Part 565, Part 566 (<i>Part 565 not required of final stage manufacturers or alterers</i>) | Must attach Part 567 Certification Label to vehicle: final stage manufacturers and alterers must attach labels respectively § 567.5 and § 567.7 |
| Domestic manufacturers of brake hose, brake hose assemblies, lamps, (other than passenger car) rims, MC helmets | Part 566, Brake hose and brake hose assembly manufacturers must also file their designation (symbol) with NHTSA | DOT symbol and manufacturer’s designation (symbol) on product |
| Foreign manufacturers of brake hose, brake hose assemblies, lamps, (other than passenger car) rims, MC helmets | Part 551 Subpart C, Part 566, Brake hose and brake hose assembly manufacturers must also file their designation (symbol) with NHTSA | DOT symbol and manufacturer’s designation (symbol) on product |
| Domestic manufacturers of glazing, new tires, passenger car retreaded tires | Part 566 (glazing), Part 574.6 (tires) Must secure an identifier from NHTSA to label products | DOT symbol and manufacturer’s identifier on product |
| Foreign manufacturers of glazing, new tires, passenger car retreaded tires | Part 551 Subpart C, Part 566 (glazing), Part 574.6 (tires) Must secure an identifier from NHTSA to label products | DOT symbol and manufacturer’s identifier on product |

FMVSS No. 108, Lamps, reflective devices, and associated equipment.

S3. Application.

This standard applies to:

(a) Passenger cars, multipurpose passenger vehicles, trucks, buses, trailers (except pole trailers and trailer converter dollies), and motorcycles;

S5.1.1 Except as provided in succeeding paragraphs of this S5.1.1, each vehicle shall be equipped with at least the number of lamps, reflective devices, and associated equipment specified in Tables I and III and S7, as applicable. Required equipment shall be designed to conform to the SAE Standards or Recommended Practices referenced in those tables. Table I applies to multipurpose passenger vehicles, trucks, trailers, and buses, 80 or more inches in overall width. Table III applies to passenger cars and motorcycles and to multipurpose passenger vehicles, trucks, trailers, and buses, less than 80 inches in overall width.

S5.1.1.7 A motorcycle turn signal lamp need meet only one-half of the minimum photometric values specified in Table 1 and Table 3 of SAE J588 NOV84 Turn Signal Lamps.

S5.1.1.25 Each turn signal lamp on a motorcycle shall have an effective projected luminous lens area of not less than 2258 square mm. (3 1/2 square inches).

S5.3 Location of required equipment. Except as provided in paragraphs S5.3.2, S5.7, and S7, each lamp, reflective device, and item of associated equipment shall be securely mounted on a rigid part of the vehicle other than glazing that is not designed to be removed except for repair, in accordance with the requirements

of Table I and Table III, as applicable, and in the location specified in Table II (multipurpose passenger vehicles, trucks, trailers, and buses 80 or more inches in overall width) or Table IV (all passenger cars, and motorcycles, and multipurpose passenger vehicles, truck, trailers and buses less than 80 inches in overall width), as applicable.

S5.5.7 On each passenger car and motorcycle, and on each multipurpose passenger vehicle, truck, and bus of less than 80 inches overall width:

- (a) When the parking lamps are activated, the tail lamps, license plate lamps, and side marker lamps shall also be activated; and
- (b) When the headlamps are activated in a steady-burning state, the tail lamps, parking lamps, license plate lamps and side marker lamps shall also be activated.
- (c) A motorcycle headlamp may be wired to allow either its upper beam or its lower beam, but not both, to modulate from a higher intensity to a lower intensity in accordance with section S5.6;
- (d) All other lamps shall be wired to be steady-burning.

S5.8.9 Each turn signal lamp manufactured to replace a turn signal lamp (on a motorcycle) that was designed to conform to SAE Standard J588d, Turn Signal Lamps, June 1966, may also be designed to conform to J588d. S6.1 SAE Standards and Recommended Practices sub-referenced by the SAE Standards and Recommended Practices included in Tables I and III and paragraphs S5.1.4 and S5.5.1 are those published in the 1970 edition of the SAE Handbook, except that the SAE standard referred to as "J575" is J575e, Tests for Motor Vehicle Lighting Devices and Components, August 1970, for stoplamps designed to conform to SAE Standards J586c, J586 FEB84, and J1398 MAY85; for taillamps designed to conform to SAE Standards J585d and J585e; for turn signal lamps designed to conform to SAE Standards J588e, J588 NOV84, and J1395 APR85; and for high-mounted stoplamps designed to conform to SAE Recommended Practice J186a. The reference in J585e to J256 does not apply. For headlamps other than motorcycle headlamps, unless otherwise specified in this standard, the version of SAE Standard J575 is DEC88, and the version of SAE Standard J602 is OCT80. The definition of "optically combined" in SAE Information Report J387 terminology--Motor Vehicle Lighting NOV87, applies to that term as used in J586c and J588e. S7.9 Motorcycles. Each motorcycle shall be equipped with a headlighting system designed to conform to the following requirements.

S7.9.1 A motorcycle manufactured before September 1, 2000, may be equipped with--

- (a) A headlighting system designed to conform to SAE Standard J584 Motorcycle Headlamps April 1964, or to SAE Standard J584 April 1964 with the photometric specifications of Figure 32 and the upper beam aimability specifications of paragraph S7.9.3; or
- (b) One half of any headlighting system specified in S7.1 through S7.6, which provides both a full upper beam and full lower beam. Where more than one lamp must be used, the lamps shall be mounted vertically, with the lower beam as high as practicable.

S7.9.2 A motorcycle manufactured on or after September 1, 2000, shall be equipped with--

- (a) A headlighting system designed to conform to SAE Standard J584 Motorcycle Headlamps April 1964 with the photometric specifications of Figure 32 and the upper beam aimability specifications of paragraph S7.9.3; or

- (b) A headlighting system that conforms to S7.9.1(b).

S7.9.3 The upper beam of a multiple beam headlamp designed to conform to the photometric requirements of Figure 32 shall be aimed photoelectrically during the photometric test in the manner prescribed in SAE Standard J584 OCT93 Motorcycle Headlamps.

S7.9.4 Motorcycle headlamp modulation system.

S7.9.4.1 A headlamp on a motorcycle may be wired to modulate either the upper beam or the lower beam from its maximum intensity to a lesser intensity, provided that:

- (a) The rate of modulation shall be 240 \pm 40 cycles per minute.
- (b) The headlamp shall be operated at maximum power for 50 to 70 percent of each cycle.
- (c) The lowest intensity at any test point shall be not less than 17 percent of the maximum intensity measured at the same point.
- (d) The modulator switch shall be wired in the power lead of the beam filament being modulated and not in the ground side of the circuit.
- (e) Means shall be provided so that both the lower beam and upper beam remain operable in the event of a modulator failure.

(f) The system shall include a sensor mounted with the axis of its sensing element perpendicular to a horizontal plane. Headlamp modulation shall cease whenever the level of light emitted by a tungsten filament light operating at 3000[deg] Kelvin is either less than 270 lux (25 foot-candles) of direct light for upward pointing sensors or less than 60 lux (5.6 foot-candles) of reflected light for downward pointing sensors. The light is measured by a silicon cell type light meter that is located at the sensor and pointing in the same direction as the sensor. A Kodak Gray Card (Kodak R-27) is placed at ground level to simulate the road surface in testing downward pointing sensors.

(g) When tested in accordance with the test profile shown in Figure 9, the voltage drop across the modulator when the lamp is on at all test conditions for 12 volt systems and 6 volt systems shall not be greater than .45 volt. The modulator shall meet all the provisions of the standard after completion of the test profile shown in Figure 9.

(h) Means shall be provided so that both the lower and upper beam function at design voltage when the headlamp control switch is in either the lower or upper beam position when the modulator is off.

S7.9.4.2(a) Each motorcycle headlamp modulator not intended as original equipment, or its container, shall be labeled with the maximum wattage, and the minimum wattage appropriate for its use. Additionally, each such modulator shall comply with S7.9.4.1 (a) through (g) when connected to a headlamp of the maximum rated power and a headlamp of the minimum rated power, and shall provide means so that the modulated beam functions at design voltage when the modulator is off.

(b) Instructions, with a diagram, shall be provided for mounting the light sensor including location on the motorcycle, distance above the road surface, and orientation with respect to the light.

S7.9.5 Each replaceable bulb headlamp that is designed to meet the photometric requirements of paragraph S7.9.1(a) or paragraph S7.9.2(a) and that is equipped with a light source other than a replaceable light source meeting the requirements of paragraph S7.7, shall have the word "motorcycle" permanently marked on the lens in characters not less than 0.114 in. (3 mm) in height.

S7.9.6 A headlamp system shall be installed on a motorcycle in accordance with the requirements of this paragraph.

S7.9.6.1 The headlamp system shall be located on the front of the motorcycle.

S7.9.6.2 (a) If the system consists of a single headlamp, it shall be mounted on the vertical centerline of the motorcycle. If the headlamp contains more than one light source, each light source shall be mounted on the vertical centerline with the upper beam no higher than the lower beam, or horizontally disposed about the vertical centerline and mounted at the same height. If the light sources are horizontally disposed about the vertical centerline, the distance between the closest edges of the effective projected luminous lens area in front of the light sources shall not be greater than 200 mm (8 in.).

(b) If the system consists of two headlamps, each of which provides both an upper and lower beam, the headlamps shall be mounted either at the same height and symmetrically disposed about the vertical centerline or mounted on the vertical centerline. If the headlamps are horizontally disposed about the vertical centerline, the distance between the closest edges of their effective projected luminous lens areas shall not be greater than 200 mm (8 in.).

(c) If the system consists of two headlamps, one of which provides an upper beam and one of which provides the lower beam, the headlamps shall be located on the vertical centerline with the upper beam no higher than the lower beam, or horizontally disposed about the vertical centerline and mounted at the same height. If the headlamps are horizontally disposed about the vertical centerline, the distance between the closest edges of their effective projected luminous lens areas shall not be greater than 200 mm (8 in.).

| TABLE III ---Required Motor Vehicle Lighting Equipment | | | | |
|--|--|----------------|--------------------------|--|
| All Passenger Cars and Motorcycles, and Multipurpose Passenger Vehicles, Trucks, | | | | Buses, and Trailers of |
| Less Than 80 (2032) Inches (mm) Overall Width | | | | |
| Item | Passenger cars, multipurpose passenger vehicles, trucks, and buses | Trailers | Motorcycles | Applicable SAE standard or recommended practice (See S5 for subreferenced SAE materials) |
| Headlamps | See S7 | None | See S7.9 | J566 January 1960. |
| Taillamps | 2 red | 2 red | 1 red | J585e, September 1977. |
| Stoplamps | 2 red | 2 red | 1 red | SAE J586, February 1984. |
| High-mounted stoplamp | 1 red | Not required | Not required | J186a, September 1977. |
| License plate lamp | 1 white | 1 white. | 1 white | J587, October 1981. |
| Parking lamps | 2 amber or white | None | None | J222, December 1970. |
| Reflex reflectors | 4 red; 2 amber | 4 red; 2 amber | 3 red; 2 amber | J594f, January 1977. |
| Intermediate side reflex reflectors | 2 amber | 2 amber | None | J594f, January 1977. |
| Intermediate side marker lamps | 2 amber | 2 amber | None | J592e, July 1972. |
| Side marker lamps | 2 red; 2 amber | 2 red; 2 amber | None | J592e, July 1972. |
| Backup lamp | 1 white | None | None | J593c, February 1968. |
| Turn signal lamps | 2 red or amber; 2 amber. | 2 red or amber | 2 amber; 2 red or amber. | SAE J588, November 1984. |
| Turn signal operating unit | 1 | None | 1 | J589, April 1964. |
| Turn signal flasher | 1 | None | 1 | J590b, October 1965. |
| Vehicular hazard warning signal operating unit. | 1 | None | None | J910, January 1966. |
| Vehicular hazard warning signal flasher. | 1 | None | None | J945, February 1966. |

| Table IV—Location of Required Equipment | | | |
|---|---------------|--|--|
| All Passenger Cars and Motorcycles, and Multipurpose Passenger Vehicles, Trucks, Buses, and Trailers of Less Than 80 inches (2032 mm) Overall Width | | | |
| Item | Location on - | | Height above road surface measured from center of item on vehicle at curb weight |
| | | Passenger cars, multipurpose passenger vehicles, trucks, trailers, and buses | |
| | | | |

| | | | |
|-----------------------|---|--|--|
| headlamps | On the front, each headlamp providing the lower beam, at the same height, 1 on each side of the vertical centerline, each headlamp providing the upper beam, at the same height, 1 on each side of the vertical Center-line, as far apart as practicable. See also S7. | See S7.9 | Not less than 22 inches (55.9 cm) nor more than 54 inches (137.2 cm). |
| Taillamps | On the rear--1 on each side of the vertical centerline, at the same height, and as far apart as practicable. | On the rear--on the vertical centerline except that if two are used, they shall be symmetrically disposed about the vertical centerline. | Not less than 15 inches, nor more than 72 inches. |
| Stoplamps | On the rear--1 on each side of the vertical centerline, at the same height, and as far apart as practicable. | On the rear--on the vertical centerline except that if two are used, they shall be symmetrically disposed about the vertical centerline. | Not less than 15 inches, nor more than 72 inches. |
| High-mounted stoplamp | On the rear, on the vertical centerline [See S5.1.1.27, S5.3.1.8, and Table III], effective September 1, 1985, for passenger cars only. | Not required | See S5.3.1.8 for passenger cars. Not less than 34 inches for multipurpose passenger vehicles, trucks, and buses. |
| License plate lamp | At rear license plate, to illuminate the plate from the top or sides. | At rear license plate | No requirement. |
| Parking lamps | On the front--1 on each side of the vertical centerline, at the same height, and as far apart as practicable. | Not required | Not less than 15 inches, nor more than 72 inches. |
| Reflex reflectors | On the rear--1 red on each side of vertical centerline, at the same height, and as far apart as practicable. On each side--1 red as far to the rear practicable, and 1 amber as far to the front as practicable. | On the rear--1 red on the vertical centerline except that, if two are used on the rear, they shall be symmetrically disposed about the vertical centerline. On each side--1 red as far to the rear as practicable, and 1 amber as far to the front as practicable. | Not less than 15 inches, nor more than 60 inches. |
| Backup lamp | On the rear | Not required | No requirement. |
| Turn signal lamps | At or near the front-1 amber on each side of the vertical centerline at the same height, and as far apart as practicable. On the rear--1 red or amber on each side of the vertical centerline, at the same height, and as far apart as practicable. On each side--1 red as far to the rear as practicable, and 1 amber as far to the front as practicable. | At or near the front--1 amber on each side of the vertical centerline, at the same height, and having a minimum horizontal separation distance (centerline of lamps) of 16 inches. Minimum edge to edge separation distance between lamp and headlamp is 4 inches. At or near the rear--1 red or amber on each side of the vertical centerline, at the same height and having a minimum horizontal separation distance (centerline to centerline of lamps) of 9 inches. Minimum edge to edge separation distance between lamp and tail or stop lamp is 4-inches, when a single stop and taillamp is installed on | Not less than 15 inches, nor more than 83 inches. |

Notes:

(1) The term overall width refers to the nominal design dimension of the widest part of the vehicle, exclusive of signal lamps, marker lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determine with doors and windows closed, and the wheels in the straight-ahead position. This supersedes the interpretation of the term "overall width" appearing in the Federal Register of March 1, 1967 (32 FR 3390).

(2) Paragraph S3.1 and Tables I and III of Sec. 571.108 as amended (32 FR 18033, Dec. 16, 1967), specify that certain lamp assemblies shall conform to applicable SAE Standards. Each of these basically referenced standards sub-references both SAE Standard J575 (tests for motor vehicle lighting devices and components) which in turn references SAE Standard J573 on bulbs, and SAE Standard J567 on bulb sockets.

(3) Paragraph C of SAE Standard J575 states in part: "Where special bulbs are specified, they should be submitted with the devices and the same or similar bulbs used in the tests and operated at their rated mean spherical candlepower." The Administrator has determined that this provision of SAE Standard J575 permits the use of special bulbs, including tubular-type bulbs, which do not conform to the detailed requirements of Table I of SAE Standard J573. It follows that the sockets for special bulbs need not conform to the detailed requirements of SAE Standard J567. These provisions for special bulbs in no way except the lamp assemblies from meeting all performance requirements specified in Federal Standard No. 108, including those specified in the basically referenced SAE Standards, and in the sub-referenced SAE Standard J575.

FMVSS No.122, *Motorcycle brake systems.*

S1. Scope. This standard specifies performance requirements for motorcycle brake systems.

S2. Purpose. The purpose of the standard is to insure safe motorcycle braking performance under normal and emergency conditions.

S3. Application. This standard applies to motorcycles.

S4. Definitions.

Braking interval means the distance measured from the start of one brake application to the start of the next brake application.

Initial brake temperature means the temperature of the hottest service brake of the vehicle 0.2 mile before any brake application.

Skid number means the frictional resistance of a pavement measured in accordance with American Society for Testing and Materials (ASTM) Method E-274-70 (as revised July, 1974) at 40 mph, omitting water delivery as specified in paragraphs 7.1 and 7.2 of that method.

Stopping distance means the distance traveled by a vehicle from the start of the brake application to the point where the vehicle stops.

Split service brake system means a brake system consisting of two or more subsystems actuated by a single control designed so that a leakage-type failure of a pressure component in a single subsystem (except structural failure of a housing that is common to all subsystems) shall not impair the operation of the other subsystem(s).

S5. Requirements.

Each motorcycle shall meet the following requirements under the conditions specified in S6, when tested according to the procedures and in the sequence specified in S7. Corresponding test procedures of S7 are indicated in parentheses. If a motorcycle is incapable of attaining a specified speed, its service brakes shall be capable of stopping the vehicle from the multiple of 5 m.p.h. that is 4 m.p.h. to 8 m.p.h. less than the speed attainable in 1 mile, within stopping distances that do not exceed the stopping distances specified in Table 1.

S5.1 Required equipment--split service brake system. Each motorcycle shall have either a split service brake system or two independently actuated service brake systems.

S5.1.1 Mechanical service brake system. Failure of any component in a mechanical service brake system shall not result in a loss of braking ability in the other service brake system on the vehicle.

S5.1.2 Hydraulic service brake system. A leakage failure in a hydraulic service brake system shall not result in a loss of braking ability in the other service brake system on the vehicle. Each motorcycle equipped with a hydraulic brake system shall have the equipment specified in S5.1.2.1 and S5.1.2.2.

S5.1.2.1 Master cylinder reservoirs. Each master cylinder shall have a separate reservoir for each brake circuit, with each reservoir filler opening having its own cover, seal, and cover retention device. Each reservoir shall have a minimum capacity equivalent to one and one-half times the total fluid displacement resulting when all the wheel cylinders or caliper pistons serviced by the reservoir move from a new lining, fully retracted position to a fully worn, fully applied position. Where adjustment is a factor, the worst condition of adjustment shall be used for this measurement.

S5.1.2.2 Reservoir labeling. Each motorcycle shall have a brake fluid warning statement that reads as follows, in letters at least three thirty-seconds of an inch high:

Warning: Clean filler cap before removing. Use only ----- fluid from a sealed container. (Inserting the recommended type of brake fluid as specified in 49 CFR 571.116, e.g., DOT 3.)

The lettering shall be:--

- (a) Permanently affixed, engraved, or embossed;
- (b) Located so as to be visible by direct view, either on or within 4 inches of the brake-fluid reservoir filler plug or cap; and
- (c) Of a color that contrasts with its background, if it is not engraved or embossed.

S5.1.3 Split service brake system. In addition to the equipment required by S5.1.2 each motorcycle equipped with a split service brake system shall have a failure indicator lamp as specified in S5.1.3.1.

S5.1.3.1 Failure indicator lamp.

(a) One or more electrically operated service brake system failure indicator lamps that is mounted in front of and in clear view of the driver, and that is activated--

(1) In the event of pressure failure in any part of the service brake system, other than a structural failure of either a brake master cylinder body in a split integral body type master cylinder system or a service brake system failure indicator body, before or upon application of not more than 20 pounds of pedal force upon the service brake.

(2) Without the application of pedal force, when the level of brake fluid in a master cylinder reservoir drops to less than the recommended safe level specified by the manufacturer or to less than one-half the fluid reservoir capacity, whichever is the greater.

(b) All failure indicator lamps shall be activated when the ignition switch is turned from the "off" to the "on" or to the "start" position.

(c) Except for the momentary activation required by S5.1.3.1(b), each indicator lamp, once activated, shall remain activated as long as the condition exists, whenever the ignition switch is in the "on" position. An indicator lamp activated when the ignition is turned to the "start" position shall be deactivated upon return of the switch to the "on" position unless a failure exists in the service brake system.

(d) Each indicator lamp shall have a red lens with the legend "Brake Failure" on or adjacent to it in letters not less than three thirty-seconds of an inch high that shall be legible to the driver in daylight when lighted.

S5.1.4 Parking brake. Each three-wheeled motorcycle shall be equipped with a parking brake of a friction type with a solely mechanical means to retain engagement.

S5.1.5 Other requirements. The brake system shall be installed so that the lining thickness of drum brake shoes may be visually inspected, either directly or by use of a mirror without removing the drums, and so that disc brake friction lining thickness may be visually inspected without removing the pads.

S5.2 Service brake system--first (preburnish) effectiveness.

S5.2.1 Service brake system. The service brakes shall be capable of stopping the motorcycle from 30 m.p.h. and 60 m.p.h. within stopping distances which do not exceed the stopping distances specified in Column I of Table I (S7.3.1).

S5.2.2 Partial service brake system. Each independently actuated service brake system on each motorcycle shall be capable of stopping the motorcycle from 30 m.p.h. and 60 m.p.h. within stopping distances which do not exceed the stopping distances specified in Column II of Table I (S7.3.2).

S5.3 Service brake system--second effectiveness. The service brakes shall be capable of stopping the motorcycle from 30 m.p.h., 60 m.p.h., 80 m.p.h., and the multiple of 5 m.p.h. that is 4 m.p.h. to 8 m.p.h. less than the speed attainable in 1 mile if this speed is 95 m.p.h. or greater, within stopping distances that do not exceed the stopping distances specified in Column III of Table I (S7.5).

S5.4 Service brake system--fade and recovery. These requirements do not apply to a motor-driven cycle whose speed attainable in 1 mile is 30 m.p.h. or less.

S5.4.1 Baseline check--minimum and maximum pedal forces. The pedal and lever forces used in establishing the fade baseline check average shall be within the limits specified in S6.10 (S7.6.1).

S5.4.2 Fade. Each motorcycle shall be capable of making 10 fade stops from 60 m.p.h. at not less than 15 f.p.s.p.s. for each stop (S7.6.2).

S5.4.3 Fade recovery. Each motorcycle shall be capable of making five recovery stops with a pedal force that does not exceed 400 Newtons (90 pounds), and a hand lever force that does not exceed 245 Newtons (55 pounds) for any of the first four recovery stops and that for the fifth recovery stop, is within, plus 89 Newtons (20 pounds) and minus 44 Newtons (10 pounds) of the fade test baseline check average force (S7.6.3), but not less than 0 Newtons (0 pounds).

S5.5 Service brake system--final effectiveness. These requirements do not apply to a motor-driven cycle whose speed attainable in 1 mile is 30 mph or less.

S5.5.1 Service brake system. The service brakes shall be capable of stopping the motorcycle in a manner that complies with S5.3 (S7.8.1).

S5.5.2 Hydraulic service brake system--partial failure. In the event of a pressure component leakage failure, other than a structural failure of either a brake master cylinder body in a split integral body type master cylinder system or a service brake system failure indicator body, the remaining portion of the service brake system shall continue to operate and shall be capable of stopping the motorcycle from 30 m.p.h. and 60 m.p.h. within stopping distances that do not exceed the stopping distances specified in Column IV of Table I (S7.8.2).

S5.6 Parking brake system. The parking brake system shall be capable of holding the motorcycle stationary (to the limits of traction of the braked wheels), for 5 minutes, in both forward and reverse directions, on a 30 percent grade, with an applied force of not more than 90 pounds for a foot-operated system and 55 pounds for a hand-operated system (S7.9).

S5.7 Service brake system--water recovery.

S5.7.1 Baseline check. The pedal and lever forces used in establishing the water recovery baseline check average shall be within the limits specified in S6.10 (S7.10.1).

S5.7.2 Water recovery test. Each motorcycle shall be capable of making five recovery stops with a pedal force that does not exceed 400 Newtons (90 pounds), and hand lever force that does not exceed 245 Newtons (55 pounds), for any of the first four recovery stops, and that for the fifth recovery stop, is within, plus 89 Newtons (20 pounds) and minus 44 Newtons (10 pounds) of the water recovery baseline check average force (S7.10.2), but not less than 0 Newtons (0 pounds).

S5.8 Service brake system design durability. Each motorcycle shall be capable of completing all braking requirements of S5 without detachment of brake linings from the shoes or pad, detachment or fracture of any brake system components, or leakage of fluid or lubricant at the wheel cylinder, and master cylinder reservoir cover, seal, or retention device (S7.11).

S6 Test conditions.

The requirements of S5 shall be met under the following conditions. Where a range of conditions is specified, the motorcycle shall be capable of meeting the requirements at all points within the range.

S6.1 Vehicle weight. Motorcycle weight is unloaded vehicle weight plus 200 pounds (including driver and instrumentation), with the added weight distributed in the saddle or carrier if so equipped.

S6.2 Tire inflation pressure. Tire inflation pressure is the pressure recommended by the manufacturer for the vehicle weight specified in paragraph S6.1.

S6.3 Transmission. Unless otherwise specified, all stops are made with the clutch disengaged.

S6.4 Engine. Engine idle speed and ignition timing settings are according to the manufacturer's recommendations. If the vehicle is equipped with an adjustable engine speed governor, it is adjusted according to the manufacturer's recommendation.

S6.5 Ambient temperature. The ambient temperature is between 32 [deg]F. and 100 [deg]F.

S6.6 Wind velocity. The wind velocity is zero.

S6.7 Road surface. Road tests are conducted on level roadway having a skid number of 81. The roadway is 8 feet wide for two-wheeled motorcycles, and overall vehicle width plus 5 feet for three-wheeled motorcycles. The parking brake test surface is clean, dry, smooth Portland cement concrete.

S6.8 Vehicle position. The motorcycle is aligned in the center of the roadway at the start of each brake application. Stops are made without any part of the motorcycle leaving the roadway and without lockup of any wheel.

S6.9 Thermocouples. The brake temperature is measured by plug-type thermocouples installed in the approximate center of the facing length and width of the most heavily loaded shoe or disc pad, one per brake, as shown in Figure 1.

S6.10 Brake actuation forces. Except for the requirements of the fifth recovery stop in S5.4.3 and S5.7.2 (S7.6.3 and S7.10.2), the hand lever force is not less than 10 Newtons (2.3 pounds) and not more than 245 Newtons (55 pounds) and the foot pedal force is not less than 25 Newtons (5.6 pounds) and not more than 400 Newtons (90 pounds). The point of initial application of the lever forces is 1.2 inches from the end of the brake lever grip. The direction of the force is perpendicular to the handle grip on the plane along which the brake lever rotates, and the point of application of the pedal force is the center of the foot contact pad of the brake pedal. The direction of the force is perpendicular to the foot contact pad on the plane along which the brake pedal rotates, as shown in Figure 2.

S7. Test procedures and sequence.

Each motorcycle shall be capable of meeting all the requirements of this standard when tested according to the procedures and in the sequence set forth below without replacing any brake system part, or making any adjustments to the brake system other than as permitted in S7.4. A motorcycle shall be deemed to comply with S5.2, S5.3 and S5.5 if at least one of the stops specified in S7.3, S7.5 and S7.8 is made within the stopping distances specified in Table I.

S7.1 Braking warming. If the initial brake temperature for the first stop in a test procedure (other than S7.10) has not been reached, heat a general check of test instrumentation by making not more than 10 stops from a speed of not more than 30 m.p.h. at a deceleration of not more than 10 f.p.s.p.s. If test instrument repair, replacement, or adjustment is necessary, make not more than 10 additional stops after such repair, replacement or adjustment.

S7.3 Service brake system--first (preburnished) effectiveness test.

S7.3.1 Service brake system. Make six stops from 30 m.p.h. and then six stops from 60 m.p.h. with an initial brake temperature between 130 [deg]F. and 150 [deg]F.

S7.3.2 Partial service brake system. For a motorcycle with two independently actuated service brake systems, repeat S7.3.1 using each service brake system individually.

S7.4 Service brake system--burnish procedure. Burnish the brakes by making 200 stops from 30 m.p.h. at 12 f.p.s.p.s. The braking interval shall be either the distance necessary to reduce the initial brake temperature to between 130 [deg]F. and 150 [deg]F. or 1 mile, whichever occurs first. Accelerate at maximum rate to 30 m.p.h. immediately after each stop and maintain that speed until making the next stop. After burnishing adjust the brakes in accordance with the manufacturer's recommendation.

S7.5 Service brake system--second effectiveness test. Repeat S7.3.1. Then, make four stops from 80 m.p.h. and four stops from the multiple of 5 m.p.h. that is 4 m.p.h. to 8 m.p.h. less than the speed attainable in 1 mile if that speed is 95 m.p.h. or greater.

S7.6 Service brake system--fade and recovery test. These requirements do not apply to a motor-driven cycle whose speed attainable in 1 mile is 30 m.p.h. or less.

S7.6.1 Baseline check stops. Make three stops from 30 m.p.h. at 10 to 11 f.p.s.p.s. for each stop. Compute the average of the maximum brake pedal forces and the maximum brake lever forces required for the three stops.

S7.6.2 Fade stops. Make 10 stops from 60 m.p.h. at not less than 15 f.p.s.p.s. for each stop. The initial brake temperature before the first brake application shall be between 130 [deg]F. and 150 [deg]F. Initial brake temperatures before brake applications for subsequent stops shall be those occurring at the distance intervals. Attain the required deceleration as quickly as possible and maintain at least this rate for not less than three-fourths of the total stopping distance for each stop. The interval between the starts of service brake applications shall be 0.4 mile. Drive 1 mile at 30 m.p.h. after the last fade stop and immediately conduct the recovery test specified in S7.6.3.

S7.6.3 Recovery test. Make five stops from 30 m.p.h. at 10 to 11 f.p.s.p.s. for each stop. The braking interval shall not be more than 1 mile. Immediately after each stop accelerate at maximum rate to 30 m.p.h. and maintain that speed until making the next stop.

S7.7 Service brake system--reburnish. Repeat S7.4 except make 35 burnish stops instead of 200 stops. Brakes may be adjusted after reburnish if no tools are used. These requirements do not apply to a motor-driven cycle whose speed attainable in 1 mile is 30 m.p.h. or less.

S7.8 Service brake system--final effectiveness test. These requirements do not apply to a motor-driven cycle whose speed attainable in 1 mile is 30 m.p.h. or less.

S7.8.1 Service brake system. Repeat S7.5 including S7.3.1.

S7.8.2 Partial service brake system test. Alter the service brake system on three-wheeled motorcycles to induce a complete loss of braking in any one subsystem. Determine the line pressure or pedal force necessary to cause the brake system failure indicator to operate. Make six stops from 30 m.p.h. and then six stops from 60 m.p.h. with an initial brake temperature between 130 [deg]F. and 150 [deg]F. Repeat for each subsystem. Determine that the brake failure indicator is operating when the master cylinder fluid level is less than the level specified in S5.1.3.1(a)(2), and that it complies with S5.1.3.1(c). Check for proper operation with each reservoir in turn at a low level. Restore the service brake system to normal at completion of this test.

S7.9 Parking brake test. Starting with an initial brake temperature of not more than 150 [deg]F., drive the motorcycle downhill on the 30 percent grade with the longitudinal axis of the motorcycle in the direction of the grade. Apply the service brakes with a force not exceeding 90 pounds to stop the motorcycle and place the transmission in neutral. Apply the parking brake by exerting a force not exceeding those specified in S5.6. Release the service brake and allow the motorcycle to remain at rest (to the limit of traction of the braked wheels) for 5 minutes. Repeat the test with the motorcycle parked in the reversed (uphill) position on the grade.

S7.10 Service brake system--water recovery test.

S7.10.1 Baseline check stops. Make three stops from 30 m.p.h. at 10 to 11 f.p.s.p.s. for each stop. Compute the average of the maximum brake pedal forces and of the maximum brake lever forces required for the three stops.

S7.10.2 Wet brake recovery stops. Completely immerse the rear brake assembly of the motorcycle in water for 2 minutes with the brake fully released. Next completely immerse the front brake assembly of the motorcycle in water for 2 minutes with the brake fully released. Perform the entire wetting procedure in not more than 7 minutes. Immediately after removal of the front brake from water, accelerate at a maximum rate to 30 mi/h without a brake application. Immediately upon reaching that speed make five stops, each from 30 mi/h at 10 to 11 ft/s² for each stop. After each stop (except the last) accelerate the motorcycle immediately at a maximum rate to 30 mi/h and begin the next stop.

S7.11 Final inspection. Upon completion of all the tests inspect the brake system in an assembled condition, for compliance with the brake lining inspection requirements. Disassemble all brakes and inspect:

- (a) The entire brake system for detachment or fracture of any component.
- (b) Brake linings for detachment from the shoe or pad.
- (c) Wheel cylinder, master cylinder, and axle seals for fluid or lubricant leakage.
- (d) Master cylinder for reservoir capacity and retention device.
- (e) Master cylinder label for compliance with S5.1.2.2.

Table I--Stopping Distances for Effectiveness, Fade and Partial System Tests

| Vehicle test speed, m.p.h. | Stopping distance, feet--Effectiveness tests | | | |
|----------------------------|---|--|--|---|
| | Preburnish effectiveness total system (S5.2.1)--I | Preburnish effectiveness partial mechanical systems (S5.2.2)--II | Effectiveness total system (S5.4) (19SS5.7.1)- III | Effectiveness partial hydraulic systems (S5.7.2)-- IV |
| 15 | 13 | 30 | 11 | 25 |
| 20 | 24 | 54 | 19 | 44 |
| 25 | 37 | 84 | 30 | 68 |
| 30 | 54 | 121 | 43 | 97 |
| 35 | 74 | 165 | 58 | 132 |
| 40 | 96 | 216 | 75 | 173 |
| 45 | 121 | 273 | 95 | 218 |
| 50 | 150 | 337 | 128 | 264 |
| 55 | 181 | 407 | 155 | 326 |
| 60 | 216 | 484 | 185 | 388 |
| 65 | | ... | 217 | 455 |
| 70 | ... | ... | 264 | 527 |
| 75 | ... | ... | 303 | 606 |
| 80 | ... | ... | 345 | 689 |
| 85 | ... | ... | 389 | 778 |
| 90 | ... | ... | 484 | 872 |
| 95 | ... | ... | 540 | 971 |
| 100 | ... | ... | 598 | 1076 |
| 105 | ... | ... | 659 | 1188 |
| 110 | ... | ... | 723 | 1302 |
| 115 | ... | ... | 791 | 1423 |
| 120 | ... | ... | 861 | 1549 |

Table II--Brake Test Sequence and Requirements

| Sequence L.C. | Test procedure | Requirements |
|--|----------------|--------------|
| 1. Instrumentation check | S7.2 | |
| 2. First (Preburnish) effectiveness test: | | |
| (a) Service brake system | S7.3.1 | S5.2.1 |
| (b) Partial service brake system | S7.3.2 | S5.2.2 |
| 3. Burnish procedure | S7.4 | |
| 4. Second effectiveness test | S7.5 | S5.3 |
| 5. First fade and recovery test | S7.6 | S5.4 |
| 6. Reburnish | S7.7 | |
| 7. Final effectiveness test: | | |
| (a) Service brake system | S7.8.1 | S5.5.1 |
| (b) Partial service brake system | S7.8.2 | S5.5.2 |
| 8. Parking brake test (three wheeled motorcycles only) | S7.9 | S5.6 |
| 9. Water recovery test | | |
| 10. Design durability | S7.10 | S5.7 |
| | S7.11 | S5.8 |

FMVSS No. 123, *Motorcycle controls and displays.*

S1. Scope. This standard specifies requirements for the location, operation, identification, and illumination of motorcycle controls and displays, and requirements for motorcycle stands and footrests.

S2. Purpose. The purpose of this standard is to minimize accidents caused by operator error in responding to the motoring environment, by standardizing certain motorcycle controls and displays.

S3. Application. This standard applies to motorcycles equipped with handlebars, except for motorcycles that are designed, and sold exclusively for use by law enforcement agencies.

S4. Definitions. Clockwise and counterclockwise mean opposing directions of rotation around the following axis, as applicable.

- (a) The operational axis of the ignition control, viewed from in front of the ignition lock opening;
- (b) The axis of the right handlebar on which the twist-grip throttle is located, viewed from the end of that handlebar;
- (c) The axis perpendicular to the center of the speedometer, viewed from the operator's normal eye position.

S5. Requirements.

S5.1. Each motorcycle shall be equipped with a supplemental engine stop control, located and operable as specified in Table 1.

S5.2 Each motorcycle to which this standard applies shall meet the following requirements:

S5.2.1 Control location and operation. If any item of equipment listed in Table 1, Column 1, is provided, the control for such item shall be located as specified in Column 2, and operable as specified in Column 3. Each control located on a right handlebar shall be operable by the operator's right hand throughout its full range without removal of the operator's right hand from the throttle. Each control located on a left handlebar shall be operable by the operator's left hand throughout its full range without removal of the operator's left hand from the handgrip. If a motorcycle with an automatic clutch is equipped with a supplemental rear brake control, the control shall be located on the left handlebar. If a motorcycle is equipped with self-proportioning or antilock braking devices utilizing a single control for front and rear brakes, the control shall be located and operable in the same manner as a rear brake control.

S5.2.2 Display illumination and operation. If an item of equipment listed in Table 2, Column 1, is provided, the display for such item shall be visible to a seated operator under daylight conditions, shall illuminate as specified in Column 2, and shall operate as specified in Column 3.

S5.2.3 Control and display identification. If an item of equipment in Table 3, Column 1, is provided, the item and its operational function shall be identified by:

- (a) A symbol substantially in the form shown in Column 3; or
- (b) Wording shown in both Column 2 and Column 4; or
- (c) A symbol substantially in the form shown in Column 3 and wording shown in both Column 2 and Column 4.

(d) The abbreviations ``M.P.H.", ``km/h", ``r/min", ``Hi", ``Lo", ``L", ``R", and ``Res" appearing in Column 2 and Column 4 may be spelled in full. Symbols and words may be provided for equipment items where none are shown in Column 2, Column 3, and Column 4. Any identification provided shall be placed on or adjacent to the control or display position, and shall appear upright to the operator.

S5.2.4 Stands. A stand shall fold rearward and upward if it contacts the ground when the motorcycle is moving forward.

S5.2.5 Footrests. Footrests shall be provided for each designated seating position. Each footrests for a passenger other than an operator shall fold rearward and upward when not in use.

EFFECTIVE DATE NOTE: At 70 FR 51295, Aug. 30, 2005, § 571.123 was amended by adding a definition of "scooter" in alphabetical order to S4, by revising S5.2.1, by revising table 1, and by revising table 3, effective Aug. 30, 2006. For the convenience of the user, the added and revised text is set forth as follows:

§ 571.123 Motorcycle Controls and Displays.

S4. Definitions.

Scooter means a motorcycle that:

- (1) Has a platform for the operator’s feet or has integrated footrests, and
- (2) Has a step-through architecture, meaning that the part of the vehicle forward of the operator’s seat and between the legs of an operator seated in the riding position, is lower in height than the operator’s seat.

S5.2.1 *Control location and operation.* If any item of equipment listed in Table 1, column 1, is provided, the control for such item shall be located as specified in Column 2, and operable as specified in Column 3. Each control located on a right handlebar shall be operable by the operator’s right hand throughout its full range without removal of the operator’s right hand from the throttle. Each control located on a left handlebar shall be operable by the operator’s left hand throughout its full range without removal of the operator’s left hand from the handgrip. If a motorcycle with an automatic clutch other than a scooter is equipped with a supplemental rear brake control, the control shall be located on the left handlebar. If a scooter with an automatic clutch is equipped with a supplemental rear brake control, the control shall be on the right side and operable by the operator’s right foot. A supplemental control shall provide brake actuation identical to that provided by the required control of Table 1, Item 11, of this Standard. If a motorcycle is equipped with self-proportioning or antilock braking devices utilizing a single control for front and rear brakes, the control shall be located and operable in the same manner as a rear brake control, as specified in Table 1, Item 11, and in this paragraph.

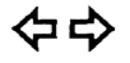
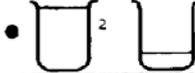
| Table 1--Motorcycle Control Location and Operation Requirements | | |
|---|-------------------|--|
| Equipment control--Column 1 | Location-Column 2 | Operation--Column 3 |
| 1. Manual clutch or integrated clutch and gear change | Left handlebar | Squeeze to disengage clutch. |
| 2. Foot operated gear change | Left foot control | An upward motion of the operator's toe shifts transmission toward numerical gear ratios (commonly referred to as "higher gears"), and a downward motion toward higher numerical gear ratios (commonly referred to as "lower gears"). If three or more gears are provided it shall not be possible to shift from the highest gear directly to the lowest gear, or vice versa. |
| 3. Headlamp upper-lower beam control | Left handlebar | Up for upper beam, beam control, down for lower beam. If combined with the headlight on-off switch, means shall be provided to prevent inadvertent actuation of the "off" function. |
| 4. Horn | Do | Push to activate. |
| 5. Turn signal lamps | Handlebars | |
| 6. Ignition | | "Off"--counterclockwise from other positions. |
| 7. Manual fuel shutoff control | | Rotate to operate. "On" and "Off" |

| | | |
|-----------------------------|---|---|
| 8. Twist-grip throttle | Right handlebar | rotation are separated by 90 degrees of rotation. `On" and `Off" and `Reserve" (if provided) are separated by 90 degrees of rotation. Sequence order: `On"-`Off"-`Reserve". |
| 9. Supplemental engine stop | do | Self-closing to idle in a Clockwise direction after release of hand |
| 10. Front wheel brake | do | Squeeze to engage. |
| 11. Rear wheel brakes | Right foot control ¹ Left handlebar permissible for motor-driven cycles | Depress to engage. Left handlebar permissible for motor-driven cycles. |

¹ See S5.2.1 for requirements for vehicles with a single control for front and rear brakes, and with a supplemental rear brake control.

| Table 2--Motorcycle Display Illumination and Operation Requirements | | |
|---|----------------------|---|
| Display—Col. 1 | Illumination--Col. 2 | Operation—Col. 3 |
| 1. Speedometer | Yes | The display is illuminated whenever the headlamp is activated. |
| 2. Neutral indication | Green display lamp. | The display lamp illuminates when the gear selector is in neutral position. |

**Table 3
Motorcycle Control and Display Identification Requirements**

| No. | Column 1 <i>Equipment</i> | Column 2 <i>Control and Display Identification Word</i> | Column 3 <i>Control and Display Identification Symbol</i> | Column 4 <i>Identification at Appropriate Position of Control and Display</i> |
|-----|---|--|--|--|
| 1 | Ignition | Ignition | _____ | Off |
| 2 | Supplemental Engine Stop (Off, Run) | Engine Stop |  | Off, Run |
| 3 | Manual Choke or Mixture Enrichment | Choke or Enrichener |  | _____ |
| 4 | Electric Starter | _____ |  | Start ¹ |
| 5 | Headlamp Upper-Lower Beam Control | Lights |  | Hi, Lo |
| 6 | Horn | Horn |  | _____ |
| 7 | Turn Signal | Turn |  | L, R |
| 8 | Speedometer | MPH OR MPH and km/h ⁵ | _____ | MPH ⁴ MPH, km/h ⁵ |
| 9 | Neutral Indicator | Neutral |  | _____ |
| 10 | Upper Beam Indicator | High Beam |  | _____ |
| 11 | Tachometer | R.P.M. or r/min. | _____ | _____ |
| 12 | Fuel Tank Shutoff Valve (Off, On, Res.) | Fuel |  | Off, On, Res |

¹ Required only if electric starter is separate from ignition switch

² Framed areas may be filled

³ The pair of arrows is a single symbol. When the indicators for left and right turn operate independently, however, the two arrows will be considered separate symbols and may be spaced accordingly.

⁴ MPH increase in a clockwise direction. Major graduations and numerals appear at 10 mph intervals, minor graduations at 5 mph intervals. (37 F.R. 17474 – August 29, 1972. Effective: 9/1/74)

⁵ If the speedometer is graduated in miles per hour (MPH) and in kilometers per hour (km/h), the identifying words or abbreviation shall be "MPH" and "km/h" in any combination of upper or lower case letters.

FMVSS lab test procedures: www.nhtsa.dot.gov/cars/testing

NHTSA's frequently asked questions: www.nhtsa.dot.gov/cars/rules/import

Includes special sections for motorcycles and for trailers.

OFFICE OF VEHICLE SAFETY COMPLIANCE (NVS-220)

Current as of April 2007 (Note Telephone Area Code is "202" Except for San Angelo Test Facility)

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| <p>VEHICLE CRASH AVOIDANCE DIVISION (NVS-221) Harry Thompson, Chief Ted Bayler, Senior Technical Advisor, Kim Childers, 366-2820 Administrative Assistant FAX: 366-3081</p> | <p>EQUIPMENT DIVISION (NVS-222) Jeff Giuseppe, Chief Anne Watson, 366-5322 Administrative Assistant FAX: 366-7097</p> | <p>IMPORT AND CERTIFICATION DIVISION (NVS-223) Coleman Sachs, Chief Kristi Bragdon, 366-5291 Administrative Assistant E-Mail: importandcertification@dot.gov FAX: 366-1024</p> | <p>VEHICLE CRASHWORTHINESS DIVISION (NVS-224) Bob Krauss, Chief Justin Jirgl, 366-5290 Administrative Assistant FAX: 366-3081</p> |
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| <p>OVSC CONTACTS: * Oris Younger * Jeanette Greenfield * Deborah Thomas</p> | | | |

Send e-mail to NHTSA's Import and Certification office:

importcertification@dot.gov

This office maintains records of “grey market” legal and otherwise imports back through the seventies. The office also interacts with U.S. Customs on daily import problems, as well as assisting new motor vehicle manufacturers that wish to go into production of U.S. market motor vehicles.

For information on motor vehicle emission standards, manufacturers and importers should contact:

Office of Mobile Sources
Environmental Protection
401 M. Street, S.W.
Washington, D.C. 20460
www.epa.gov (202) 260-7645

State statutes may apply to a motor vehicle manufacturer. State Internet sites are typically: www.state.ks.us (with “ks” meaning Kansas) – you should substitute the proper initials for your state.

Statements of Origin (MSO): contact your state Department of Motor Vehicles or the American Association of Motor Vehicle Administrators,
www.aamva.org/vehicles/veh_manufacturersCertificateOfOrigin.asp

Engineering reports concerning motorcycles (over 1,000 articles), and **motorcycle frames** (over 7,000 articles) are available for a fee from SAE International:
www.SAE.org search for: “*motorcycle*” and for: “*motorcycle frame.*”

TOOLS FOR SOURCING COMPLIANCE INFORMATION

The regulations require motor vehicle manufacturers to forward revised parts 565 and 566 documents to NHTSA, within thirty days of substantive business changes.

Parts 565 and 566 mailing address:

U.S. DOT
1200 New Jersey Avenue, SE W43-488
Washington, DC 20590

NHTSA publishes an acknowledgement of receipt of these documents at:
www.nhtsa.dot.gov/cars/rules/manufacture

Manufacturers with facilities located outside the borders of the U.S., may e-mail Jen.kim@dot.gov for information concerning their U.S. agent (49 CFR 551, Subpart D).

Agent mailing address:

U.S. Department of Transportation
NHTSA Correspondence Unit
1200 New Jersey Avenue, SE
Room W41-306
Washington, DC 20590

U.S. market motor vehicle equipment manufacturers may derive benefit from reviewing the following Internet sites:

Compliance Test

Procedures: <http://www.nhtsa.dot.gov/cars/testing/procedures/>

49 U.S.C. 301, Safety Act: www.nhtsa.dot.gov/nhtsa/Cfc_title49/ACTchap301.htm

NHTSA Internet site: <http://www.nhtsa.dot.gov/cars/rules>

Complaints & VOQs: www.nhtsa.dot.gov/cars/problems

Federal Register Notices: <http://www.gpoaccess.gov/fr/search.html>

Federal Safety Regulations: http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfrv6_06.html#501

FMVSS: http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr571_06.html

Frequent Questions: <http://www.nhtsa.dot.gov/cars/rules/import>

Questions? E-mail: importcertification@dot.gov or fax to: (202) 493-0073.

http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfrv6_06.html#501

http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr571_06.html

<ftp://ftp.nhtsa.dot.gov/manufacture/>

<ftp://ftp.nhtsa.dot.gov/MfrMail>

Please be aware that National Highway Traffic Safety Administration (NHTSA) does not approve any manufacturers or products. Instead, it is the manufacturer's responsibility to ensure that any motor vehicle or motor vehicle equipment item that it manufactures for sale in the U.S. conforms to all applicable Federal Motor Vehicle Safety Standards (FMVSS). The agency's regulations at 49 CFR Part 567 require manufacturers to affix to vehicles offered for sale in the U.S. labels certifying that the vehicle conforms to all applicable FMVSS in effect on the vehicle's date of production. Other than issuing the standards to which the vehicle must be certified, NHTSA plays no role in the certification process. Manufacturers of motor vehicles and motor vehicle equipment items that are subject to the FMVSS must file identifying information with NHTSA within 30 days from the date they begin to manufacture those products. This registration, however, does not constitute agency approval of the manufacturer or its products. A person can

obtain a listing of the manufacturers that have filed identifying information with NHTSA from the following website:

<http://www.nhtsa.dot.gov/cars/rules/manufacture/>

The following links are to information that a person may find useful:

<http://www.nhtsa.dot.gov/cars/rules/maninfo/>

Who to contact at NHTSA

<http://www.nhtsa.dot.gov/cars/testing/procedures/ovscorechart.html>

NHTSA Testing Information

<http://nhtsa.gov/portal/site/nhtsa/menuitem.b166d5602714f9a73baf3210dba046a0/>

NHTSA Office of Defects Investigation Early Warning Reporting

Phone Number: 202-366-3348

Fax Number: 202-366-7882

Email Address: mfrewrhelpdesk@nhtsa.dot.gov

Homepage URL: <http://www-odi.nhtsa.dot.gov/ewr/>

QUICK REFERENCE GUIDE TO Federal Motor Vehicle Safety Standards and Regulations, DOT HS 805 878, Revised March 2004

<http://nhtsa.gov/cars/rules/standards/FMVSS-Regs/index.htm>

CODE OF FEDERAL REGULATIONS

Title 49--Transportation CHAPTER V--NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION, PART 571--FEDERAL MOTOR VEHICLE SAFETY STANDARDS

http://www.access.gpo.gov/nara/cfr/waisidx_05/49cfrv6_05.html#501

UNITED STATES CODE

MOTOR VEHICLE SAFETY, TITLE 49, UNITED STATES CODE, CHAPTER 301 AND RELATED UNCODIFIED PROVISIONS

http://www.nhtsa.dot.gov/nhtsa/Cfc_title49/ACTchap.301.pdf

EPA Imports Hotline at 734-214-4100

<http://www.epa.gov/otaq/roadbike.htm>

Vehicles that do not meet the definition of a motor vehicle as defined in Title 49, United States Code, Chapter 301, may be regulated by the U.S. Consumer Product Safety Commission (CPSC). For information about the CPSC, refer to the following web site:

<http://www.cpsc.gov/>

NHTSA'S Auto Safety Hotline

800-424-9393

www.nhtsa.dot.gov/cars/rules/problems

American Assoc of Motor Vehicle Administrators

4301 Wilson Blvd, Suite 400

Arlington, VA 22203

www.aamva.org

Motorcycle Industry Council www.mic.org

Society of Automotive Engineers

400 Commonwealth Drive

Warrendale, PA 15096-0001

(724) 772-8511

The Tire & Rim Association, Inc.

175 Montrose Avenue, Suite 150

Copley, OH 44321

Phn: (330) 666-8121 FAX: (330) 666-8340

e-mail: TireandRim@AOL.com

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