

element of the range management program concerns acquisition through the lease of State, county or privately owned land within a grazing district. As a result, these regulations were grouped with unrelated acquisitions such as gifts and exchanges. The new 43 CFR Part 4600 will be contained in Subchapter D, entitled Range Management. Since all regulations concerning range management are in Subchapter D, transferring the regulations formerly at 43 CFR Part 2120 to Subchapter D will consolidate all range regulations in one place thus making it more convenient. A cross-reference to new Subpart 4600 has been added in 43 CFR 4130.2 and a cross-reference corrected 43 CFR 2121.5.

**Procedural Matters**

The BLM has determined for good cause that notice and public procedure pursuant to the Administrative Procedure Act (5 U.S.C. 553(b)(3)(B)) are unnecessary for this rulemaking. Notice and public participation are unnecessary because the rulemaking merely transfers existing regulations to a new Part of Title 43 of the Code of Federal Regulations, adds a cross-reference, and corrects a cross reference. No substantive change has been made to the regulations except to redesignate numbering, provide a cross reference to new Part 4600 in Part 4100, and correct a cross reference in newly designated Section 4160.5.

The principal author of this final rule is Frank Bruno, Regulatory Management Team, BLM.

This rule is an administrative action and not subject to the Office of Management and Budget review under Executive Order 12866.

It is hereby determined that this final rule does not constitute a major Federal action significantly affecting the quality of the human environment, and that no detailed statement pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(C)) is required. The BLM has determined that this final rule, which is a purely administrative action, is categorically excluded from further environmental review pursuant to 516 Departmental Manual (DM), Chapter 2, Appendix 1, Item 1.10, and that the proposal would not significantly affect the 10 criteria for exceptions listed in 516 DM 2, Appendix 2. Pursuant to the Council on Environmental Quality regulations (40 CFR 1508.4) and environmental policies and procedures of the Department of the Interior, "categorical exclusions" means a category of actions that the Department has determined ordinarily do not

individually or cumulatively have a significant effect on the human environment.

The rule will not have a significant impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) because it merely transfers a regulation to another Part of Title 43 of the Code of Federal Regulations and makes no substantive change.

This rule does not contain information collection requirements that require approval by the Office of Management and Budget under 44 U.S.C. 3501 *et seq.*

**List of Subjects in 43 CFR Part 4600**

Grazing lands.

Dated: May 29, 1996.

Bob Armstrong,

*Assistant Secretary of the Interior.*

**PART 2120—[REDESIGNATED AS PART 4600]**

**I**

1. Part 2120 is redesignated as 43 CFR Part 4600 in new Group 4600—Leases as shown in the following redesignation table:

**REDESIGNATION TABLE**

Old 43 CFR part 2120	New 43 CFR part 4600
Subpart 2120 .....	Subpart 4600.
2120.0-2 .....	4600.0-2.
2120.0-3 .....	4600.0-3.
Subpart 2121 .....	Subpart 4610.
2121.1 .....	4610.1.
2121.1-1 .....	4610.1-1.
2121.1-2 .....	4610.1-2.
2121.2 .....	4610.2.
2121.2-1 .....	4610.2-1.
2121.2-2 .....	4610.2-2.
2121.2-3 .....	4610.2-3.
2121.3 .....	4610.3.
2121.4 .....	4610.4.
2121.4-1 .....	4610.4-1.
2121.4-2 .....	4610.4-2.
2121.4-3 .....	4610.4-3.
2121.5 .....	4610.5.

2. The authority for the redesignated Part 4600 continues to read as follows:

Authority: 48 Stat. 1270; 43 U.S.C. 315a.

**Subpart 4130—Authorizing Grazing Use**

3. Section 4130.2 is amended by adding paragraph (j) to read as follows:

**4130.2 Grazing permits or leases.**

\* \* \* \* \*

(j) Provisions explaining how grazing permits or authorizations may be granted for grazing use on state, county or private land leased by the Bureau of

Land Management under "The Pierce Act" and located within grazing districts are explained in 43 CFR part 4600.

**PART 4600—LEASES OF GRAZING LAND—PIERCE ACT**

4. The title of the newly designated part 4600, formerly part 2120, is revised to read as set forth above.

**Subpart 4600—General**

5. The title of the newly designated subpart 4600, formerly subpart 2120, revised to read as set forth above.

**§ 4610.5 Improvements by the United States on leased lands.**

6. Newly designated section 4610.5, formerly section 2121.5, is amended by removing "part 4110 of this chapter" and replacing it with "subpart 4120 of Subchapter D."

[FR Doc. 96-14097 Filed 6-6-96; 8:45 am]

BILLING CODE 4310-84-P

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**49 CFR Parts 541, 565, 567, 571**

[Docket No. 95-85; Notice 2]

RIN 2127-AF69

**Vehicle Identification Number Requirements**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).  
**ACTION:** Final rule.

**SUMMARY:** In this final rule, NHTSA combines its vehicle identification number (VIN) requirements in a single regulation, Part 565. Previously, the VIN requirements were specified in two separate regulations, Federal Motor Vehicle Safety Standard No. 115 and Part 565. This 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 converts English measurements specified in Part 565 to metric measurements. NHTSA makes no substantive changes in any regulatory requirements.

**DATES:** *Effective Date:* This final rule is effective July 8, 1996.

*Petitions for Reconsideration:* Any petitions for reconsideration of this final rule must be received by NHTSA no later than July 22, 1996.

**ADDRESSES:** Any petitions for reconsideration of this final rule should refer to the docket and notice number set forth in the heading of this notice and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

**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, 1995 directive from the President to the heads of departments and agencies, "Regulatory Reinvention Initiative," NHTSA reviewed all its regulations and directives. During this review, the agency identified not only those rules or portions of rules that might be deleted or rescinded but also rules that could be consolidated to avoid duplication or redrafted to make them easier to read. NHTSA's vehicle identification number requirements were identified as a candidate for amendment to make the requirements easier to understand and to apply.

Notice of Proposed Rulemaking

In a notice of proposed rulemaking (NPRM) published October 25, 1995 (60 FR 54658), the agency proposed to transfer the text of Federal Motor Vehicle Safety Standard No. 115 (49 CFR 571.115) *Vehicle identification number—basic requirements* to 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. Standard No. 115 specifies general physical requirements for a VIN plate or label and its installation and Part 565 specifies VIN content and format.

In the NPRM, NHTSA stated its tentative conclusion that consolidation of the VIN requirements into one regulation would make it easier for motor vehicle manufacturers to understand and to apply those requirements. Many small manufacturers of motor vehicles (including trailers) apparently find the necessity of consulting two separate VIN regulations (i.e., Standard No. 115 and Part 565) cumbersome and confusing. Thus, NHTSA proposed to consolidate all VIN requirements into one regulation. NHTSA stated it did not

intend to make any substantive changes to its VIN requirements as a result of the proposed consolidation.

Since VIN requirements are referenced in other NHTSA regulations, such as Part 541 *Federal Motor Vehicle Theft Prevention Standard* and Part 567 *Certification*, NHTSA also proposed to make conforming changes to those references.

NHTSA also proposed to convert part 565 measurements from the English system of measurement to the metric system. The metric conversions were proposed so NHTSA could 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. Specifically, NHTSA proposed that English unit measurements of gross vehicle weight ratings (GVWRs) in Table II of part 565 be exactly converted to the metric system. Thus, the agency proposed that a GVWR of 10,000 pounds be converted to 4536 kilograms (kg.), the exact converted figure, instead of 4500 kg, the equivalent converted figure. To accommodate those persons unfamiliar with the metric system, NHTSA proposed that part 565 present the English and metric measurements indefinitely.

Public Comments on the NPRM and NHTSA's Responses

In response to the NPRM, NHTSA received comments from Advocates for Highway and Auto Safety, Chrysler, Flxible Corporation, Ford, National Automobile Dealers Association (NADA), Navistar, General Motors and Toyota. Advocates, Chrysler, Ford, General Motors and NADA agreed with NHTSA's proposal to consolidate all VIN requirements in Part 565, and to provide measurements in both English and metric units.

Several commenters noted typographical errors. Ford, General Motors, and Navistar each pointed out the same typographical errors in the proposed text of sections 565.6(a) and 565.6(b). NHTSA agrees with the recommended corrections and makes them in the final rule. Toyota stated its belief that there was a discrepancy between proposed section 565.7(b) and proposed section 565.7(d) as to deadlines for manufacturers to provide VIN information to NHTSA. After reviewing Part 565, NHTSA notes that the reference to "paragraph (b)" in proposed section 565.7(d) was a typographical error, and removes the reference in the final rule.

Flxible Corporation expressed concern that metrication of the

measurements in the VIN requirements (but retaining English measurements for the present) may result in both English and metric units being displayed on VIN tags, necessitating larger tags. There appears to have been a misunderstanding about the proposal. In commenting, Flxible may have been assuming that this rulemaking would somehow have affected its obligation under 49 CFR Part 567, *Certification*, to state a vehicle's GVWR on its certification label. Nothing that NHTSA proposed for Part 565 would amend Part 567 or otherwise result in manufacturers providing information in addition to the seventeen digits specified as the VIN. NHTSA notes that its proposal to metricate Part 565 would only amend Table II. Table II specifies GVWR classes for motor vehicles. Previously, the Table II GVWR classes were only described according to English measurements. The NPRM proposed that the weight classes be described in the regulation according to both metric and English measurements. While a vehicle's GVWR class, as determined under Table II, must be encoded in its VIN, the class is not required by Part 565 to be directly placed on the vehicle. The GVWR class is not currently required by Part 565 to be placed on the vehicle in English units and will not be required as a result of this rulemaking to be placed on the vehicle in both units.

Final Rule

NHTSA is adopting its proposal without change, except that it has corrected the previously discussed typographical errors noted by Ford, General Motors, Navistar and Toyota.

Effective Date

In the NPRM, NHTSA tentatively decided that there was good cause shown for concluding that an effective date earlier than 180 days after issuance would be in the public interest. The agency proposed that, if adopted, the effective date for the final rule be 30 days after its publication in the Federal Register. NHTSA received no comments on this issue. Accordingly, the agency has decided that there is good cause shown for concluding that an effective date earlier than 180 days after issuance is in the public interest. The final rule will take effect 30 days after its publication in the Federal Register.

Rulemaking Analyses and Notices

1. *Executive Order 12866 and DOT Regulatory Policies and Procedures*

This final 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 rule does not impose any costs or yield any savings, but consolidates the agency's requirements for manufacturers to assign vehicle identification numbers (VINs) to motor vehicles. The changes make it easier for manufacturers to understand and apply the VIN requirements. The agency makes no substantive changes as a result of the consolidation. Since there are no impacts, preparation of a full regulatory evaluation is not warranted.

## 2. Regulatory Flexibility Act

The agency has considered the effects of this regulatory action under the Regulatory Flexibility Act. I hereby certify that the final rule will not have a significant economic impact on a substantial number of small entities. As explained above, the rule does not impose any new costs or provide any savings. It will 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, will not be affected by the rule. Accordingly, a final regulatory flexibility analysis has not been prepared.

## 3. Paperwork Reduction Act

The information collection requirements in this 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. NHTSA has undertaken measures for OMB approval to extend this collection of information.

## 4. Executive Order 12612 (Federalism)

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

## 5. National Environmental Policy Act

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

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

This final rule will 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.

### List of Subjects

#### 49 CFR Part 541

Crime, Labeling, Motor vehicles, Reporting and recordkeeping requirements.

#### 49 CFR Part 565

Motor vehicle safety, Reporting and recordkeeping requirements.

#### 49 CFR Part 567

Labeling, Motor vehicle safety, Reporting and recordkeeping requirements.

#### 49 CFR Part 571

Motor vehicle safety, Reporting and recordkeeping requirements, Tires.

In consideration of the foregoing, NHTSA is amending 49 CFR parts 541, 565, 567, and 571 as set forth below.

## PART 541—[AMENDED]

1. The authority citation for part 541 continues to read as follows:

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

2. In § 541.4, paragraph (b)(7) is 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.

3. Part 565 is 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 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 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. (10,000 lbs.) 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: [ABCDEFGHJKLMNPRSTUVWXYZ] 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 § 565.7(a).

(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. (10,000 lbs.) 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. 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
- B = 2
- C = 3
- D = 4
- E = 5
- F = 6
- G = 7
- H = 8
- J = 1
- K = 2
- L = 3
- M = 4
- N = 5
- P = 7
- R = 9

- S = 2
- T = 3
- U = 4
- V = 5
- W = 6
- X = 7
- Y = 8
- Z = 9

(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
7th .....	2
8th .....	10
9th .....	(check digit)
10th .....	9
11th .....	8
12th .....	7
13th .....	6
14th .....	5
15th .....	4
16th .....	3
17th .....	2

(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. (10,000 lbs.) 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

TABLE VI.—YEAR CODES FOR VIN—Continued

Year	Code
1993 .....	P
1994 .....	R
1995 .....	S
1996 .....	T
1997 .....	V
1998 .....	W
1999 .....	X
2000 .....	Y
2001 .....	1
2002 .....	2
2003 .....	3
2004 .....	4

TABLE VI.—YEAR CODES FOR VIN—  
Continued

Year	Code
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 paragraph (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 is 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 § 567.4, paragraphs (k) introductory text and (l) are 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 continues 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 and Reserved]**

7. Section 571.115 is removed, and reserved.

Issued on: May 31, 1996.

Ricardo Martinez,  
Administrator.

[FR Doc. 96-14241 Filed 6-6-96; 8:45 am]

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**Surface Transportation Board**

**49 CFR Part 1039**

[STB Ex Parte No. 550]

**Removal of Obsolete Regulations Concerning Railroad Contracts**

AGENCY: Surface Transportation Board.  
ACTION: Final rule.

**SUMMARY:** The Surface Transportation Board (the Board) is removing from the Code of Federal Regulations obsolete regulations exempting non-agricultural railroad transportation contracts from the contract filing requirement that previously applied to railroad contracts.  
**EFFECTIVE DATE:** January 1, 1996.