

19. TYPE OF DELETION	(1) EQUIPMENT (Item 8)	(2) SPECIAL TEST EQUIPMENT (Item 10)	(3) SPECIAL TOOLING (Item 11)	(4) AGENCY- PECULIAR (Item 12)	(5) TOTAL
a. ADJUSTED					
b. LOST, DAMAGED OR DESTROYED					
c. TRANSFERRED IN PLACE					
d. TRANSFERRED TO INSTALLATION ACCOUNTABILITY					
e. PURCHASED AT COST					
f. RETURNED FOR CREDIT					
g. TRANSFERRED TO ANOTHER NASA INSTALLATION					
h. TRANSFERRED TO ANOTHER GOV'T AGENCY					
i. DONATED					
j. SOLD AT LESS THAN COST					
k. ABANDONED/DIRECTED DESTRUCTION					
l. OTHER (DESCRIBE SEPARATELY)					
ml. TOTAL					

**REPORTING INSTRUCTIONS**

**GENERAL.** This report provides financial data on Government-furnished or contractor-acquired property to which the NASA has title. Contractors shall report all NASA-owned property received, acquired or deleted during the reporting period for which they are accountable, regardless of location. Negative reports are required. Refer to NASA FAR Supplement (NFS) Subpart 18-45.71 for further information. Contractors shall submit a separate report for each contract with a Financial Reporting of NASA Property in the Custody of Contractors clause. Include all property in the possession of subcontractors. Blank forms may be obtained from the cognizant Government property administrator.

Contractors shall submit the original report, with data as of September 30, directly to the installation Financial Management Officer and three copies to the cognizant Government property administrator to be received no later than October 31 of each year. The property administrator shall sign and indicate system status. For delegated contracts, the DoD property administrator shall forward two copies to the NASA installation Industrial Property Officer within ten (10) workdays after receipt.

The following items shall not be reported: (a) items ordinarily reportable but furnished to the contractor for repair and return to NASA, unless accountability has been transferred to the contractor, (b) agency-peculiar property under firm-fixed-price contracts and subcontracts which do not provide for progress payments (see NFS 18-45.7101-1(j)), and (c) installation property made available pursuant to the Installation-Provided Government Property clause at NFS 18-52.245-71.

A final report, clearly marked "FINAL," shall be submitted within 30 days after disposition of all property subject to reporting, if the contract performance period is complete.

**REPORT AS OF 30 SEP 19\_\_\_\_.** Fill in the appropriate year (or other date).

**ITEM 1 - TO.** Enter the name and address of the cognizant (a) NASA installation Financial Management Officer and (b) delegated DoD property administrator (for nondelegated contracts, (b) is the NASA Industrial Property Officer).

**ITEM 2 - FROM.** Enter the full name and address of the reporting contractor with the Division name stated after the Corporate name.

**ITEM 3 - CONTRACT NO.** - Enter the complete prefix and serial number under which the Government property is accountable.

**ITEMS 4 - 13 - PROPERTY CLASSIFICATION ACCOUNTS** - Enter in the appropriate columns (a. through d.) amounts for each classification of

property as defined in the Federal Acquisition Regulation (FAR), Subpart 45.5 and NFS Subpart 18-45.71.

The amounts entered for item 9, Construction in Progress, shall be the incurred cost for work in process for the construction of Buildings, Other Structures and Facilities, Leasehold Improvements and Equipment to which NASA has title; construction in progress cost for these categories shall not be included in the amounts reported on lines 4 through 8. The amounts reported for Special Test Equipment, Special Tooling and Agency-Peculiar Property on lines 10 through 12, however, shall include work in process cost.

**Column a.(1) and (2) BALANCE BEGINNING OF PERIOD.** - Amounts reported will agree with amounts reported in column d., Balance End of Period, of the preceding report, except if this is an initial report.

**Column b.(1) ADDITIONS, Gov't - Furnished.** - Amounts reported shall be the acquisition cost designated by the Government for Government Furnished Property (GFP) received during the reporting period. If unable to obtain prices, the contracting officer should be immediately notified.

**Column b.(2) ADDITIONS, Acquired.** - Amounts reported shall be the acquisition cost of all NASA-owned property acquired during the reporting period.

**Column c. DELETIONS.** - Amounts reported shall be the acquisition cost of all deletions. Type of deletions shall be detailed as required in Item 19, TYPE OF DELETION. Detailed lists, including shipping document references, shall be provided if required by NASA installations.

**Column d.(1) BALANCE END OF PERIOD - Acquisition Cost.** - Report the total of columns a.(1), b.(1), and b.(2), minus c. These balances shall be maintained pursuant to FAR Subpart 45.5 and NFS Subpart 18-45.71.

**Column d.(2) BALANCE END OF PERIOD - Quantity** - Enter the quantity for all classifications of NASA property on hand as of September 30. These will be carried forward to reflect the balance at the beginning of the following year.

**ITEM 15 - DESCRIPTION OF AGENCY-PECULIAR PROPERTY.** - Enter brief descriptions of major types of agency-peculiar property, e.g., "Orbiters," "Solid Rocket Boosters," "GOES-L" etc., with associated values and quantities. Attach extra sheets if necessary.

**ITEM 19 - TYPE OF DELETION.** - Enter dollar amounts for each type of deletion, for the classifications shown. See NFS 18-45.7101 for definitions. Totals (m.) will agree with the amounts shown in column c. on the front of the form.

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****49 CFR Parts 541, 565, 567, 571**

[Docket No. 95-85; Notice 1]

RIN 2127-AF69

**Vehicle Identification Number Requirements**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).  
**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** At present, NHTSA's vehicle identification number (VIN) requirements are established in two regulations, Federal Motor Vehicle Safety Standard No. 115 and Part 565. In this NPRM, NHTSA proposes to incorporate Standard No. 115 in Part 565. This proposed action is part of the President's Regulatory Reinvention Initiative and seeks to make NHTSA's VIN requirements easier to understand and to apply. In accordance with Federal metrication policy, NHTSA also proposes to convert English measurements specified in part 565 to metric measurements. No substantive changes in existing regulatory text are proposed.

**DATES:** Comments must be received on or before December 26, 1995.

**ADDRESSES:** All comments must refer to the docket number and notice number of this notice and be submitted, preferably in ten copies, to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Docket hours are from 9:30 a.m. to 4 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Dr. Leon Delarm, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone number 202-366-4920.

**SUPPLEMENTARY INFORMATION:****Background and Regulatory Reinvention Initiative**

Pursuant to the March 4, 1994 directive from the President to the heads of departments and agencies, "Regulatory Reinvention Initiative," NHTSA has undertaken a review of all its regulations and directives. During the course of this review, the agency has taken the opportunity not only to identify those rules or portions of rules that might be deleted or rescinded but also to identify rules that could be

consolidated to avoid duplication or be redrafted to make them easier to read.

To further the President's goals, the agency proposes in this rulemaking to incorporate the text of Federal Motor Vehicle Safety Standard No. 115 (49 CFR 571.115) *Vehicle identification number—basic requirements* in Part 565 *Vehicle identification number—content requirements*.

A vehicle identification number (VIN) is a seventeen character series of Arabic numbers and Roman letters which is assigned to a vehicle for identification purposes. At present, Standard No. 115 specifies general physical requirements for a VIN and its installation and Part 565 specifies VIN content and format.

NHTSA believes that consolidation into one regulation will make it easier for motor vehicle manufacturers to understand and to apply VIN requirements. In particular, many small businesses that manufacture motor vehicles (including trailers), appear to find two separate VIN requirements (i.e., in Standard No. 115 and Part 565) confusing. NHTSA believes that consolidating all VIN requirements into one regulation will lessen any confusion. NHTSA does not intend any substantive changes to its VIN requirements as a result of the proposed consolidation.

Since the VIN requirements are referenced in other NHTSA regulations, such as Part 541 *Federal Motor Vehicle Theft Prevention Standard* and Part 567 *Certification*, NHTSA proposes to make nonsubstantive changes so the parts would meet the proposed consolidated VIN requirements. NHTSA may, at a future date, also propose to make changes to Part 591 *Importation of Vehicles and Equipment Subject to Federal Safety, Bumper, and Theft Prevention Standards* and Part 592 *Registered Importers of Vehicles Not Originally Manufactured to Conform to the Federal Motor Vehicle Safety Standards*, to conform these parts to the new VIN requirements.

**Metrication of VIN Regulation**

NHTSA also proposes to continue to implement the Federal policy that the metric system of measurement is the preferred system of weights and measures for United States trade and commerce. In this NPRM, NHTSA proposes to convert part 565 measurements stated in the English system of measurement to the metric system. NHTSA began its metrication efforts with an NPRM published March 15, 1994 (59 FR 11962) that proposed to convert selected Federal Motor Vehicle Safety Standards to the metric system. In the March 1994 NPRM, NHTSA

stated its intent not to use equivalent conversions when there is a specific safety need or other reason to make an exact conversion. (To illustrate equivalent and exact conversions, an equivalent conversion of two inches would be 50 millimeters, while an exact conversion would be 50.8 millimeters). In the March 1994 NPRM, NHTSA identified conversions of vehicles' gross vehicle weight ratings (GVWRs) as an example of when it would convert measurements to exact conversions.

NHTSA proposes that in Table II of part 565, English unit measurements of vehicles' GVWRs be converted to the metric system, to exact conversions. Thus, a vehicle with a GVWR of 10,000 pounds is proposed to be converted to the exact conversion of 4536 kilograms (kg.), not the equivalent conversion of 4500 kg.

As it believes that those unfamiliar with the metric system may be burdened by the agency's stating GVWRs in metric units only, NHTSA proposes that for an indefinite time, part 565 continue to present the English measurement as well. NHTSA seeks public comment on this proposal to set forth both the English and metric measurements for GVWRs.

**Proposed Effective Date**

Because the proposed incorporation of Standard No. 115 into Part 565 would make vehicle identification number requirements easier to understand and to apply, without compromising safety, and would not make any substantive change in the requirements, NHTSA has tentatively determined that there is good cause shown that an effective date earlier than 180 days after issuance is in the public interest. Accordingly, the agency proposes that, if adopted, the effective date for the final rule be 30 days after its publication in the Federal Register.

**Rulemaking Analyses and Notices****1. Executive Order 12866 and DOT Regulatory Policies and Procedures**

This proposed rule was not reviewed under E. O. 12866 (Regulatory Planning and Review). NHTSA has analyzed the impact of this rulemaking action and determined that it is not "significant" within the meaning of the Department of Transportation's regulatory policies and procedures. The proposed rule would not impose any costs or yield any savings. It would instead, consolidate the agency's requirements for manufacturers to assign vehicle identification numbers (VINs) to motor vehicles. The changes would make it easier for manufacturers to understand

and apply the VIN requirements. The impacts would be so minimal that they would not warrant preparation of a full regulatory evaluation.

## 2. Regulatory Flexibility Act

The agency has considered the effects of this regulatory action under the Regulatory Flexibility Act. I hereby certify that the proposed rule would not have a significant economic impact on a substantial number of small entities. As explained above, the proposed rule would not impose any new requirements, but may have a slight beneficial impact since the changes would make it easier for motor vehicle manufacturers, many of which are small businesses, to understand and apply the agency's requirements for vehicle identification numbers. For these reasons, small businesses, small governmental organizations, and small organizations which purchase motor vehicles or rely on VINs for other recordkeeping or administrative matters, would not be significantly affected by the proposed rule. Accordingly, an initial regulatory flexibility analysis has not been prepared.

## 3. Paperwork Reduction Act

The information collection requirements in this proposed rule have been submitted to and approved by the Office of Management and Budget (OMB) pursuant to the requirements of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This collection of information has been assigned OMB Control Number 2127-0510 ("Consolidated VIN Requirements and Motor Vehicle Theft Prevention Standard") and has been approved for use through June 30, 1996.

## 4. Executive Order 12612 (Federalism)

This proposed rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612. The agency has determined that the proposed rule does not have sufficient Federalism implications to warrant preparation of a Federalism Assessment. No State laws would be affected.

## 5. National Environmental Policy Act

The agency has considered the environmental implications of this proposed rule in accordance with the National Environmental Policy Act of 1969 and determined that the proposed rule would not have any significant impact on the quality of the human environment.

## 6. Executive Order 12778 (Civil Justice Reform)

This proposed rule would not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a State may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard, except to the extent that State requirement imposes a higher level of performance and applies only to vehicles procured for the State's use. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. This section does not require submission of a petition for reconsideration or other administrative procedures before parties may file suit in court.

### Procedures for Filing Comments

Interested persons are invited to submit comments on the proposal. It is requested but not required that 10 copies be submitted.

Comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation, 49 CFR Part 512.

All comments received before the close of business on the comment closing date indicated above for the proposal will be considered and will be available for examination in the docket at the above address both before and after the closing date. To the extent possible, comments filed after the closing date also will be considered. Comments received too late for consideration in regard to the final rule will be considered as suggestions for further rulemaking action. The agency will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested persons

continue to examine the docket for new material.

Persons who want to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

### List of Subjects

#### 49 CFR Part 541

Administrative practice and procedure, Labeling, Motor vehicle safety, Reporting and recordkeeping requirements.

#### 49 CFR Part 565

Imports, Labeling, Motor vehicles, Motor vehicle safety, Reporting and recordkeeping requirements.

#### 49 CFR Part 567

Imports, Motor vehicle safety, Motor vehicles.

#### 49 CFR Part 571

Imports, Motor vehicles, Motor vehicle safety, Rubber and rubber products, Tires.

In consideration of the foregoing, NHTSA proposes to amend 49 CFR Parts 541, 565, 567, and 571 as set forth below.

### PART 541—[AMENDED]

1. The authority citation for Part 541 would continue to read as follows:

Authority: 49 U.S.C. 33101, 33102, 33103, 33105; delegation of authority at 49 CFR 1.50.

2. In section 541.4, paragraph (b)(7) would be revised to read as follows:

#### § 541.4 Definitions.

\* \* \* \* \*

(b) *Other definitions.*

\* \* \* \* \*

(7) VIN means the vehicle identification number required by Part 565 of this chapter.

\* \* \* \* \*

### PART 565—[AMENDED]

3. Part 565 would be revised to read as follows:

### PART 565—VEHICLE IDENTIFICATION NUMBER REQUIREMENTS

#### Sec.

- 565.1 Purpose and scope.
- 565.2 Applicability.
- 565.3 Definitions.
- 565.4 General requirements.
- 565.5 Motor vehicles imported into the United States.
- 565.6 Content requirements.
- 565.7 Reporting requirements.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30141, 30146, 30166, and 30168; delegation of authority at 49 CFR 1.50.

#### § 565.1 Purpose and scope.

This part specifies the format, content and physical requirements for a vehicle identification number (VIN) system and its installation to simplify vehicle identification information retrieval and to increase the accuracy and efficiency of vehicle recall campaigns.

#### § 565.2 Applicability.

This part applies to passenger cars, multipurpose passenger vehicles, trucks, buses, trailers (including trailer kits), 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 exempt 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 roofline (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, 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 in complete 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: (ABCDEFGHIJKLMNPRSTUVWXYZ) or a numeral in the set: (0123456789) assigned according to the method given in § 565.5.

(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, sanserif 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:

(a) 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 are assigned in accordance with paragraph (c) of this section.

(b) 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. 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 paragraph (d) of this section. 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. Tables I and II follow:

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 10 percent from the actual net brake horsepower; shall in the case of motorcycle with an actual net brake horsepower of 2 or less, be not more than 2; and shall be greater than 2 in the case of a motorcycle with an actual brake horsepower greater than 2.

TABLE II.—GROSS VEHICLE WEIGHT RATING CLASSES

Class A .....	Not greater than 1360 kg. (3,000 lbs.).
Class B .....	Greater than 1360 kg. to 1814 kg. (3,001–4,000 lbs.).
Class C .....	Greater than 1814 kg. to 2268 kg. (4,001–5,000 lbs.).
Class D .....	Greater than 2268 kg. to 2722 kg. (5,001–6,000 lbs.).
Class E .....	Greater than 2722 kg. to 3175 kg. (6,001–7 000 lbs.).
Class F .....	Greater than 3175 kg. to 3629 kg. (7,001–8 000 lbs.).
Class G .....	Greater than 3629 kg. to 4082 kg. (8,001–9,000 lbs.).
Class H .....	Greater than 4082 kg. to 4536 kg (9,001–10,000 lbs.).
Class 3 .....	Greater than 4536 kg. to 6350 kg (10 001–14,000 lbs.).
Class 4 .....	Greater than 6350 kg. to 7257 kg. (14 001–16,000 lbs.).
Class 5 .....	Greater than 7257 kg. to 8845 kg. (16,001–19,500 lbs.).
Class 6 .....	Greater than 8845 kg. to 11793 kg.(19,501–26,000 lbs.).
Class 7 .....	Greater than 11793 kg. to 14968 kg.(26,001–33,000 lbs.).
Class 8 .....	Greater than 14968 kg. (33,001 lbs. and over ).

(c) 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, as follows:

TABLE III.—ASSIGNED VALUES

A = 1	J = 1	T = 3
B = 2	K = 2	U = 4
C = 3	L = 3	V = 5

TABLE III.—ASSIGNED VALUES—Continued

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	

(2) Multiply the assigned value for each character in the VIN by the position weight factor specified in Table IV, as follows:

TABLE IV.—VIN POSITION AND WEIGHT FACTOR

1st .....	8
2d .....	7
3d .....	6
4th .....	5
5th .....	4
6th .....	3

TABLE IV.—VIN POSITION AND WEIGHT FACTOR—Continued

7th .....	2
8th .....	10
9th .....	( <sup>1</sup> )
10th .....	9
11th .....	8
12th .....	7
13th .....	6
14th .....	5
15th .....	4
16th .....	3
17th .....	2

<sup>1</sup> (Check digit.)

(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 as follows:

TABLE V.—CALCULATION OF A CHECK DIGIT

VIN Position .....	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
Weight Factor .....	8	7	6	5	4	3	2	10	0	9	8	7	6	5	4	3	2
Multiply Assigned value times weight factor ....	8	49	24	5	32	15	18	80	0	45	56	7	6	40	12	12	2

Add products: 8+49+24+5+32+15+18+80+0+45+56+7+6+40+12+12+2 = 411

Divide by 11: 411/11 = 37 4/11

The remainder is 4; this is the check digit to be inserted in position nine (9) of the VIN

(d) 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. 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 as follows:

TABLE VI.—YEAR CODES FOR VIN

Year	Code
1980 .....	A
1981 .....	B
1982 .....	C
1983 .....	D
1984 .....	E
1985 .....	F
1986 .....	G
1987 .....	H
1988 .....	J
1989 .....	K
1990 .....	L
1991 .....	M
1992 .....	N
1993 .....	P
1994 .....	R
1995 .....	S
1996 .....	T
1997 .....	V
1998 .....	W
1999 .....	X
2000 .....	Y
2001 .....	1
2002 .....	2
2003 .....	3
2004 .....	4
2005 .....	5
2006 .....	6
2007 .....	7
2008 .....	8
2009 .....	9
2010 .....	A
2011 .....	B
2012 .....	C
2013 .....	D

(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.

#### § 565.7 Reporting requirements.

The information collection requirements contained in this part have been approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2127–0510.

(a) The National Highway Traffic Safety Administration (NHTSA) has contracted with the Society of Automotive Engineers (SAE) to coordinate the assignment of manufacturer identifiers. Manufacturer identifiers will be supplied by SAE at no charge. All requests for assignments of manufacturer identifiers should be forwarded directly to: Society of Automotive Engineers, 400 Commonwealth Avenue, Warrendale, Pennsylvania 15096, Attention: WMI Coordinator. Any requests for identifiers submitted to NHTSA will be forwarded to SAE. Manufacturers may request a specific identifier or may request only assignment of an identifier(s). SAE will review requests for specific identifiers to determine that they do not conflict with an identifier already assigned or

block of identifiers already reserved. SAE will confirm the assignments in writing to the requester. Once confirmed by SAE, the identifier need not be resubmitted to NHTSA.

(b) Manufacturers of vehicles subject to this part shall submit, either directly or through an agent, the unique identifier for each make and type of vehicle it manufactures at least 60 days before affixing the first VIN using the identifier. Manufacturers whose unique identifier appears in the fourth section of the VIN shall also submit the three characters of the first section that constitutes a part of their identifier.

(c) Manufacturers of vehicles subject to the requirements of this part shall submit to NHTSA the information necessary to decipher the characters contained in its VINs. Amendments to this information shall be submitted to the agency for VINs containing an amended coding. The agency will not routinely provide written approvals of these submissions, but will contact the manufacturer should any corrections to these submissions be necessary.

(d) The information required under paragraphs (b) and (c) of this section shall be submitted at least 60 days prior to offering for sale the first vehicle identified by a VIN containing that information, or if information concerning vehicle characteristics sufficient to specify the VIN code is unavailable to the manufacturer by that date, then within one week after that information first becomes available. The information shall be addressed to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, Attention: VIN Coordinator.

#### PART 567—[AMENDED]

4. The authority citation for part 567 would be revised to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166, 32502, 32504, 33101–33014,

and 33109; delegation of authority at 49 CFR 1.50.

5. In part 567.4, paragraphs (k) introductory text and (l) would be revised to read as follows:

**§ 567.4 Requirements for manufacturers of motor vehicles.**

\* \* \* \* \*

(k) In the case of passenger cars admitted to the United States under 49 CFR part 592 to which the label required by this section has not been affixed by the original producer or assembler of the passenger car, a label meeting the requirements of this paragraph shall be affixed by the importer before the vehicle is imported into the United States, if the car is from a line listed in Appendix A of 49 CFR Part 541. This label shall be in addition to, and not in place of, the label required by paragraphs (a) through (j), inclusive, of this section.

\* \* \* \* \*

(l)(1) In the case of a passenger car imported into the United States under 49 CFR 591.5(f) which does not have an identification number that complies with 49 CFR 565.4 (b), (c), and (g) at the time of importation, the Registered Importer shall permanently affix a label to the vehicle in such a manner that, unless the label is riveted, it cannot be removed without being destroyed or defaced. The label shall be in addition to the label required by paragraph (a) of this section, and shall be affixed to the vehicle in a location specified in paragraph (c) of this section.

(2) The label shall contain the following statement, in the English language, lettered in block capitals and numerals not less than 4 mm high, with the location on the vehicle of the original manufacturer's identification number provided in the blank:  
ORIGINAL MANUFACTURER'S IDENTIFICATION NUMBER  
SUBSTITUTING FOR U.S. VIN IS  
LOCATED \_\_\_\_\_.

**PART 571—[AMENDED]**

6. The authority citation for part 571 would continue to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

**§ 571.115 [Removed]**

7. Section 571.115 would be removed.

Issued on: October 17, 1995.

Barry Felrice,

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 95-26499 Filed 10-24-95; 8:45 am]

BILLING CODE 4910-59-P

**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

**50 CFR Part 656**

[I.D. 092595C]

**Atlantic Striped Bass Fisheries; Public Hearings**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Additional public hearings; request for comments.

**SUMMARY:** On September 29, 1995, October 16, 1995, and October 18, 1995, NMFS announced continuing public hearings to receive comments from fishery participants and other members of the public regarding proposed regulations on the harvest and possession of striped bass in the exclusive economic zone of the Atlantic Ocean from Maine through North Carolina.

Due to insufficient space to safely accommodate an unanticipated large attendance at the October 16, 1995, hearing in Toms River, NJ, and the public request for hearings in New York, and Connecticut, NMFS is announcing that it intends to hold additional public hearings on November 6, 1995, in Ronkonkoma, NY, November 7, 1995, at Long Branch, NJ, November 8, 1995, in East Lyme, CT, and November 13, 1995, in Toms River, NJ, to allow those who were unable to comment, the opportunity to do so.

To accommodate others unable to attend any of the public hearings, but who wish to provide comments, NMFS also is soliciting written comments on the proposed rule.

**DATES:** Written comments on the proposed rule must be received on or before November 15, 1995. The remaining hearings are scheduled as follows:

1. October 25, 1995, 7 to 9 p.m., Plymouth, MA
2. November 6, 1995, 7 to 9 p.m., Ronkonkoma, NY
3. November 7, 1995, 7 to 9 p.m., Long Branch, NJ
4. November 8, 1995, 7 to 9 p.m., East Lyme, CT
5. November 9, 1995, 7 to 9 p.m., Norfolk, VA
6. November 13, 1995, 7 to 9 p.m., Toms River, NJ

**ADDRESSES:** Written comments should be sent to William Hogarth, Office of Fisheries Conservation and Management (F/CM), NMFS, 1315 East-West

Highway, Silver Spring, MD 20910. Clearly mark the outside of the envelope "Atlantic Striped Bass Comments."

The remaining hearings will be held at the following locations:

1. Plymouth—Plymouth N. High School, Obery Street, Plymouth, MA 02360
2. Ronkonkoma—Holiday Inn, 3845 Veterans Memorial Highway, Ronkonkoma, NY 11779
3. Long Branch—Ocean Place Hilton, One Ocean Blvd., Long Branch, NJ 07740
4. East Lyme—East Lyme High School, 30 Chesterfield Road, East Lyme, CT 06333
5. Norfolk—Quality Inn Lake Wright Convention Center, 6280 Northampton Blvd., Norfolk, VA 23502
6. Toms River—Holiday Inn, 290 Highway 37E, Toms River, NJ 08753

**FOR FURTHER INFORMATION CONTACT:** William Hogarth at 301-713-2339.

**SUPPLEMENTARY INFORMATION:** The hearing announcements were published on September 29, 1995 (60 FR 50540), October 16, 1995 (60 FR 53577) and October 18, 1995.

A complete description of the measures, and the purpose and need for the proposed action, is contained in the proposed rule published September 27, 1995 (60 FR 49821), and is not repeated here. A copy of the proposed rule may be obtained by writing (see **ADDRESSES**) or calling the contact person (see **FOR FURTHER INFORMATION CONTACT**).

The hearings are physically accessible to people with disabilities. Requests for sign language interpretation or other auxiliary aids for the Ronkonkoma, NY, East Lyme, CT, Long Branch, NJ and Toms River, NJ, public hearings should be directed to William Hogarth by November 2, 1995 (see **ADDRESSES**).

Authority: 16 U.S.C. 1851 note.

Dated: October 19, 1995.

Richard W. Surdi,

*Acting Director, Office of Fisheries Conservation and Management, National Marine Fisheries Service.*

[FR Doc. 95-26379 Filed 10-19-95; 4:08 p]

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**50 CFR Part 658**

[Docket No. 951013251-5251-01; I.D. 091295B]

RIN 0648-AH72

**Shrimp Fishery of the Gulf of Mexico; Amendment 8**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.