



GCR 12-961

# A Guide to United States Motor Vehicle Parts Compliance Requirements



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

**GCR 12-961**

***A Guide to United States  
Motor Vehicle Parts  
Compliance Requirements***

**Prepared for**

**Standards Coordination Office, National Institute of Standards and Technology**

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**U.S. Department of Commerce**

*Rebecca Blank, Acting Secretary and Deputy Secretary of  
Commerce*

**National Institute of Standards and Technology**

*Patrick D. Gallagher, Director*

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## ***A Guide to United States***

# ***Motor Vehicle Parts 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 motor vehicle parts; it does not address importing motor vehicles.

### ***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 and 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 (NPR) 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 \(CFR\)](#). In the final rule, the agency explains its acceptance or rejection of the views and requests in the comments. Together, the enabling acts/laws [published in the [United States Code \(USC\)](#) once passed] and the final regulations (published in the [Code of Federal Regulations](#)) 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 are responsible for the following mandatory regulations pertaining to 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

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

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

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

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)**

§ 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.
§ 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.
§ 571.202	Standard No. 202;	Head restraints; applicable at the manufacturer's option until September 1, 2009.
§ 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.
§ 571.208a	Standard No. 208a;	Optional test procedures for vehicles manufactured between January 27, 2004 and August 31, 2004.
§ 571.209*	Standard No. 209;	Seat belt assemblies.
§ 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](#) which are in or incorporated by NHTSA's regulations and [Testing Specification Forms](#)

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 importation into the U.S., the fabricating manufacturer must: 1) designate a permanent resident of the United States as its agent for service of process if the fabricating manufacturer 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 submitting to NHTSA forms that are included in the agency's publication "[Requirements for Manufacturers of Motor Vehicles and Motor Vehicle Equipment](#)."**

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

**For more detailed information, see NHTSA's:** [Manufacturers Handbook](#)

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

NHTSA published 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 NHTSA's:** [Recommended Best Practices for Importers of Motor Vehicles and Motor Vehicle Equipment](#)

### **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.

***For more detailed information, see EPA's:***

[Overview of EPA Import Requirements for Vehicles and Engines](#)

[Procedures for Importing Vehicles and Engines into the United States](#)

[International Import and Export](#)

### **Toxic Substance Control Act (TCSA)**

The Toxic Substances Control Act of 1976 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 is proposing to designate as a significant new use 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 proposed rule would amend 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 would provide 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](#)

[Mercury Switches in Motor Vehicles; Significant New Use Rule \(Federal Register\)](#)

### **Customs and Border Protection (CBP)**

All products imported into the U.S. **must conform** to [19 CFR 134 Country of Origin Marking](#) regulations. This regulation requires 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, in such a manner as to indicate to an ultimate purchaser in the U.S., the English name of the country of origin of the article at the time of importation.

Effective October 1, 2009, U.S. Customs began using the International Trade Data System (ITDS). Shipments of **all** motor vehicle parts (whether or not subject to the FMVSS) are subject to inspection for proper “Agent for Service of Process” documentation. If the information is not on record, the shipments will be held at the Port of Entry pending submission. The Agent for Service form may be filed online but a signed copy must also be submitted to NHTSA. For filing instructions, access the [Agent for Service of Process Form](#).

*For more detailed information, see the [www.aftermarket.org](http://www.aftermarket.org) white paper: [U.S. Customs Marking Required](#)*

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

#### **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 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.

## **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. California and New York are heavily regulated for many consumer products.

Agency	Scope
State Authorities Responsible for Weights and Measures	Labeling
Toxics in Packaging Clearinghouse (TPCH)	Packaging
California Air Resources Board (CARB)	Engine emissions
California Office of Environmental Health Hazard Assessment (OEHHA)	Toxic chemicals
Illinois Department of Public Health	Lead labeling

### Packaging and Labeling

The [Uniform Laws and Regulations](#) in the areas of Legal Metrology and Engine Fuel Quality (UPLR), *NIST Handbook 130, Uniform Packaging and Labeling Regulation* (UPLR), 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 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 principal display panel.

### [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

[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](#)

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

**For more detailed information see CARB's:** [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 complies with the below warning statement under Illinois State law or unless it bears a warning statement 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) and shall include at least the following:

#### **Warning Statement:**

“WARNING: CONTAINS LEAD. MAY BE HARMFUL IF EATEN OR CHEWED. MAY GENERATE DUST CONTAINING LEAD.”

**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 activities of the standards development community in the U.S. There are hundreds of 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 SAE’s:***

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

## **Auto Glass Replacement Safety Standards Council, Inc. (AGRSSC) ®**

AGRSS Secretariat  
800 Roosevelt Road  
Building C, Suite 312  
Glen Ellyn, Illinois 60137 USA  
Telephone: +1.630.942.6597  
Fax: +1.630.790.3095  
E-Mail: [rickc@agrss.com](mailto:rickc@agrss.com)

The Auto Glass Replacement Safety Standards (AGRSS®) Council Inc. (AGRSSC®) is a not-for-profit organization dedicated to the safe replacement of auto glass. AGRSS® 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 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 Directory of Accredited Organizations](#).

Listing of more testing laboratories for motor vehicle parts can be found at [ASTM International 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 conduct tests and, if a noncompliance is found, 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 NHTSA’s:***  
[Requirements for Manufacturers of Motor Vehicles and Motor Vehicle Equipment](#)



### [The Certified Motor Vehicle 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 crash 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.



Complete details can be found in the [CAPA Brochure](#).

### [NSF International](#)

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**

**National Highway Traffic Safety Administration (NHTSA)**

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

<b>Office of Vehicle Safety Compliance</b>		
<b>Topic</b>	<b>NHTSA Office/Internet</b>	<b>Telephone Number</b>
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	Import and Certification Division	(202) 366-5291
Questions about NHTSA ID numbers that are assigned to equipment manufacturers of brake hoses, glazing (glass), and tires	Equipment Division	(202) 366-5322
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	(202) 366-5322

### **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

### **U.S. Customs and Border Protection (CBP)**

1300 Pennsylvania Avenue, NW  
Washington, D.C. 20229 USA  
Telephone: +1.877.227.5511

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

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

**[Harmonized Tariff Schedule of the United States \(2012\) - Chapter 87, Vehicles Other Than Railway or Tramway Rolling-Stock, and Parts and Accessories Thereof](#)**

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

### **Trade Associations**

#### **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 (ARPA)**

4215 Lafayette Center Drive, Suite 3  
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: +1.909.860.0184  
Email: [member@sema.org](mailto:member@sema.org)

### **Motor Vehicle Parts 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:

[On the Road: U.S. Motor Vehicle Parts Industry Annual Assessment 2011](#)

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

[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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