

(A) Cause the label to self-destruct by tearing or rendering the number on the label illegible, and

(B) Discernibly alter the appearance of that area of the part where the label was affixed by leaving residual parts of the label or adhesive in that area, so that investigators will have evidence that a label was originally present.

(vi) Alteration of the number on the label must leave traces of the original number or otherwise visibly alter the appearance of the label material.

(vii) The label and the number shall be resistant to counterfeiting.

(viii) The logo or some other unique identifier of the vehicle manufacturer must be placed in the material of the label in a manner such that alteration or removal of the logo visibly alters the appearance of the label.

(2) *Other means of identification.* (i) Removal or alteration of any portion of the number must visibly alter the appearance of the section of the vehicle part on which the identification is marked.

(ii) The number must be placed on each part specified in paragraph (a) of this section in a location that is visible without further disassembly once the part has been removed from the vehicle.

(iii) The number must be placed entirely within the target area specified by the original manufacturer for that part, pursuant to paragraph (e) of this section, on each part specified in paragraph (a) of this section.

(e) *Target areas.* (1) Each manufacturer that is the original producer who installs or assembles the covered major parts on a line shall designate a target area for the identifying numbers to be marked on each part specified in paragraph (a) of this section for each of its lines subject to this standard. The target area shall not exceed 50 percent of the surface area on the surface of the part on which the target area is located.

(2) Each manufacturer subject to paragraph (e)(1) of this section shall, not later than 30 days before the line is introduced into commerce, inform NHTSA in writing of the target areas designated for each line listed in appendix A. The information should be submitted to: Administrator, National

Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

(3) The target areas designated by the original vehicle manufacturer for a part on a line shall be maintained for the duration of the production of such line, unless a restyling of the part makes it no longer practicable to mark the part within the original target area. If there is such a restyling, the original vehicle manufacturer shall inform NHTSA of that fact and the new target area, in accordance with the requirements of paragraph (e)(2) of this section.

[59 FR 64168, Dec. 13, 1994]

§ 541.6 Requirements for replacement parts.

(a) Each replacement part for a part specified in § 541.5(a) must have the registered trademark of the manufacturer of the replacement part, or some other unique identifier if the manufacturer does not have a registered trademark, and the letter "R" affixed or inscribed on such replacement part by means that comply with § 541.5(d), except as provided in paragraph (d) of this section. In the case of replacement parts subject to the marking requirements of this section, which were not originally manufactured for sale in the United States, the importer of the part shall inscribe its registered trademark, or some other unique identifier if the importer does not have a registered trademark, and the letter "R" on the part by means that comply with § 541.5(d)(2), except as provided in paragraph (d) of this section.

(b) A replacement part subject to paragraph (a) of this section shall not be marked pursuant to § 541.5.

(c) The trademark and the letter "R" required by paragraph (a) of this section must be at least one centimeter high.

(d) The trademark and the letter "R" required by paragraph (a) of this section must be placed entirely within the target area specified by the vehicle manufacturer, pursuant to paragraph (e) of this section.

(e) *Target areas.* (1) Each manufacturer that is the original producer or assembler of the vehicle for which the

replacement part is designed shall designate a target area for the identifying symbols to be marked on each replacement part subject to the requirements of paragraph (a) of this section. Such target areas shall not exceed 25 percent of the surface area of the surface on which the replacement part marking will appear.

(2) The boundaries of the target area designated under paragraph (e)(1) of this section shall be at least 10 centimeters at all points from the nearest boundaries of the target area designated for that part under §541.5(e) of this part.

(3) Each manufacturer subject to paragraph (e)(1) of this section shall inform NHTSA in writing of the target areas designated for each replacement part subject to paragraph (a) of this section, at the same time as it informs the agency of the target area designated for the original equipment parts of the line, pursuant to §541.5(e)(2) of this part. The information should be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

(4) The target area designated by the original vehicle manufacturer for the

parts subject to the requirements of paragraph (a) of this section shall be maintained for the duration of the production of such replacement part, unless a restyling of the part makes it no longer practicable to mark the part within the original target area. If there is such a restyling, the original vehicle manufacturer shall inform NHTSA of that fact and the new target area, in accordance with the requirements of paragraph (e)(3) of this section.

(f) Each replacement part must bear the symbol “DOT” in letters at least one centimeter high within 5 centimeters of the trademark and of the letter “R”, and entirely within the target area specified under paragraph (d) of this section. The symbol “DOT” constitutes the manufacturer’s certification that the replacement part conforms to the applicable theft prevention standard, and shall be inscribed or affixed by means that comply with paragraph (a) of this section. In the case of replacement parts subject to the requirements of paragraph (a) of this section, which were not originally manufactured for sale in the United States, the importer shall inscribe the “DOT” symbol before the part is imported into the United States.

APPENDIX A TO PART 541—LINES SUBJECT TO THE REQUIREMENTS OF THIS STANDARD

Manufacturer	Subject lines	Manufacturer	Subject lines
Alfa Romeo	Milano 161 164	General Motors	Buick Electra Buick Reatta Buick Skylark Chevrolet Malibu Chevrolet Nova Chevrolet Blazer (MPV) Chevrolet Prizm Chevrolet S-10 Pickup Geo Storm Chevrolet Tracker (MPV) GMC Jimmy (MPV) GMC Sonoma Pickup Oldsmobile Achieva (MYs 1997-1998) Oldsmobile Bravada Oldsmobile Cutlass Oldsmobile Cutlass Supreme (MYs 1988-1997) Oldsmobile Intrigue Pontiac Fiero Saturn Sports Coupe ² Saturn ION
BMW	Z3 Z8 6 Car Line	Honda	Accord CRV (MPV) Odyssey (MPV) Passport Pilot (MPV) ³ Prelude S2000 Acura Integra Acura MDX (MPV) Acura RSX
Consulier	Consulier GTP	Hyundai	Accent Sonata Tiburon
Daewoo	Korando Musso (MPV) Nubira	Isuzu	Amigo Impulse Rodeo Rodeo Sport Stylus Trooper/Trooper II VehiCross (MPV)
Daimlerchrysler	Chrysler Cirrus Chrysler Fifth Avenue/Newport Chrysler Laser Chrysler LeBaron/Town & Country Chrysler LeBaron GTS Chrysler's TC Chrysler New Yorker Fifth Avenue Chrysler Sebring Chrysler Town & Country Dodge 600 Dodge Aries Dodge Avenger Dodge Colt Dodge Daytona Dodge Diplomat Dodge Lancer Dodge Neon Dodge Shadow Dodge Stratus Dodge Stealth Eagle Summit Eagle Talon Jeep Cherokee (MPV) Jeep Grand Cherokee (MPV) Jeep Liberty (MPV) ¹ Jeep Wrangler (MPV) Plymouth Caravelle Plymouth Colt Plymouth Laser Plymouth Gran Fury Plymouth Neon Plymouth Reliant Plymouth Sundance Plymouth Breeze	Jaguar	XJ
Ferrari	Mondial 8 328	Kia Motors	Optima Rio Sephia (1998-2002) Spectra
Ford	Ford Aspire Ford Escort Ford Probe Ford Thunderbird Lincoln Continental Lincoln Mark Lincoln Town Car Mercury Capri Mercury Cougar Merkur Scorpio Merkur XR4Ti	Lotus	Elan
		Maserati	Biturbo Quattroporte 228
		Mazda	626 MX-3 MX-5 Miata MX-6
		Mercedes-Benz	190 D-190 E 260E (1987-1989) 300 SE (1988-1991) 300 TD (1987) 300 SDL (1987) 300 SEL 350 SDL (1990-1991) 420 SEL (1987-1991) 560 SEL (1987-1991) 560 SEC (1987-1991) 560 SL

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Manufacturer	Subject lines	Manufacturer	Subject lines
Mitsubishi	Cordia Eclipse Lancer Mirage Montero (MPV) Montero Sport (MPV) Tredia 3000GT 240SX	Toyota	Toyota 4-Runner (MPV) Toyota Avalon Toyota Camry Toyota Celica Toyota Corolla/Corolla Sport Toyota Echo Toyota Highlander (MPV) Toyota Matrix (MPV) ³ Toyota MR2 Toyota MR2 Spyder Toyota Prius Toyota RAV4 (MPV) Toyota Sienna (MPV) Toyota Tercel Lexus GX470 (MPV) ³ Lexus IS300 Lexus RX300 (MPV)
Nissan	Sentra/200SX Xterra Infiniti M45 ³	Volkswagen	Audi Quattro Volkswagen Scirocco
Peugeot	405		
Porsche	924S		
Subaru	XT SVX Baja ³ Forester Legacy		
Suzuki	Aerio X90 (MPV) Sidekick (MYs 1997-1998) Vitara/Grand Vitara (MPV)		

¹ Replaced the Jeep Cherokee in MY 2002.
² Renamed the Saturn ION beginning with MY 2003.
³ Lines added for MY 2003.

APPENDIX A-I TO PART 541—HIGH-THEFT LINES WITH ANTITHEFT DEVICES WHICH ARE EXEMPTED FROM THE PARTS-MARKING REQUIREMENTS OF THIS STANDARD PURSUANT TO 49 CFR PART 543

Manufacturer	Subject lines	Manufacturer	Subject lines
Austin Rover	Sterling	Isuzu	Axiom. ¹ Impulse (MYs 1987-1991)
BMW	MINI X5 (confidential nameplate) ¹ 3 Car Line 5 Car Line 7 Car Line 8 Car Line	Jaguar	XK
		Mazda ¹	6 929 RX-7 Millenia
Daimlerchrysler	Chrysler Conquest Chrysler Imperial	Mercedes-BENZ	124 Car Line (the models within this line are): 260E 300D 300E 300CE 300TE 400E 500E 129 Car Line (the models within this line are): 300SL 500SL 600SL SL320 SL500 SL600 202 Car Line (the models within this line are): C220 C230 C280 C36 C43
Ford	Mustang Mercury Sable Mercury Grand Marquis Taurus		
General Motors	Buick LeSabre Buick Park Avenue Buick Regal/Century Buick Riviera Cadillac Allante Cadillac Deville Cadillac Seville Chevrolet Cavalier Chevrolet Corvette Chevrolet Impala/Monte Carlo Chevrolet Lumina/Monte Carlo (MYs 1996-1999) Chevrolet Malibu Chevrolet Venture Oldsmobile Alero Oldsmobile Aurora Oldsmobile Toronado Pontiac Bonneville Pontiac Grand Am Pontiac Grand Prix ¹ Pontiac Sunfire	Mitsubishi	Galant Starion Diamante
Honda	Acura CL Acura Legend (MYs 1991-1996) Acura NSX Acura RL Acura SLX Acura TL Acura Vigor (MYs 1992-1995)		

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Manufacturer	Subject lines	Manufacturer	Subject lines
Nissan	Nissan Altima Nissan Maxima Nissan Pathfinder Nissan 300ZX Infiniti G35 ¹ Infiniti I30 Infiniti J30 Infiniti M30 Infiniti QX4 Infiniti Q45	Toyota	Toyota Supra Toyota Cressida Lexus ES Lexus GS Lexus LS Lexus SC
Porsche	911 928 968 986 Boxster	Volkswagen	Audi 5000S Audi 100/A6 Audi 200/S4/S6 Audi Allroad Quattro (MPV) Audi Cabriolet Volkswagen Cabrio Volkswagen Corrado Volkswagen Golf/GTI Volkswagen Jetta/Jetta III Volkswagen Passat
Saab	9-3 900 (1994-1998) 9000 (1989-1998)		

¹ Lines exempted in full beginning with MY 2003.

[67 FR 44087, July 1, 2002]

APPENDIX A-II TO PART 541—HIGH-THEFT LINES WITH ANTITHEFT DEVICES WHICH ARE EXEMPTED IN-PART FROM THE PARTS-MARKING REQUIREMENTS OF THIS STANDARD PURSUANT TO 49 CFR PART 543

Manufacturers	Subject lines	Parts to be marked
General Motors	Cadillac Eldorado	Engine, Transmission.
	Cadillac Concours	Engine, Transmission.
	Oldsmobile Ninety-Eight	Engine, Transmission.
	Pontiac Firebird	Engine, Transmission.
	Chevrolet Camaro	Engine, Transmission.
	Oldsmobile Eighty-Eight	Engine, Transmission.

[66 FR 40625, Aug. 3, 2001]

APPENDIX B TO PART 541—PASSENGER MOTOR VEHICLE LINES (EXCEPT LIGHT-DUTY TRUCKS) WITH THEFT RATES BELOW THE 1990/91 MEDIAN THEFT RATE, SUBJECT TO THE REQUIREMENTS OF THIS STANDARD

Manufacturer	Subject lines	Manufacturer	Subject lines
Ford	Crown Victoria.	Honda	Civic.
General Motors	Chevrolet Astro (MPV). GMC Safari (MPV).		

[66 FR 40625, Aug. 3, 2001]

APPENDIX C TO PART 541—CRITERIA FOR SELECTING LINES LIKELY TO HAVE HIGH THEFT RATES

Scope

These criteria specify the factors the Administrator will take into account in determining whether a new line is likely to have a high theft rate, and, therefore, whether such line will be subject to the requirements of this theft prevention standard.

Purpose

The purpose of these criteria is to enable the Administrator to select, by agreement with the manufacturer, if possible, those new lines which are likely to have high theft rates.

Application

These criteria apply to lines of passenger motor vehicles initially introduced into commerce on or after January 1, 1983.

Methodology

These criteria will be applied to each line initially introduced into commerce on or after January 1, 1983. The likely theft rate for such lines will be determined in relation to the national median theft rate for 1983 and 1984. If the line is determined to be likely to have a theft rate above the national median, the Administrator will select such line for coverage under this theft prevention standard.

Criteria

1. Retail price of the vehicle line.
2. Vehicle image or marketing strategy.
3. Vehicle lines with which the new line is intended to compete, and the theft rates of such lines.
4. Vehicle line(s), if any, which the new line is intended to replace, and the theft rate(s) of such line(s).
5. Presence or absence of any new theft prevention devices or systems.
6. Preliminary theft rate for the line, if it can be determined on the basis of currently available data.

PART 542—PROCEDURES FOR SELECTING LINES TO BE COVERED BY THE THEFT PREVENTION STANDARD

Sec.

542.1 Procedures for selecting new lines that are likely to have high or low theft rates.

542.2 Procedures for selecting low theft new lines with a majority of major parts interchangeable with those of a high theft line.

AUTHORITY: 15 U.S.C. 2021, 2022, and 2023; delegation of authority at 49 CFR 1.50.

SOURCE: 59 FR 21672, Apr. 26, 1994, unless otherwise noted.

§ 542.1 Procedures for selecting new lines that are likely to have high or low theft rates.

(a) *Scope.* This section sets forth the procedures for motor vehicle manufacturers and NHTSA to follow in the determination of whether any new vehicle line is likely to have a theft rate above or below the median theft rate.

(b) *Application.* These procedures apply to each manufacturer that plans to introduce a new line into commerce in the United States on or after April 24, 1986, and to each of those new lines.

(c) *Procedures.* (1)(i) For each new line introduced before the 1997 model year, each manufacturer uses the criteria in

appendix C of part 541 of this chapter to evaluate each new line and to conclude whether the new line is likely to have a theft rate above or below the median theft rate established for calendar years 1990 and 1991.

(ii) For each new line to be introduced for the 1997 or subsequent model years, each manufacturer shall use the criteria in appendix C of part 541 of this chapter to evaluate each new line and to conclude whether the new line is likely to have a theft rate above or below the median theft rate.

(2)(i) For each new line to be introduced before the 1997 model year, the manufacturer submits its evaluations and conclusions made under paragraph (c)(1)(i) of this section, together with the underlying factual information, to NHTSA not less than 18 months before the date of introduction. The manufacturer may request a meeting with the agency to further explain the bases for its evaluations and conclusions.

(ii) For each new line to be introduced for the 1997 or subsequent model years, the manufacturer shall submit its evaluations and conclusions made under paragraph (c)(1)(ii) of this section, together with the underlying factual information, to NHTSA not less than 15 months before the date of introduction. The manufacturer may request a meeting with the agency during this period to further explain the bases for its evaluations and conclusions.

(3) Within 90 days after its receipt of the manufacturer's submission under paragraph (c)(2) of this section, the agency independently evaluates the new line using the criteria in appendix C of part 541 of this chapter and, on a preliminary basis, determines whether the new line should or should not be subject to § 541.2 of this chapter. NHTSA informs the manufacturer by letter of the agency's evaluations and determinations, together with the factual information considered by the agency in making them.

(4) The manufacturer may request the agency to reconsider any of its preliminary determinations made under paragraph (c)(3) of this section. The manufacturer shall submit its request to the agency within 30 days of its receipt of the letter under paragraph