



NISTIR 8120

# A Guide to United States Imported Motor Vehicle Equipment and Parts Compliance Requirements



**NIST**  
National Institute of  
Standards and Technology  
U.S. Department of Commerce



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Lisa M. Benson  
Karen Reczek

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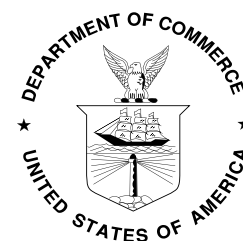
# **A Guide to United States Imported Motor Vehicle Equipment and Parts Compliance Requirements**

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# ***A Guide to United States Motor Vehicle and Motor Vehicle Equipment Compliance Requirements***

## ***HOW TO USE THIS GUIDE***

- Regulations are mandatory
- Standards are voluntary (unless “Incorporated by Reference” in a regulation)
  - Note this exception to the above vocabulary for motor vehicle parts: Federal Motor Vehicle Safety Standards (FMVSS) are mandatory
- Guidelines may be voluntary (but are often *de facto* industry standards)
- “Red” text highlights mandatory requirements
- “Blue” text indicates a hyperlink to a website, page or document on the web

## ***SCOPE***

This guide addresses only US requirements for imported motor vehicle equipment and parts.

## ***OVERVIEW OF U.S. FEDERAL REGULATORY FRAMEWORK***

Once a law has been enacted by Congress, the appropriate federal agency (e.g., the Consumer Product Safety Commission, the Federal Trade Commission, the National Highway Traffic Safety Administration, *et al.*) may create the regulations to implement the law. Before such regulations can be adopted, the appropriate federal agency ordinarily will issue a notice of proposed rulemaking (NPRM) to solicit public comments on the proposed rules. To provide opportunity for public comment, the appropriate federal agency must issue draft regulations or “Proposed Rules” that are published in the [Federal Register](#) and as a WTO TBT notification. The agency reviews the comments and can then issue a “Final Rule” that also is published in the *Federal Register*, and later, published annually in the [Code of Federal Regulations \(CFR\)](#). Together, the enabling acts and laws [published in the [United States Code \(USC\)](#) once passed] and the final regulations (published in the *CFR*) provide a framework for the implementation and enforcement of most federal laws in the United States.

## FEDERAL REGULATORY AUTHORITIES AND TECHNICAL REGULATIONS (MANDATORY)

Several U.S. federal agencies administer regulations associated with motor vehicle parts.

Agency	Scope
Customs and Border Protection (CBP)	Country of Origin (for most imported products)
Department of Transportation (DOT) – National Highway Traffic Safety Administration (NHTSA)	Federal motor vehicle safety standards (FMVSS)
Environmental Protection Agency (EPA)	Emissions from engines
Federal Trade Commission (FTC)	Packaging, labeling, and advertising

### Customs and Border Protection (CBP)

#### Country of Origin: Marking of Imported Articles and Containers

[Title 19, United States Code, Chapter 4, Section 1304](#)

All products imported into the U.S. **must conform** to [19 CFR 134, Country of Origin Marking](#) regulations. These regulations require that every article of foreign origin (or its container) imported into the U.S. be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or container) will permit, and in such a manner as to indicate to the ultimate purchaser in the U.S., the English name of the country of origin of the article at the time of importation.

Manufacturers of all motor vehicle parts (whether or not subject to the FMVSS) are required to comply with the “Agent for Service of Process” requirements. If the information is not on record, the shipments will be held at the Port of Entry pending submission. The process for filing the Agent for Service form begins by accessing NHTSA’s [Manufacturer Portal](#).

**For more detailed information, see CBP’s:**

[Terminology and Methods for Marking of Country of Origin on U.S. Imports](#)

[What Every Member of the Trade Community Should Know About: Vehicles, Parts and Accessories Under HTSUS](#)

## [Department of Transportation \(DOT\)](#)

### **Safety Standards**

#### [National Traffic and Motor Vehicle Safety Act of 1966](#)

[National Highway Traffic Safety Administration \(NHTSA\)](#) is the U.S. government agency responsible for implementing and enforcing the National Traffic and Motor Vehicle Safety Act of 1966, as amended, [49 U.S.C. Chapter 301 \(the Vehicle Safety Act\)](#), and certain other laws relating to motor vehicle safety. Under that authority, NHTSA issues and enforces federal motor vehicle safety standards (FMVSS) that establish minimum safety performance requirements for motor vehicles and for 13 items of motor vehicle equipment (i.e., “regulated motor vehicle parts”). Regulated motor vehicle parts include tires, rims, brake hoses, brake fluid, seat belt assemblies, lighting equipment, glazing, motorcycle helmets, child restraints, compressed natural gas containers, rear impact guards for trailers, platform lift systems for the mobility-impaired, and triangular reflective warning devices. **To be lawfully imported, a new or used regulated motor vehicle part must, as originally manufactured, conform to the version of the applicable FMVSS in effect on the date of manufacture and be so certified by its manufacturer.** In most instances, certification of compliance with the applicable FMVSS for regulated motor vehicle parts is shown by the symbol “DOT” either inscribed on the part in a prescribed location, or placed on the outside of the container in which the part is shipped. The full text of each FMVSS for motor vehicles and motor vehicle equipment appears in [49 CFR 571](#).

Most of the standards listed below are vehicle standards. Compliance with a vehicle standard is certified by the vehicle manufacturer and not by the manufacturer of the vehicle system or component that is addressed by the standard. Some of the standards establish minimum safety performance requirements for motor vehicle equipment. Those standards are marked in the list below with an asterisk (\*). **The manufacturer of equipment that is subject to a standard must certify the equipment’s compliance with the standard.**

### **49 CFR 571 Subpart B**

Federal Motor Vehicle Safety Standards (FMVSS) (§ Indicates Section)

<b>Part</b>	<b>Standard No.</b>	<b>Title</b>
§ 571.101	Standard No. 101	Controls and displays.
§ 571.102	Standard No. 102	Transmission shift position sequence, starter interlock, and transmission braking effect.
§ 571.103	Standard No. 103	Windshield defrosting and defogging systems.
§ 571.104	Standard No. 104	Windshield wiping and washing systems.
§ 571.105	Standard No. 105	Hydraulic and electric brake systems.
§ 571.106*	Standard No. 106	Brake hoses.
§ 571.108*	Standard No. 108	Lamps, reflective devices, and associated equipment.
§ 571.109*	Standard No. 109	New pneumatic and certain specialty tires.

<b>Part</b>	<b>Standard No.</b>	<b>Title</b>
§ 571.110*	Standard No. 110	Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less.
§ 571.111	Standard No. 111	Rearview mirrors.
§ 571.113	Standard No. 113	Hood latch system.
§ 571.114	Standard No. 114	Theft protection and rollaway prevention.
§ 571.116*	Standard No. 116	Motor vehicle brake fluids.
§ 571.117*	Standard No. 117	Retreaded pneumatic tires.
§ 571.118	Standard No. 118	Power-operated window, partition, and roof panel systems.
§ 571.119*	Standard No. 119	New pneumatic tires for motor vehicles with a GVWR of more than 4,536 kilograms (10,000 pounds) and motorcycles.
§ 571.120*	Standard No. 120	Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of more than 4,536 kilograms (10,000 pounds).
§ 571.121	Standard No. 121	Air brake systems.
§ 571.122	Standard No. 122	Motorcycle brake systems.
§ 571.123	Standard No. 123	Motorcycle controls and displays.
§ 571.124	Standard No. 124	Accelerator control systems.
§ 571.125*	Standard No. 125	Warning devices.
§ 571.126	Standard No. 126	Electronic stability control systems.
§ 571.129*	Standard No. 129	New non-pneumatic tires for passenger cars.
§ 571.131	Standard No. 131	School bus pedestrian safety devices.
§ 571.135	Standard No. 135	Light vehicle brake systems.
§ 571.138	Standard No. 138	Tire pressure monitoring systems.
§ 571.139*	Standard No. 139	New pneumatic radial tires for light vehicles.
§ 571.201	Standard No. 201	Occupant protection in interior impact.
§ 571.202a	Standard No. 202	Head restraints; mandatory applicability begins on September 1, 2009.
§ 571.203	Standard No. 203	Impact protection for the driver from the steering control system.
§ 571.204	Standard No. 204	Steering control rearward displacement.
§ 571.205*	Standard No. 205	Glazing materials.
§ 571.205a	Standard No. 205a	Glazing equipment manufactured before September 1, 2006 and glazing materials used in vehicles manufactured before November 1, 2006.
§ 571.206	Standard No. 206	Door locks and door retention components.
§ 571.207	Standard No. 207	Seating systems.
§ 571.208	Standard No. 208	Occupant crash protection.
§ 571.209*	Standard No. 209	Seat belt assemblies.

Part	Standard No.	Title
§ 571.210	Standard No. 210	Seat belt assembly anchorages.
§ 571.212	Standard No. 212	Windshield mounting.
§ 571.213*	Standard No. 213	Child restraint systems.
§ 571.214	Standard No. 214	Side impact protection.
§ 571.216	Standard No. 216	Roof crush resistance; applicable unless a vehicle is certified to §571.216a.
§ 571.216a	Standard No. 216a	Roof crush resistance; upgraded standard.
§ 571.217	Standard No. 217	Bus emergency exits and window retention and release.
§ 571.218*	Standard No. 218	Motorcycle helmets.
§ 571.219	Standard No. 219	Windshield zone intrusion.
§ 571.220	Standard No. 220	School bus rollover protection.
§ 571.221	Standard No. 221	School bus body joint strength.
§ 571.222	Standard No. 222	School bus passenger seating and crash protection.
§ 571.223*	Standard No. 223	Rear impact guards.
§ 571.224	Standard No. 224	Rear impact protection.
§ 571.225	Standard No. 225	Child restraint anchorage systems.
§ 571.226	Standard No. 226	Ejection mitigation.
§ 571.301	Standard No. 301	Fuel system integrity.
§ 571.302	Standard No. 302	Flammability of interior materials.
§ 571.303	Standard No. 303	Fuel system integrity of compressed natural gas vehicles.
§ 571.304*	Standard No. 304	Compressed natural gas fuel container integrity.
§ 571.305	Standard No. 305	Electric-powered vehicles: electrolyte spillage and electrical shock protection.
§ 571.401	Standard No. 401	Interior trunk release.
§ 571.403*	Standard No. 403	Platform lift systems for motor vehicles.
§ 571.404	Standard No. 404	Platform lift installations in motor vehicles.
§ 571.500	Standard No. 500	Low-speed vehicles.

For information concerning air bags, brakes, child passenger safety, seat belts, tires, and other equipment, see the [NHTSA Laws and Regulations](#).

**For more detailed information, see NHTSA's:**  
[FMVSS Test Procedures](#)

In addition to the FMVSS, [49 CFR 541](#)—Federal Motor Vehicle Theft Prevention Standard specifies performance requirements for identifying numbers or symbols to be placed on certain motor vehicle parts to reduce thefts by facilitating the tracing and recovery of parts from stolen vehicles.

Before offering a regulated motor vehicle part for sale in, or for importation into the U.S., the manufacturer must: 1) designate a permanent resident of the United States as its agent for service of process if the fabricating manufacturer or importer is not located in the U.S. ([49 CFR Part 551](#), Subpart D Service of Process on Foreign Manufacturers and Importers) and 2) submit to NHTSA identifying information on itself and on the regulated motor vehicle parts it manufactures, not later than 30 days after the manufacturing process begins ([49 CFR Part 566](#) Manufacturer Identification). The fabricating manufacturer of glazing and tires must label its products with identification numbers assigned to the manufacturer by NHTSA. Brake hose manufacturers must submit to NHTSA and inscribe on their products unique identifying marks. **Manufacturers may comply with these procedural requirements by filing forms using the online [Manufacturer Portal](#).**

Please note that 49 U.S.C. Chapter 301 defines a *manufacturer* as a person either (a) manufacturing or assembling motor vehicles or motor vehicle equipment; or (b) importing motor vehicles or motor vehicle equipment for resale.

NHTSA maintains on its web site a searchable [database](#) of those manufacturers that have identified themselves and their products to the agency.

#### **Guidance on Best Importer Practices**

NHTSA publishes guidance concerning best practices to be followed by importers of motor vehicle equipment to reduce the likelihood of importing products that contain defects related to motor vehicle safety or that do not comply with applicable FMVSS.

***For more detailed information, see NHTSAs: [Recommended Best Practices for Importers of Motor Vehicles and Motor Vehicle Equipment](#)***

#### **Early Warning Reporting Requirements**

The purpose of the Early Warning Reporting requirements of [49 CFR 579](#) is to enhance motor vehicle safety by specifying information and documents that manufacturers of motor vehicles and motor vehicle equipment must provide to NHTSA with respect to possible safety-related defects and noncompliances in their products, including the reporting of safety recalls and other safety campaigns that the manufacturer conducts outside the United States.

The Early Warning Division of the Office of Defects Investigation (ODI) reviews and analyzes data and documents submitted by manufacturers under the Transportation Recall Enhancement, Accountability and Documentation Act (TREAD Act). TREAD data includes aggregate data (warranty and non-warranty), death and injury claims, property damage claims, foreign campaigns, and field reports involving regulated motor vehicles and equipment items. This data is submitted quarterly by each manufacturer who produces more than 5000 vehicles annually. However, the reporting threshold is 500 for Bus Medium Heavy (BMH), tire, and child restraints manufacturers. In addition, manufacturers under the reporting threshold are required to provide death claim notices to NHTSA.



## Pending Regulations of Note

The DOT has published *Notices of Proposed Rulemaking* (NPRM) in the [Federal Register](#). Each notice provides specifics as to the amendments under consideration and makes a request for comments. The Federal Register should be consulted for most recent Notices. See:

[Notice of Proposed Rulemaking: Parts and Accessories Necessary for Safe Operation; Inspection, Repair, and Maintenance; General Amendments \(October 7, 2015\)](#)

## Certification Program

NHTSA manages a compliance testing program to ensure that all equipment is in compliance with the FMVSS standards (i.e. that the manufacturers certification is valid, etc.) For more details, see the information in the Testing and Certification Bodies section of this document.

## [Environmental Protection Agency \(EPA\)](#)

### Emissions

Many laws and regulations govern import and export requirements of materials which may pose a risk to human health and the environment. EPA works with the states, other federal agencies, and foreign governments to ensure compliance with laws governing the import and export of many of these materials. Motor vehicle engines (and their emissions) are subject to regulation under the EPA. **Engines that are not U.S. emission-standard engines must be imported through an Independent Commercial Importer.** When either EPA or U.S. Customs determines that imported equipment does not meet the EPA emissions certification requirements, Customs will detain or seize the equipment.

The National Program for greenhouse gas emissions (GHG) and fuel economy standards was developed jointly by the Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) and applies to light duty cars and trucks in model years 2012-2016 (first phase) and 2017-2025 (second phase). EPA regulations relevant to emissions include [40 CFR 85 Control of Air Pollution from Mobile Sources](#), [40 CFR 86 Control of Emissions from New and In-Use Highway Vehicles and Engines](#), [40 CFR 600 Fuel Economy and Greenhouse Gas Exhaust Emissions of Motor Vehicles](#), and [40 CFR 610 Fuel Economy Retrofit Devices](#).

***For more detailed information, see EPAs:***

[Overview of EPA Import Requirements for Vehicles and Engines](#)  
[Procedures for Importing Vehicles and Engines into the United States](#)

## Toxic Substances Control Act (TSCA)

The [Toxic Substances Control Act of 1976 \(15 USC 2601-2692\)](#) provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics and pesticides.

EPA has promulgated a significant new use rule (SNUR) for elemental mercury (CAS No. 7439-97-6) used in certain convenience light switches, anti-lock braking system (ABS) switches, and active ride control system switches. The rule amends [40 CFR 721](#) to require persons who intend to manufacture (including import) or process these chemicals for an activity preliminarily designated as a significant new use by this action to notify EPA at least 90 days before commencing that activity. The required notification provides EPA with the opportunity to evaluate the intended use and, if appropriate, to prohibit or limit that activity before it occurs.

Other rules may be applicable to automotive parts.

***For more detailed information, see:***  
[Summary of the Toxic Substances Control Act](#)

## **Federal Trade Commission (FTC)**

### **The FTC Act**

[Title 15, United States Code, Chapter 2, Subchapter I, Sections 41-58](#)

The FTC Act broadly prohibits unfair or deceptive acts or practices in or affecting commerce. The Commission will find deception if, either by the inclusion or exclusion of information, it is likely to:

- Mislead consumers acting reasonably under the circumstances, and
- Affect the consumer's choice or conduct, thereby leading to injury.

The FTC Act allowed the FTC to enact regulations intended to prohibit unfair or deceptive acts or practices.

### **Fair Packaging Labeling Act**

Fair Packaging and Labeling Act Regulations, [16 CFR 500](#), require consumer commodities (other than cosmetics, food, drugs, and therapeutic devices) be labeled to disclose identity of the commodity, the name and place of business of the product's manufacturer, packer, or distributor; and net contents and net quantity of servings, uses, or applications represented to be present.

### **Environmental Marketing Claims**

[16 CFR 260, Guides for the Use of Environmental Marketing Claims](#)

These guides apply to environmental claims included in labeling, advertising, promotional materials and all other forms of marketing, whether asserted directly or by implication, through words, symbols, emblems, logos, depictions, product brand names, or through any other means, including marketing through digital or electronic means, such as the Internet or

electronic mail. The guides apply to any claim about the environmental attributes of a product, package, or service in connection with the sale, offering for sale, or marketing of such product, package or service for personal, family or household use, or for commercial, institutional, or industrial use.

In 2012, an update by the FTC modified the existing guide sections on general environmental benefit, compostable, degradable, ozone, recyclable, and recycled content claims. It also added new sections on carbon offsets, certifications and seals of approval, “free-of” claims, “non-toxic” claims, “made with renewable energy” claims, and “made with renewable materials” claims.

***For more detailed information, see FTC’s:***  
[Environmental Claims: Summary of the Green Guides](#)

## **OVERVIEW OF U.S. STATE REGULATORY FRAMEWORKS**

A growing number of areas are covered by both state and federal statutes, including consumer protection, employment, and food and drug regulation. (State laws give way to stricter federal laws that address the same issue.) When a state’s Governor signs a bill, it becomes a state law. Once a law has been enacted by a state, it is the responsibility of the appropriate state agency to create the regulations necessary to implement the law.

## **STATE REGULATORY AUTHORITIES AND TECHNICAL REGULATIONS (MANDATORY)**

In the U.S., some state laws and regulations are enacted which are more stringent than the federal laws. These laws include regulations for products, labeling, packaging, chemical restrictions, etc.

<b>Agency/Organizations</b>	<b>Scope</b>
State Authorities Responsible for Weights and Measures	Labeling
Toxics in Packaging Clearinghouse (TPCH)	Packaging
California Office of Environmental Health Hazard Assessment (OEHHA)	Toxic Chemicals

## Packaging and Labeling

### UPLR

The Uniform Packaging and Labeling Regulations (UPLR) contained in [Uniform Laws and Regulations in the areas of Legal Metrology and Engine Fuel Quality, NIST Handbook 130](#), have been adopted into law in 45 of the 50 U.S. states. The purpose of these regulations is to provide accurate and adequate information as to the identity and quantity of contents of packages so that purchasers can make price and quantity comparisons.

*UPLR* requires that non-consumer packaging bear a label specifying the identity of the commodity; the name and place of business of the manufacturer, packer, or distributor; and the net quantity of contents in terms of weight or mass measure, or numerical count in a uniform location upon the outside of the package. All information must be clearly stated in the English language.

### [Toxics in Packaging Legislation](#)

This legislation was originally drafted by the Source Reduction Council of the Coalition of Northeastern Governors (CONEG) in 1989. It was developed in an effort to reduce the amount of heavy metals in packaging and packaging components that are sold or distributed throughout the United States. The law is designed to phase out the use and presence of mercury, lead, cadmium, and hexavalent chromium in packaging. The legislation has been successfully adopted by nineteen states.

*For more detailed information, see [Toxics in Packaging Clearinghouse white paper: Toxics in Packaging Fact Sheet](#)*

## State of California

### Lead and Other Toxic Substances

California regulates lead and numerous other substances and chemicals through their Safe Drinking Water and Toxic Enforcement Act of 1986, more popularly known as **Proposition 65** or **Prop 65** ([California Health and Safety Code, Section 25249.6, et seq.](#)) These settlements provide guidelines for suggested limits. [Prop 65s List of Hazardous Substances](#) is maintained and updated as new chemicals are identified.

The following warning language **is required on products sold in California if they contain chemicals on the Proposition 65 list** and the amount of exposure caused by the product is not within defined safety limits:

**WARNING: This product contains chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.**

Beginning April 1, 2016, [section 25205](#) Lead Agency Website becomes effective. Per this Regulation, a website will be developed to provide information to the public concerning exposures to listed chemicals for which warnings are being provided. Within 90 days of the lead agency's request, the manufacturer, producer, distributor, or importer of a product that is providing a warning must provide the following information, when reasonably available, for use by the lead agency in developing content for the website:

- The name and contact information for the person providing the information
- The name and contact information for the manufacturer of the product
- The name of the listed chemical or chemicals for which a warning is being provided
- The location of the chemical or chemicals in the product
- The concentration (mean, minimum, maximum) of the chemical or chemicals in the final product
  - If the product contains multiple component parts, the business must provide the concentrations (mean, minimum, maximum) of the chemical or chemicals in each of the component parts
- The matrix in which the listed chemical or chemicals is found in the product and the concentration of the listed chemical(s) in the product matrix, if known
- The anticipated routes and pathways of exposure to the listed chemical(s) for which the warning is being provided
- The estimated level of exposure to the chemical or chemicals
- Any other related information concerning exposures to listed chemicals for which warnings are being provided

This section does not require a manufacturer to perform new or additional testing. If the requested information is not in the possession or control of a business, the business is not required to procure it for the purpose of providing it to the lead agency. All information submitted in response to this section will be made available to the public unless designated a trade secret.

***For more detailed California official information on Proposition 65, see:***

[Office of Environmental Health Hazard Assessment \(OEHHA\), Proposition 65 in Plain Language](#), and [Prop65 News](#)

### **California Air Resources Board (CARB)**

Engine emissions are regulated by Airborne Toxic Control Measures (ATCMs) which are promulgated by the California Air Resources Board. Each ATCM is codified in the *California Code of Regulations (CCR)*.

[17 CCR Section 93114 - ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines -- Standards for Non-vehicular Diesel Fuel](#) [Adopted July 24, 2003]

[17 CCR Section 93115 - ATCM for Stationary Compression Ignition Engines](#) [Adopted February 26, 2004; revised and effective October 18, 2007]

[17 CCR Section 93116 - ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater](#) [Adopted February 26, 2004; revised February 19, 2011]

### **CARB Motor Vehicle Engines (Mobile Source) Test Procedures**

- Off-Road Vehicles

[Small Spark-Ignition Engines and Equipment Less Than 25 Horsepower](#)

[Large Spark-Ignition \(Gasoline and LPG\) Engines and Equipment 25 Horsepower and Greater \(Procedures are by year, e.g., 2001-2006.\)](#)

[Recreational Vehicles \[Including motorcycles and all-terrain vehicles \(ATVs\)\]](#)

**For more detailed information, see CARBs:** [Replacement Parts Guidelines - Aftermarket, Performance and Add-On Parts Regulations](#)

## **State of Illinois**

### **Lead**

[Public Act 097-0612, The Lead Poisoning Prevention Act](#)

The Act makes it illegal to sell, or give away any lead-bearing substance that may be used by the general public, **unless it bears a warning statement as prescribed below, or as prescribed by any other federal regulation.** The statement shall be located in a prominent place on the item or package ([16 CFR 1500.121](#)). If no federal regulation is prescribed, the warning statement shall be as follows when the lead-bearing substance contains lead-based paint or a form of lead other than lead-based paint:

“WARNING: CONTAINS LEAD. MAY BE HARMFUL IF EATEN OR CHEWED. MAY GENERATE DUST CONTAINING LEAD. KEEP OUT OF REACH OF CHILDREN.”

If no regulation is prescribed, the warning statement shall be as follows when the lead-bearing substance is a lead-based paint or surface coating:

“WARNING-CONTAINS LEAD. MAY BE HARMFUL IF EATEN OR CHEWED. See Other Cautions on (Side or Back) Panel. Do not apply on toys, or other children’s articles, furniture, or interior or exterior exposed surfaces of any residential building or facility that may be occupied or used by children. KEEP OUT OF REACH OF CHILDREN.”

The warning statement does not apply to any product for which federal law governs warning in a manner that preempts state authority.

## **OVERVIEW OF THE U.S. VOLUNTARY STANDARDS FRAMEWORK**

The U.S. system of standards development is driven by the private sector. The majority of U.S. standards are voluntary and developed through consensus methods that reflect the needs of producers and manufacturers, users and consumers, and the government. The [American National Standards Institute](#) (ANSI) (a non-governmental, not-for-profit organization) coordinates the private sector activities of the voluntary standards development community in the U.S. There are hundreds of voluntary standards developing organizations in the United States responsible for standardization in many different industries and business sectors. The National Institute of Standards and Technology (NIST), a part of the U.S. Department of Commerce, is the national metrology laboratory for the United States. NIST provides the technical measurement infrastructure to support global trade and the commercial measurement system. NIST, through its Standards Coordination Office, advises on and coordinates federal participation in standards setting.

## **STANDARDS DEVELOPING ORGANIZATIONS (SDOs)**

The U.S. has several standards-developing organizations that develop standards for motor vehicle parts.

### **[SAE International](#)**

SAE Automotive Headquarters  
755 West Big Beaver, Suite 1600  
Troy, MI 48084 USA  
Washington, DC Office Telephone: +1.202.463.7318  
Southern Office Telephone: +1.724.776.4841

***For more detailed information, see SAEs:***

[Technical Standards Development Program](#)  
[Ground Vehicle Standards Technical Committees](#)  
[List of SAE motor vehicle standards by topic](#)  
[Standards in Development](#)

### **[Auto Glass Safety Council \(AGSC\)](#)<sup>®</sup>**

Auto Glass Safety Council™  
20 PGA Drive, Suite 201  
Stafford, Virginia 22554  
Telephone: + 1.540.720.7484  
Fax: +1.540.720.5687  
E-Mail: [info@agsc.org](mailto:info@agsc.org)

The Auto Glass Standards Council Inc. (formerly the Auto Glass Replacement Safety Standards Council (AGRSS)) is a not-for-profit organization dedicated to the safe replacement of auto glass and is an accredited American National Standards Institute (ANSI) standards development organization. It has developed North America's only auto glass replacement standard, ANSI/AGRSS® 002-2002 Motor Vehicle Glass Replacement Safety Standard. The AGRSS® standard addresses procedures, education and product performance.

## Other Standards

Other relevant electrical standards and standards for components (e.g., cables, etc.) are published by SDOs including: [ASTM International](#), [Institute of Electrical and Electronics Engineers \(IEEE\)](#), and [Underwriter's Laboratories \(UL\)](#). Specific automobile manufacturers' standards, such as those published by General Motors (GM), Ford, etc., also exist.

## TESTING AND CERTIFICATION BODIES

### Testing

Numerous testing laboratories can test to FMVSS, SAE, and other recognized industry standards; some laboratories may be accredited. A listing of accredited testing laboratories for motor vehicle parts can be found at [A2LA Listing of Accredited Labs by Test](#).

Listings of more testing laboratories for motor vehicle parts can be found at [ASTM Directory of Testing Laboratories](#). Search on the keyword 'motor vehicle' or for a specific FMVSS, SAE standard, etc.) Testing of motor vehicle parts to the appropriate U.S. standard can be conducted by any testing laboratory, including laboratories outside the United States.

### Certification

#### [Manufacturer's Certification Responsibility under the Vehicle Safety Act](#)

Type approval is not required for motor vehicle equipment sold in the United States. NHTSA does not issue type approval certifications and does not certify any motor vehicles or motor vehicle equipment as complying with applicable FMVSS. Instead, under the Vehicle Safety Act there is a "self-certification" process which imposes responsibility on the manufacturer to certify its vehicle or equipment items as complying with the applicable FMVSS. The Vehicle Safety Act requires the exercise of "reasonable care" in issuing a certification of compliance with the FMVSS. To this end, NHTSA encourages manufacturers to conduct tests as specified in certain FMVSS.

The manufacturer must not only be concerned with the initial certification, but should also monitor continued compliance of vehicles and/or items of motor vehicle equipment throughout the production run. To accomplish this, an effective quality control program



must be established to periodically inspect and test vehicles and/or items of motor vehicle equipment randomly selected from the assembly line to ensure that the original performance is carried through to all other units.

[NHTSA's Office of Vehicle Safety Compliance \(OVSC\)](#) (see more below) does not specify the type of quality control program that a manufacturer should employ. That decision is left to the manufacturer. If the vehicle or item of motor vehicle equipment is designed with a reasonable factor of safety, the manufacturer can elect to have a selective sample surveillance program demonstrate that production variations will not take the vehicle or item of motor vehicle equipment out of the range of full compliance. On the other hand, if the margin of safety is less with respect to the required performance, a more stringent quality control program would be needed.

To lawfully import a motor vehicle or item of motor vehicle equipment, the importer must also file with U.S. Customs and Border Protection (CBP) a [DOT HS-7 Declaration Form](#) whenever a motor vehicle or item of motor vehicle equipment is presented for importation into the United States. The importer selects one of the boxes on the HS-7 Declaration Form and declares, subject to penalty for making false statements, that the motor vehicle or item of motor vehicle equipment is entitled to entry under the conditions specified on the form. No prior verification is required by a governmental agency or authorized testing entity before the motor vehicle or item of motor vehicle equipment can be imported, sold, or used. If the manufacturer's certification was false or improper (i.e., if the motor vehicle or item of motor vehicle equipment does not, in fact, comply), then authorities may order a recall and/or other corrective action and/or institute a civil penalty action. Manufacturers of motor vehicles and items of motor vehicle equipment are permitted to appeal the need for a recall by filing a petition for the agency to find the noncompliance inconsequential as it relates to vehicle safety.

#### [Office of Vehicle Safety Compliance, Compliance Testing Program](#)

To verify that the manufacturer's certification is valid, each year OVSC randomly selects motor vehicles and regulated motor vehicle parts for compliance testing by approximately 21 independent testing laboratories under contract with the OVSC. The OVSC compliance testing program is a strong incentive for manufacturers of motor vehicles and items of motor vehicle equipment to institute and maintain a strong quality control/product surveillance program.

***For more detailed information, see NHTSAs:***

[Requirements for Manufacturers of Motor Vehicles and Motor Vehicle Equipment](#)

### [The Certified Automobile Parts Association \(CAPA\)](#)

1000 Vermont Avenue, NW Suite 1010

Washington, DC 20005 USA

Telephone: +1.202.737.2212

Fax: +1.202.737.2214

Email: [info@CAPAcertified.org](mailto:info@CAPAcertified.org)

CAPA is an independent, non-profit, certification organization for motor vehicle replacement parts. Its purpose is to ensure that both consumers and the industry have the means to identify high quality parts via the CAPA Quality Seal. CAPA is an ANSI-accredited standards developer for competitive crash repair parts.



For more details, see: [CAPA Quality Seal](#)

### [NSF International](#)

P.O. Box 130140

789 North Dixboro Road

Ann Arbor, MI 48113-0140 USA

Telephone: +1.734.769.8010

Fax: +1.734.769.0109

Email: [info@nsf.org](mailto:info@nsf.org)

The [NSF Motor Vehicle Parts Certification Program](#) offers independent, third-party certification of steel bumpers, step bumpers, absorbers, reinforcement bars, and brackets to ensure that high-quality aftermarket safety parts are available. NSF International's certification criteria require the highest level of performance in terms of form, fit, and function, as well as the production facility's quality systems. Services also include testing and systems registration.

## RELEVANT U.S. GOVERNMENT AGENCIES

### [U.S. Customs and Border Protection \(CBP\)](#)

1300 Pennsylvania Avenue, NW  
Washington, D.C. 20229 USA  
Telephone: +1.703.526.4200  
[Email Online Form](#)

### [U.S. Environmental Protection Agency \(EPA\)](#)

Imports Program  
2000 Traverwood Drive  
Ann Arbor, MI 48105 USA  
Telephone: +1.734.214.4100  
Fax: +1.734.214.4676  
[List of Contacts](#)

### [Federal Trade Commission](#)

600 Pennsylvania Avenue, NW  
Washington, DC 20580  
Telephone: +1.202.326.2222  
[List of Contacts](#)

### [National Highway Traffic Safety Administration \(NHTSA\)](#)

Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590 USA  
Telephone: +1-888-327-4236

Office of Vehicle Safety Compliance		
Topic	NHTSA Office/Internet	Telephone Number
General questions about importing vehicles and equipment items	Import and Certification Division	(202) 366-5291
Questions about how a manufacturer informs NHTSA about its company and the products it manufactures	Import and Certification Division	(202) 366-5291
Questions about how to provide NHTSA with the manufacturer's vehicle identification number deciphering information	NHTSA Manufacturer Help Desk	(888) 399-3277

Office of Vehicle Safety Compliance		
Topic	NHTSA Office/Internet	Telephone Number
Questions about NHTSA ID numbers that are assigned to equipment manufacturers of brake hoses, glazing (glass), and tires	NHTSA Manufacturer Help Desk	(888) 399-3277
Questions about FMVSS as they relate to equipment items (e.g., tires, rims, brake hoses, brake fluid, seat belt assemblies, lighting equipment, glazing (motor vehicle glass and plastics), motorcycle helmets, child restraint systems (child safety seats), platform lift systems for the mobility-impaired, rear impact guards for trailers, triangular reflective warning devices, and compressed natural gas containers)	Equipment Division	OVSCPublic@dot.gov

## U.S. MOTOR VEHICLE PARTS INDUSTRY AND MARKET DATA

### Industry Trade Associations

#### **[Autocare Association](#) (formerly Automotive Aftermarket Industry Association (AAIA))**

7101 Wisconsin Avenue, Suite 1300  
 Bethesda, MD 20814-3415 USA  
 Telephone: +1.301.654.6664  
 Fax: +1.301.654.3299  
 E-mail: [aaia@aftermarket.org](mailto:aaia@aftermarket.org)

#### **[Automotive Parts Remanufacturers Association \(APRA\)](#)**

4460 Brookfield Corporate Drive, Suite H  
 Chantilly, VA 20151 USA  
 Telephone: +1.703.968.2772  
 Fax: +1.703.968.2878  
 Email: [gager@buyreman.com](mailto:gager@buyreman.com)

### **[Motor and Equipment Manufacturers Association \(MEMA\)](#)**

10 Laboratory Drive  
Research Triangle Park, NC 27709 USA  
Telephone: +1.919.549.4800  
Fax: +1.919.406.1465  
Email: [info@mema.org](mailto:info@mema.org)

### **[Specialty Equipment Market Association \(SEMA\)](#)**

SEMA Headquarters  
1575 South Valley Vista Drive  
Diamond Bar, CA 91765 USA  
Telephone: +1.909.610.2030  
Fax: +1.909.610.2030  
Email: [member@sema.org](mailto:member@sema.org)

## **Motor Vehicle Parts and Equipment Market Data**

### **[Department of Commerce, International Trade Administration, Office of Transportation and Machinery \(OTM\)](#)**

The Office of Transportation and Machinery (OTM) publishes an annual industry assessment of the motor vehicle parts industry:

#### **[Trade Data](#)**

#### **Other Department of Commerce reports include:**

**[2016 Top Markets Report Automotive Parts: A Market Assessment Tool for U.S. Exporters, April 2016.](#)**

**[The Current State of the U.S. Automotive Parts Market, April 2013.](#)**

#### **[The Road Ahead 2011](#)**

This is an annual assessment of the motor vehicle industry in the United States.

#### **[The Road Ahead Phase II 2011](#)**

The follow-up report to The Road Ahead focuses on trade and the major international markets for the U.S. motor vehicle industry, including the “BRIC” economies (Brazil, Russia, India, and China).

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