

Correction of Publication**List of Subjects in 49 CFR Part 571**

Imports, Motor vehicle safety, Motor vehicles.

■ In consideration of the foregoing, 49 CFR Part 571 as amended at 68 FR 43964 (July 25, 2003) is further amended as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for Part 571 of Title 49 continues to read as follows:

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

■ 2. Section 571.205 is amended by adding S5.5 to read as follows:

* * * * *

§ 571.205—Standard No. 205; Glazing materials

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S5.5 Item 4A Glazing. Item 4A glazing, as specified in ANSI/SAE Z26.1–1996, may only be used in side windows rearward of the “C” pillar.

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Issued: September 23, 2003.

Roger A. Saul,

Director, Office of Crashworthiness Standards.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 593**

[Docket No. NHTSA–2003–16205]

RIN 2127–AJ19

List of Nonconforming Vehicles Decided To Be Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Final rule.

SUMMARY: This document revises the list of vehicles not originally manufactured to conform to the Federal motor vehicle safety standards that NHTSA has decided to be eligible for importation. This list is contained in an appendix to the agency’s regulations that prescribe procedures for import eligibility decisions. The revised list includes all vehicles that NHTSA has decided to be eligible for importation since October 1, 2002. NHTSA is required by statute to publish this list annually in the **Federal Register**.

DATES: The revised list of import eligible vehicles is effective on September 26, 2003.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA, (202) 366–3151.

SUPPLEMENTARY INFORMATION: Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive test data or such other evidence as the Secretary of Transportation decides to be adequate.

Under 49 U.S.C. 30141(a)(1), import eligibility decisions may be made “on the initiative of the Secretary of Transportation or on petition of a manufacturer or importer registered under [49 U.S.C. 30141(c)].” The Secretary’s authority to make these decisions has been delegated to NHTSA. The agency publishes notice of eligibility decisions as they are made.

Under 49 U.S.C. 30141(b)(2), a list of all vehicles for which import eligibility decisions have been made must be published annually in the **Federal Register**. On October 1, 1996, NHTSA added the list as an appendix to 49 CFR part 593, the regulations that establish procedures for import eligibility decisions (61 FR 51242). As described in the notice, NHTSA took that action to ensure that the list is more widely disseminated to government personnel who oversee vehicle imports and to interested members of the public. See 61 FR 51242–43. In the notice, NHTSA expressed its intention to annually revise the list as published in the appendix to include any additional vehicles decided by the agency to be eligible for importation since the list was last published. See 61 FR 51243. The agency stated that issuance of the document announcing these revisions will fulfill the annual publication

requirements of 49 U.S.C. 30141(b)(2). *Ibid.*

Rulemaking Analyses and Notices

1. *Executive Order 12866 (Federal Regulatory Planning and Review) and DOT Regulatory Policies and Procedures*

This rulemaking action was not reviewed under E.O. 12866. NHTSA has analyzed this rulemaking action and determined that it is not “significant” within the meaning of the Department of Transportation’s regulatory policies and procedures.

2. Regulatory Flexibility Act

In accordance with the Regulatory Flexibility Act, NHTSA has evaluated the effects of this action on small entities. Based upon this evaluation, I certify that the revisions resulting from this rulemaking will not have a significant economic impact on a substantial number of small entities. Accordingly, the agency has not prepared a regulatory flexibility analysis.

Because this rulemaking does not impose any regulatory requirements, but merely furnishes information by revising the list in the Code of Federal Regulations of vehicles for which import eligibility decisions have been made, it has no economic impact.

3. Executive Order 12612 (Federalism)

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

4. National Environmental Policy Act

The agency has considered the environmental implications of this rule in accordance with the National Environmental Policy Act of 1969 and determined that it will not significantly affect the human environment.

5. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980, Public Law 96–511, the agency notes that there are no information collection requirements associated with this rulemaking action.

6. Civil Justice Reform

This rule does not have any retroactive effect. It does not repeal or modify any existing Federal regulations. A petition for reconsideration or other administrative proceeding will not be a prerequisite to an action seeking judicial review of this rule. This rule does not preempt the states from adopting laws

or regulations on the same subject, except that it will preempt a state regulation that is in actual conflict with the Federal regulation or makes compliance with the Federal regulation impossible or interferes with the implementation of the Federal statute.

7. Notice and Comment

NHTSA finds that prior notice and opportunity for comment are unnecessary under 5 U.S.C. 553(b)(3)(B) because this action does not impose any regulatory requirements, but merely revises the list of vehicles not originally manufactured to conform to the Federal motor vehicle safety standards that NHTSA has decided to be eligible for importation into the United States to include all vehicles for which such decisions have been made since October 1, 2001.

In addition, so that the list of vehicles for which import eligibility decisions have been made may be included in the next edition of 49 CFR parts 400 to 999, which is due for revision on October 1, 2002, good cause exists to dispense with the requirement in 5 U.S.C. 553(d) for the effective date of the rule to be delayed for at least 30 days following its publication.

List of Subjects in 49 CFR Part 593

Imports, Motor vehicle safety, Motor vehicles.

■ In consideration of the foregoing, part 593 of Title 49 of the Code of Federal

Regulations, *Determinations that a vehicle not originally manufactured to conform to the Federal Motor Vehicle Safety Standards is eligible for importation*, is amended as follows:

PART 593—[AMENDED]

■ 1. The authority citation for Part 593 continues to read as follows:

Authority: 49 U.S.C. 322 and 30141(b); delegation of authority at 49 CFR 1.50.

■ 2. Appendix A to Part 593 is revised to read as follows:

Appendix A to Part 593—List of Vehicles Determined To Be Eligible for Importation

(a) Each vehicle on the following list is preceded by a vehicle eligibility number. The importer of a vehicle admissible under any eligibility decision must enter that number on the HS-7 Declaration Form accompanying entry to indicate that the vehicle is eligible for importation.

(1) “VSA” eligibility numbers are assigned to all vehicles that are decided to be eligible for importation on the initiative of the Administrator under Sec. 593.8.

(2) “VSP” eligibility numbers are assigned to vehicles that are decided to be eligible under Sec. 593.7(f), based on a petition from a manufacturer or registered importer submitted under Sec. 593.5(a)(1), which establishes that a substantially similar U.S.-certified vehicle exists.

(3) “VCP” eligibility numbers are assigned to vehicles that are decided to be eligible under Sec. 593.7(f), based on a petition from a manufacturer or registered importer submitted under Sec. 593.5(a)(2), which establishes that the vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

(b) Vehicles for which eligibility decisions have been made are listed alphabetically by make. Eligible models within each make are listed numerically by “VSA,” “VSP,” or “VCP” number.

(c) All hyphens used in the Model Year column mean “through” (for example, “1973–1989” means “1973 through 1989”).

(d) The initials “MC” used in the Manufacturer column mean “motorcycle.”

(e) The initials “SWB” used in the Model Type column mean “Short Wheel Base.”

(f) The initials “LWB” used in the Model Type column mean “Long Wheel Base.”

(g) For vehicles with a European country of origin, the term “Model Year” ordinarily means calendar year in which the vehicle was produced.

(h) All vehicles are left-hand-drive vehicles unless noted as RHD. The initials “RHD” used in the Model Type column mean “Right-Hand-Drive.”

VEHICLES CERTIFIED BY THEIR ORIGINAL MANUFACTURER AS COMPLYING WITH ALL APPLICABLE CANADIAN MOTOR VEHICLE SAFETY STANDARDS

| | |
|--------------|--|
| VSA-80 | (a) All passenger cars less than 25 years old that were manufactured before September 1, 1989; (b) All passenger cars manufactured on or after September 1, 1989, and before September 1, 1996, that, as originally manufactured, are equipped with an automatic restraint system that complies with Federal Motor Vehicle Safety Standard (FMVSS) No. 208; (c) All passenger cars manufactured on or after September 1, 1996, and before September 1, 2002, that, as originally manufactured, are equipped with an automatic restraint system that complies with FMVSS No. 208, and that comply with FMVSS No. 214; (d) All passenger cars manufactured on or after September 1, 2002, and before September 1, 2007, that, as originally manufactured, are equipped with an automatic restraint system that complies with FMVSS No. 208, and that comply with FMVSS Nos. 201, 214, 225, and 401. |
| VSA-81 | (a) All multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kg (10,000 lb) or less that are less than 25 years old and that were manufactured before September 1, 1991; (b) All multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kg (10,000 lb) or less that were manufactured on and after September 1, 1991, and before September 1, 1993 and that, as originally manufactured, comply with FMVSS Nos. 202 and 208. (c) All multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kg (10,000 lb) or less that were manufactured on or after September 1, 1993, and before September 1, 1998, and that, as originally manufactured, comply with FMVSS Nos. 202, 208, and 216; (d) All multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kg (10,000 lb) or less that were manufactured on or after September 1, 1998, and before September 1, 2002, and that, as originally manufactured, comply with FMVSS Nos. 202, 208, 214, and 216; (e) All multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kg (10,000 lb) or less that were manufactured on or after September 1, 2002, and before September 1, 2007, and that, as originally manufactured, comply with FMVSS Nos. 201, 202, 208, 214, and 216, and, insofar as it is applicable, with FMVSS No. 225. |
| VSA-82 | All multipurpose passenger vehicles, trucks, and buses with a GVWR greater than 4,536 kg (10,000 lb) that are less than 25 years old. |
| VSA-83 | All trailers and motorcycles less than 25 years old. |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|--------------|-----|-----|-----|--|------|------------|
| Acura | 305 | | | Legend | | 1990–1992 |
| Acura | 51 | | | Legend | | 1988 |
| Acura | 77 | | | Legend | | 1989 |
| Alfa Romeo | 196 | | | 164 | | 1989 |
| Alfa Romeo | 76 | | | 164 | | 1991 |
| Alfa Romeo | 156 | | | 164 | | 1994 |
| Alfa Romeo | 124 | | | GTV | | 1985 |
| Alfa Romeo | 70 | | | Spider | | 1987 |
| Audi | 317 | | | 100 | | 1990–1992 |
| Audi | 93 | | | 100 | | 1989 |
| Audi | 244 | | | 100 | | 1993 |
| Audi | 160 | | | 200 Quattro | | 1987 |
| Audi | 223 | | | 80 | | 1988–1989 |
| Audi | 352 | | | A4 | | 1996–2000 |
| Audi | 400 | | | A4, S4, RS4 | 8D | 2000–2001 |
| Audi | 332 | | | A6 | | 1998–1999 |
| Audi | 337 | | | A8 | | 1997–2000 |
| Audi | 238 | | | Avant Quattro | | 1996 |
| Audi | 364 | | | TT | | 2000–2001 |
| Bimota MC | 397 | | | DB4 | | 2000 |
| Bimota MC | 397 | | | SB8 | | 1999–2000 |
| BMW | 248 | | | 3 Series | | 1995–1997 |
| BMW | 356 | | | 3 Series | | 2000 |
| BMW | 379 | | | 3 Series | | 1999, 2001 |
| BMW | | 66 | | 316 | | 1978–1982 |
| BMW | 25 | | | 316 | | 1986 |
| BMW | | 23 | | 318i and 318iA | | 1981–1989 |
| BMW | | 16 | | 320, 320i, and 320iA | | 1978–1985 |
| BMW | 283 | | | 320i | | 1990–1991 |
| BMW | | 67 | | 323i | | 1978–1985 |
| BMW | | 30 | | 325, 325i, 325iA, and 325E | | 1985–1989 |
| BMW | | 24 | | 325e and 325eA | | 1984–1987 |
| BMW | 197 | | | 325i | | 1992–1994 |
| BMW | 96 | | | 325i | | 1991 |
| BMW | | 31 | | 325iS and 325iSA | | 1987–1989 |
| BMW | 205 | | | 325iX | | 1990 |
| BMW | | 33 | | 325iX and 325iXA | | 1988–1989 |
| BMW | 194 | | | 5 Series | | 1990–1995 |
| BMW | 249 | | | 5 Series | | 1996–1997 |
| BMW | 314 | | | 5 Series | | 1998–1999 |
| BMW | 345 | | | 5 Series | | 2000 |
| BMW | 4 | | | 518i | | 1986 |
| BMW | | 68 | | 520 and 520i | | 1978–1983 |
| BMW | 9 | | | 520iA | | 1989 |
| BMW | | 26 | | 524tdA | | 1985–1986 |
| BMW | | 69 | | 525 and 525i | | 1979–1982 |
| BMW | 5 | | | 525i | | 1989 |
| BMW | | 21 | | 528e and 528eA | | 1982–1988 |
| BMW | | 20 | | 528i and 528iA | | 1979–1984 |
| BMW | | 15 | | 530i and 530iA | | 1978 |
| BMW | | 22 | | 533i and 533iA | | 1983–1984 |
| BMW | | 25 | | 535i and 535iA | | 1985–1989 |
| BMW | 15 | | | 625CSi | | 1981 |
| BMW | 32 | | | 628CSi | | 1980 |
| BMW | | 18 | | 633CSi and 633CSiA | | 1978–1984 |
| BMW | | 27 | | 635, 635CSi, and 635CSiA | | 1979–1989 |
| BMW | 313 | | | 7 Series | | 1995–1999 |
| BMW | 366 | | | 7 Series | | 1999–2001 |
| BMW | 299 | | | 7 Series | | 1990–1991 |
| BMW | 299 | | | 7 Series | | 1993–1994 |
| BMW | 232 | | | 7 Series | | 1992 |
| BMW | | 70 | | 728 and 728i | | 1978–1985 |
| BMW | 14 | | | 728i | | 1986 |
| BMW | | 71 | | 730, 730i, and 730iA | | 1978–1980 |
| BMW | 6 | | | 730iA | | 1988 |
| BMW | | 72 | | 732i | | 1980–1984 |
| BMW | | 19 | | 733i and 733iA | | 1978–1984 |
| BMW | | 28 | | 735, 735i, and 735iA | | 1980–1989 |
| BMW | | 73 | | 745i | | 1980–1986 |
| BMW | 361 | | | 8 Series | | 1991–1995 |
| BMW | 396 | | | 850 Series | | 1997 |
| BMW | | 78 | | All other models except those in the M1 and Z1 series. | | 1978–1989 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|--------------------|-------|-------|-------|--|-------|------------------------|
| BMW ..... | ..... | 29 | ..... | L7 ..... | ..... | 1986–1987 |
| BMW ..... | ..... | 35 | ..... | M3 ..... | ..... | 1988–1989 |
| BMW ..... | ..... | 34 | ..... | M5 ..... | ..... | 1988 |
| BMW ..... | ..... | 32 | ..... | M6 ..... | ..... | 1987–1988 |
| BMW | 260 | ..... | ..... | Z3 ..... | ..... | 1996–1998 |
| BMW | 350 | ..... | ..... | Z8 ..... | ..... | 2000–2001 |
| BMW | 406 | ..... | ..... | Z8 ..... | ..... | 2002 |
| BMW MC | 228 | ..... | ..... | K1 ..... | ..... | 1990–1993 |
| BMW MC | 285 | ..... | ..... | K100 ..... | ..... | 1984–1992 |
| BMW MC | 303 | ..... | ..... | K1100, K1200 ..... | ..... | 1993–1998 |
| BMW MC | 229 | ..... | ..... | K75S ..... | ..... | 1987–1995 |
| BMW MC | 231 | ..... | ..... | R1100 ..... | ..... | 1994–1997 |
| BMW MC | 368 | ..... | ..... | R1100 ..... | ..... | 1998–2001 |
| BMW MC | 177 | ..... | ..... | R1100RS ..... | ..... | 1994 |
| BMW MC | 359 | ..... | ..... | R1200C ..... | ..... | 1998–2001 |
| BMW MC | 295 | ..... | ..... | R80, R100 ..... | ..... | 1986–1995 |
| Bristol Bus ..... | ..... | ..... | 2 | VRT Bus-Double Decker ..... | ..... | 1978–1981 |
| Buell MC | 399 | ..... | ..... | All Models ..... | ..... | 1995–2002 |
| Cadillac | 300 | ..... | ..... | DeVille ..... | ..... | 1994–1999 |
| Cadillac | 375 | ..... | ..... | Seville ..... | ..... | 1991 |
| Chevrolet | 150 | ..... | ..... | 400SS ..... | ..... | 1995 |
| Chevrolet | 298 | ..... | ..... | Astro Van ..... | ..... | 1997 |
| Chevrolet | 349 | ..... | ..... | Blazer (plant code of “K” or “2” in the 11th position of the VIN). | ..... | 1997 |
| Chevrolet | 405 | ..... | ..... | Blazer ..... | ..... | 1986 |
| Chevrolet | 369 | ..... | ..... | Cavalier ..... | ..... | 1997 |
| Chevrolet | 365 | ..... | ..... | Corvette ..... | ..... | 1992 |
| Chevrolet | 242 | ..... | ..... | Suburban ..... | ..... | 1989–1991 |
| Chrysler | 344 | ..... | ..... | Daytona ..... | ..... | 1992 |
| Chrysler | 373 | ..... | ..... | Grand Voyager ..... | ..... | 1998 |
| Chrysler | 276 | ..... | ..... | LHS ..... | ..... | 1996 |
| Chrysler | 216 | ..... | ..... | Shadow ..... | ..... | 1989 |
| Chrysler | 273 | ..... | ..... | Town and Country ..... | ..... | 1993 |
| Citroen ..... | ..... | ..... | 1 | XM ..... | ..... | 1990–1992 |
| Dodge | 135 | ..... | ..... | Ram ..... | ..... | 1994–1995 |
| Ducati MC | 241 | ..... | ..... | 600SS ..... | ..... | 1992–1996 |
| Ducati MC | 220 | ..... | ..... | 748 Biposto ..... | ..... | 1996–1997 |
| Ducati MC | 201 | ..... | ..... | 900SS ..... | ..... | 1990–1996 |
| Ducati MC | 398 | ..... | ..... | 996R ..... | ..... | 2001 |
| Ducati MC | 407 | ..... | ..... | Monster 600 ..... | ..... | 2001 |
| Eagle | 323 | ..... | ..... | Vision ..... | ..... | 1994 |
| Ferrari ..... | ..... | 76 | ..... | 208, 208 Turbo (all models) ..... | ..... | 1978–1988 |
| Ferrari ..... | ..... | 36 | ..... | 308 (all models) ..... | ..... | 1978–1985 |
| Ferrari ..... | ..... | 37 | ..... | 328 (except GTS) ..... | ..... | 1985, 1988– 1989 |
| Ferrari ..... | ..... | 37 | ..... | 328 GTS ..... | ..... | 1985–1989 |
| Ferrari | 86 | ..... | ..... | 348 TB ..... | ..... | 1992 |
| Ferrari | 161 | ..... | ..... | 348 TS ..... | ..... | 1992 |
| Ferrari | 402 | ..... | ..... | 360 (manufactured before September 1, 2002). | ..... | 2002 |
| Ferrari | 376 | ..... | ..... | 360 ..... | ..... | 2001 |
| Ferrari | 327 | ..... | ..... | 360 Modena ..... | ..... | 1999–2000 |
| Ferrari | 256 | ..... | ..... | 456 ..... | ..... | 1995 |
| Ferrari | 408 | ..... | ..... | 456 GT & GTA ..... | ..... | 1996–1998 |
| Ferrari | 173 | ..... | ..... | 512 TR ..... | ..... | 1993 |
| Ferrari | 377 | ..... | ..... | 550 ..... | ..... | 2001 |
| Ferrari | 292 | ..... | ..... | 550 Marinello ..... | ..... | 1997–1999 |
| Ferrari | 355 | ..... | ..... | F355 ..... | ..... | 1996–1998 |
| Ferrari | 259 | ..... | ..... | F355 ..... | ..... | 1995 |
| Ferrari | 391 | ..... | ..... | F355 ..... | ..... | 1999 |
| Ferrari | 226 | ..... | ..... | F50 ..... | ..... | 1995 |
| Ferrari ..... | ..... | 38 | ..... | GTO ..... | ..... | 1985 |
| Ferrari ..... | ..... | 74 | ..... | Mondial (all models) ..... | ..... | 1980–1989 |
| Ferrari ..... | ..... | 39 | ..... | Testarossa ..... | ..... | 1987–1989 |
| Ford | 265 | ..... | ..... | Bronco ..... | ..... | 1995–1996 |
| Ford | 322 | ..... | ..... | Escort (Nicaragua) ..... | ..... | 1996 |
| Ford ..... | ..... | ..... | 9 | Escort RS ..... | ..... | 1994–1995 |
| Ford | 268 | ..... | ..... | Explorer ..... | ..... | 1991–1998 |
| Ford | 367 | ..... | ..... | Mustang ..... | ..... | 1993 |
| Ford | 250 | ..... | ..... | Windstar ..... | ..... | 1995–1998 |
| Freightliner | 179 | ..... | ..... | FLD12064ST ..... | ..... | 1991–1996 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|-----------------------|-------|-------|-------|---------------------------------|-------|------------|
| Freightliner | 178 | ..... | ..... | FTLD112064SD ..... | ..... | 1991–1996 |
| GMC | 384 | ..... | ..... | Blazer ..... | ..... | 1978 |
| GMC | 383 | ..... | ..... | Jimmy ..... | ..... | 1980 |
| GMC | 134 | ..... | ..... | Suburban ..... | ..... | 1992–1994 |
| Harley Davidson | 202 | ..... | ..... | FX, FL, XL Series ..... | ..... | 1978–1997 |
| Harley Davidson | 253 | ..... | ..... | FX, FL, XL Series ..... | ..... | 1998 |
| Harley Davidson | 281 | ..... | ..... | FX, FL, XL Series ..... | ..... | 1999 |
| Harley Davidson | 321 | ..... | ..... | FX, FL, XL Series ..... | ..... | 2000 |
| Harley Davidson | 362 | ..... | ..... | FX, FL, XL Series ..... | ..... | 2001 |
| Harley Davidson | 372 | ..... | ..... | FX, FL, XL Series ..... | ..... | 2002 |
| Harley Davidson | 393 | ..... | ..... | FX, FL, XL Series ..... | ..... | 2003 |
| Harley Davidson | 374 | ..... | ..... | VRSCA ..... | ..... | 2002 |
| Harley Davidson | 394 | ..... | ..... | VRSCA ..... | ..... | 2003 |
| Hobson ..... | ..... | ..... | 8 | Horse Trailer ..... | ..... | 1985 |
| Honda | 319 | ..... | ..... | Accord ..... | ..... | 1992–1999 |
| Honda | 280 | ..... | ..... | Accord ..... | ..... | 1991 |
| Honda | 128 | ..... | ..... | Civic DX ..... | ..... | 1989 |
| Honda | 309 | ..... | ..... | Prelude ..... | ..... | 1994–1997 |
| Honda | 191 | ..... | ..... | Prelude ..... | ..... | 1989 |
| Honda MC | 106 | ..... | ..... | CB1000F ..... | ..... | 1988 |
| Honda MC ..... | ..... | ..... | 22 | CBR 250 ..... | ..... | 1989–1994 |
| Honda MC | 348 | ..... | ..... | CMX250C ..... | ..... | 1978–1987 |
| Honda MC | 174 | ..... | ..... | CP450SC ..... | ..... | 1986 |
| Honda MC | 358 | ..... | ..... | RVF 400 ..... | ..... | 1994–2000 |
| Honda MC | 290 | ..... | ..... | VF750 ..... | ..... | 1994–1998 |
| Honda MC | 358 | ..... | ..... | VFR 400 ..... | ..... | 1994–2000 |
| Honda MC ..... | ..... | ..... | 24 | VFR400, RVF400 ..... | ..... | 1989–1993 |
| Honda MC | 315 | ..... | ..... | VFR750 ..... | ..... | 1991–1997 |
| Honda MC | 34 | ..... | ..... | VFR750 ..... | ..... | 1990 |
| Honda MC | 315 | ..... | ..... | VFR800 ..... | ..... | 1998–1999 |
| Honda MC | 294 | ..... | ..... | VT600 ..... | ..... | 1991–1998 |
| Hyundai | 269 | ..... | ..... | Elantra ..... | ..... | 1992–1995 |
| Jaguar | 78 | ..... | ..... | Sovereign ..... | ..... | 1993 |
| Jaguar ..... | ..... | 41 | ..... | XJ6 ..... | ..... | 1978–1986 |
| Jaguar | 47 | ..... | ..... | XJ6 ..... | ..... | 1987 |
| Jaguar | 215 | ..... | ..... | XJ6 Sovereign ..... | ..... | 1988 |
| Jaguar ..... | ..... | 40 | ..... | XJS ..... | ..... | 1980–1987 |
| Jaguar | 195 | ..... | ..... | XJS ..... | ..... | 1994–1996 |
| Jaguar | 175 | ..... | ..... | XJS ..... | ..... | 1991 |
| Jaguar | 129 | ..... | ..... | XJS ..... | ..... | 1992 |
| Jaguar | 336 | ..... | ..... | XJS, XJ6 ..... | ..... | 1988–1990 |
| Jaguar | 330 | ..... | ..... | XK–8 ..... | ..... | 1998 |
| Jaguar Daimler | 12 | ..... | ..... | Limousine ..... | ..... | 1985 |
| Jeep | 211 | ..... | ..... | Cherokee ..... | ..... | 1991 |
| Jeep | 164 | ..... | ..... | Cherokee ..... | ..... | 1992 |
| Jeep | 254 | ..... | ..... | Cherokee ..... | ..... | 1993 |
| Jeep | 180 | ..... | ..... | Cherokee ..... | ..... | 1995 |
| Jeep | 224 | ..... | ..... | CJ–7 ..... | ..... | 1979 |
| Jeep | 382 | ..... | ..... | Grand Cherokee ..... | ..... | 2001 |
| Jeep | 404 | ..... | ..... | Grand Cherokee ..... | ..... | 1994 |
| Jeep | 217 | ..... | ..... | Wrangler ..... | ..... | 1993 |
| Jeep | 255 | ..... | ..... | Wrangler ..... | ..... | 1995 |
| Jeep | 341 | ..... | ..... | Wrangler ..... | ..... | 1998 |
| Jeep (Japan) | 389 | ..... | ..... | Grand Cherokee (LHD) ..... | ..... | 1997 |
| Kawasaki MC | 233 | ..... | ..... | EL250 ..... | ..... | 1992–1994 |
| Kawasaki MC | 190 | ..... | ..... | KZ550B ..... | ..... | 1982 |
| Kawasaki MC | 182 | ..... | ..... | ZX1000–B1 ..... | ..... | 1988 |
| Kawasaki MC | 222 | ..... | ..... | ZX400 ..... | ..... | 1987–1997 |
| Kawasaki MC | 312 | ..... | ..... | ZX6, ZX7, ZX9, ZX10, ZX11 ..... | ..... | 1987–1999 |
| Kawasaki MC | 288 | ..... | ..... | ZX600 ..... | ..... | 1985–1998 |
| Kawasaki MC | 247 | ..... | ..... | ZZR1100 ..... | ..... | 1993–1998 |
| Ken-Mex | 187 | ..... | ..... | T800 ..... | ..... | 1990–1996 |
| Kenworth | 115 | ..... | ..... | T800 ..... | ..... | 1992 |
| KTM MC | 363 | ..... | ..... | Duke II ..... | ..... | 1995–2000 |
| Land Rover | 212 | ..... | ..... | Defender 110 ..... | ..... | 1993 |
| Land Rover | 338 | ..... | ..... | Discovery ..... | ..... | 1994–1998 |
| Lexus | 293 | ..... | ..... | GS300 ..... | ..... | 1993–1996 |
| Lexus | 307 | ..... | ..... | RX300 ..... | ..... | 1998–1999 |
| Lexus | 225 | ..... | ..... | SC300, SC400 ..... | ..... | 1991–1996 |
| Lincoln | 144 | ..... | ..... | Mark VII ..... | ..... | 1992 |
| Magni MC | 264 | ..... | ..... | Australia, Sfida ..... | ..... | 1996–1998 |
| Maserati | 155 | ..... | ..... | Bi-Turbo ..... | ..... | 1985 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|---------------|-----|-----|-----|----------------------|---------|------------|
| Mazda | 184 | | | MX-5 Miata | | 1990–1993 |
| Mazda | 199 | | | RX-7 | | 1986 |
| Mazda | 279 | | | RX-7 | | 1987–1995 |
| Mazda | 42 | | | RX-7 | | 1978–1981 |
| Mazda | 351 | | | Xedos 9 | | 1995–2000 |
| Mercedes Benz | | 54 | | 190 | 201.022 | 1984 |
| Mercedes Benz | | 54 | | 190 D | 201.126 | 1984–1989 |
| Mercedes Benz | | 54 | | 190 D (2.2) | 201.122 | 1984–1989 |
| Mercedes Benz | | 54 | | 190 E | 201.028 | 1986–1989 |
| Mercedes Benz | 22 | | | 190 E | 201.024 | 1990 |
| Mercedes Benz | 45 | | | 190 E | 201.024 | 1991 |
| Mercedes Benz | 71 | | | 190 E | 201.028 | 1992 |
| Mercedes Benz | 126 | | | 190 E | 201.018 | 1992 |
| Mercedes Benz | | 54 | | 190 E (2.3) | 201.024 | 1983–1989 |
| Mercedes Benz | | 54 | | 190 E (2.6) | 201.029 | 1986–1989 |
| Mercedes Benz | | 54 | | 190 E 2.3 16 | 201.034 | 1984–1989 |
| Mercedes Benz | | 52 | | 200 | 123.220 | 1979–1985 |
| Mercedes Benz | | 52 | | 200 | 123.020 | 1978–1980 |
| Mercedes Benz | | 55 | | 200 | 124.020 | 1985 |
| Mercedes Benz | | 52 | | 200 D | 123.120 | 1980–1982 |
| Mercedes Benz | 17 | | | 200 D | 124.120 | 1986 |
| Mercedes Benz | | | | 200 E | 124.021 | 1989 |
| Mercedes Benz | 109 | | | 200 E | 124.012 | 1991 |
| Mercedes Benz | 75 | | | 200 E | 124.019 | 1993 |
| Mercedes Benz | 3 | | | 200 TE | 124.081 | 1989 |
| Mercedes Benz | 168 | | | 220 E | | 1993 |
| Mercedes Benz | 167 | | | 220 TE Station Wagon | | 1993–1996 |
| Mercedes Benz | | 52 | | 230 | 123.023 | 1978–1985 |
| Mercedes Benz | | 52 | | 230 C | 123.043 | 1978–1980 |
| Mercedes Benz | | 52 | | 230 CE | 123.243 | 1980–1984 |
| Mercedes Benz | 84 | | | 230 CE | 124.043 | 1991 |
| Mercedes Benz | 203 | | | 230 CE | | 1992 |
| Mercedes Benz | | 52 | | 230 E | 123.223 | 1978–1985 |
| Mercedes Benz | | 55 | | 230 E | 124.023 | 1985–1987 |
| Mercedes Benz | 1 | | | 230 E | 124.023 | 1988 |
| Mercedes Benz | 20 | | | 230 E | 124.023 | 1989 |
| Mercedes Benz | 19 | | | 230 E | 124.023 | 1990 |
| Mercedes Benz | 74 | | | 230 E | 124.023 | 1991 |
| Mercedes Benz | 127 | | | 230 E | 124.023 | 1993 |
| Mercedes Benz | | 52 | | 230 T | 123.083 | 1978–1985 |
| Mercedes Benz | | 52 | | 230 TE | 123.283 | 1978–1985 |
| Mercedes Benz | | 55 | | 230 TE | 124.083 | 1985 |
| Mercedes Benz | 2 | | | 230 TE | 124.083 | 1989 |
| Mercedes Benz | | 52 | | 240 D | 123.123 | 1978–1985 |
| Mercedes Benz | | 52 | | 240 TD | 123.183 | 1978–1985 |
| Mercedes Benz | | 52 | | 250 | 123.026 | 1978–1985 |
| Mercedes Benz | 172 | | | 250 D | | 1992 |
| Mercedes Benz | 245 | | | 250 E | | 1990–1993 |
| Mercedes Benz | | 55 | | 260 E | 124.026 | 1985–1989 |
| Mercedes Benz | 105 | | | 260 E | 124.026 | 1992 |
| Mercedes Benz | 18 | | | 260 SE | 126.020 | 1986 |
| Mercedes Benz | 28 | | | 260 SE | 126.020 | 1989 |
| Mercedes Benz | | 52 | | 280 | 123.030 | 1978–1985 |
| Mercedes Benz | | 52 | | 280 C | 123.050 | 1978–1980 |
| Mercedes Benz | | 52 | | 280 CE | 123.053 | 1978–1985 |
| Mercedes Benz | | 52 | | 280 E | 123.033 | 1978–1985 |
| Mercedes Benz | 166 | | | 280 E | | 1993 |
| Mercedes Benz | | 53 | | 280 S | 126.021 | 1980–1983 |
| Mercedes Benz | | 51 | | 280 S | 116.020 | 1978–1980 |
| Mercedes Benz | | 44 | | 280 SC | 107.022 | 1978–1981 |
| Mercedes Benz | | 51 | | 280 SE | 116.024 | 1978–1988 |
| Mercedes Benz | | 53 | | 280 SE | 126.022 | 1980–1985 |
| Mercedes Benz | | 53 | | 280 SEL | 126.023 | 1980–1985 |
| Mercedes Benz | | 51 | | 280 SEL | 116.025 | 1978–1980 |
| Mercedes Benz | | 44 | | 280 SL | 107.042 | 1978–1985 |
| Mercedes Benz | | 52 | | 280 TE | 123.093 | 1978–1985 |
| Mercedes Benz | | 52 | | 300 CD | 123.150 | 1978–1985 |
| Mercedes Benz | | 55 | | 300 CE | 124.050 | 1988–1989 |
| Mercedes Benz | 64 | | | 300 CE | 124.051 | 1990 |
| Mercedes Benz | 83 | | | 300 CE | 124.051 | 1991 |
| Mercedes Benz | 117 | | | 300 CE | 124.050 | 1992 |
| Mercedes Benz | | 52 | | 300 D | 123.133 | 1978–1985 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|---------------|-----|-----|-----|---------------|---------|------------|
| Mercedes Benz | | 52 | | 300 D | 123.130 | 1978–1985 |
| Mercedes Benz | | 55 | | 300 D | 124.130 | 1985–1986 |
| Mercedes Benz | | 55 | | 300 D Turbo | 124.133 | 1985–1989 |
| Mercedes Benz | | 55 | | 300 E | 124.030 | 1985–1989 |
| Mercedes Benz | 114 | | | 300 E | 124.031 | 1992 |
| Mercedes Benz | 192 | | | 300 E 4-Matic | | 1990–1993 |
| Mercedes Benz | | 53 | | 300 SD | 126.120 | 1981–1989 |
| Mercedes Benz | | 53 | | 300 SE | 126.024 | 1985–1989 |
| Mercedes Benz | 68 | | | 300 SE | 126.024 | 1990 |
| Mercedes Benz | | 53 | | 300 SEL | 126.025 | 1986–1989 |
| Mercedes Benz | 21 | | | 300 SEL | 126.025 | 1990 |
| Mercedes Benz | | 44 | | 300 SL | 107.041 | 1986–1988 |
| Mercedes Benz | 7 | | | 300 SL | 107.041 | 1989 |
| Mercedes Benz | 54 | | | 300 SL | 129.006 | 1992 |
| Mercedes Benz | | 52 | | 300 TD | 123.193 | 1978–1985 |
| Mercedes Benz | | 55 | | 300 TD Turbo | 124.193 | 1986–1989 |
| Mercedes Benz | | 55 | | 300 TE | 124.090 | 1986–1989 |
| Mercedes Benz | 40 | | | 300 TE | 124.090 | 1990 |
| Mercedes Benz | 193 | | | 300 TE | | 1992 |
| Mercedes Benz | 310 | | | 320 CE | | 1993 |
| Mercedes Benz | 142 | | | 320 SL | | 1992 |
| Mercedes Benz | | 44 | | 350 SC | 107.023 | 1978–1979 |
| Mercedes Benz | | 51 | | 350 SE | 116.028 | 1978–1980 |
| Mercedes Benz | | 51 | | 350 SEL | 116.029 | 1978–1980 |
| Mercedes Benz | | 44 | | 350 SL | 107.043 | 1978 |
| Mercedes Benz | | 44 | | 380 SC | 107.025 | 1981–1989 |
| Mercedes Benz | | 53 | | 380 SE | 126.032 | 1979–1989 |
| Mercedes Benz | | 53 | | 380 SE | 126.043 | 1982–1989 |
| Mercedes Benz | | 53 | | 380 SEL | 126.033 | 1980–1989 |
| Mercedes Benz | | 44 | | 380 SL | 107.045 | 1980–1989 |
| Mercedes Benz | 296 | | | 400 SE | | 1992–1994 |
| Mercedes Benz | 169 | | | 420 E | | 1993 |
| Mercedes Benz | | 53 | | 420 SE | 126.034 | 1985–1989 |
| Mercedes Benz | 230 | | | 420 SE | | 1990–1991 |
| Mercedes Benz | 209 | | | 420 SEC | | 1990 |
| Mercedes Benz | | 53 | | 420 SEL | 126.035 | 1986–1989 |
| Mercedes Benz | 48 | | | 420 SEL | 126.035 | 1990 |
| Mercedes Benz | | 44 | | 420 SL | 107.047 | 1986 |
| Mercedes Benz | | 44 | | 450 SC | 107.024 | 1978–1989 |
| Mercedes Benz | | 51 | | 450 SE | 116.032 | 1978–1980 |
| Mercedes Benz | | 51 | | 450 SEL | 116.033 | 1978–1988 |
| Mercedes Benz | | 51 | | 450 SEL (6.9) | 116.036 | 1978–1988 |
| Mercedes Benz | | 44 | | 450 SL | 107.044 | 1978–1989 |
| Mercedes Benz | 56 | | | 500 E | 124.036 | 1991 |
| Mercedes Benz | | 44 | | 500 SC | 107.026 | 1978–1981 |
| Mercedes Benz | | 53 | | 500 SE | 126.036 | 1980–1986 |
| Mercedes Benz | 35 | | | 500 SE | 126.036 | 1988 |
| Mercedes Benz | 154 | | | 500 SE | | 1990 |
| Mercedes Benz | 26 | | | 500 SE | 140.050 | 1991 |
| Mercedes Benz | | 53 | | 500 SEC | 126.044 | 1981–1989 |
| Mercedes Benz | 66 | | | 500 SEC | 126.044 | 1990 |
| Mercedes Benz | | 53 | | 500 SEL | 126.037 | 1980–1989 |
| Mercedes Benz | 23 | | | 500 SEL | 129.066 | 1989 |
| Mercedes Benz | 153 | | | 500 SEL | | 1990 |
| Mercedes Benz | 63 | | | 500 SEL | 126.037 | 1991 |
| Mercedes Benz | | 44 | | 500 SL | 107.046 | 1980–1989 |
| Mercedes Benz | 33 | | | 500 SL | 129.066 | 1991 |
| Mercedes Benz | 60 | | | 500 SL | 129.006 | 1992 |
| Mercedes Benz | | 53 | | 560 SEC | 126.045 | 1986–1989 |
| Mercedes Benz | 141 | | | 560 SEC | 126.045 | 1990 |
| Mercedes Benz | 333 | | | 560 SEC | | 1991 |
| Mercedes Benz | | 53 | | 560 SEL | 126.039 | 1986–1989 |
| Mercedes Benz | 89 | | | 560 SEL | 126.039 | 1990 |
| Mercedes Benz | | 44 | | 560 SL | 107.048 | 1986–1989 |
| Mercedes Benz | | 43 | | 600 | 100.012 | 1978–1981 |
| Mercedes Benz | | 43 | | 600 Landulet | 100.015 | 1978–1981 |
| Mercedes Benz | | 43 | | 600 Long 4dr | 100.014 | 1978–1981 |
| Mercedes Benz | | 43 | | 600 Long 6dr | 100.016 | 1978–1981 |
| Mercedes Benz | 185 | | | 600 SEC Coupe | | 1993 |
| Mercedes Benz | 121 | | | 600 SL | 129.076 | 1992 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|---------------|-----|-----|-----|---|---------|------------|
| Mercedes Benz | | 77 | | All other models except Model ID 114 and 115 with sales designations "long," "station wagon," or "ambulance". | | 1978–1989 |
| Mercedes Benz | 331 | | | C Class | | 1994–1999 |
| Mercedes Benz | 277 | | | CL500 | | 1998 |
| Mercedes Benz | 370 | | | CL500 | | 1999–2001 |
| Mercedes Benz | 370 | | | CL600 | | 1999–2001 |
| Mercedes Benz | 380 | | | CLK | | 1999–2001 |
| Mercedes Benz | 357 | | | CLK320 | | 1998 |
| Mercedes Benz | 401 | | | E Class | | 1996–2002 |
| Mercedes Benz | 354 | | | E Series | | 1991–1995 |
| Mercedes Benz | 278 | | | E200 | | 1995–1998 |
| Mercedes Benz | 207 | | | E200 | | 1994 |
| Mercedes Benz | 168 | | | E220 | | 1994–1996 |
| Mercedes Benz | 245 | | | E250 | | 1994–1995 |
| Mercedes Benz | 166 | | | E280 | | 1994–1996 |
| Mercedes Benz | 240 | | | E320 | | 1994–1998 |
| Mercedes Benz | 318 | | | E320 Station Wagon | | 1994–1999 |
| Mercedes Benz | 169 | | | E420 | | 1994–1996 |
| Mercedes Benz | 304 | | | E500 | | 1995–1997 |
| Mercedes Benz | 163 | | | E500 | | 1994 |
| Mercedes Benz | | | 3 | G-Wagon 300 | 463.228 | 1993 |
| Mercedes Benz | | | 5 | G-Wagon 300 | 463.228 | 1994 |
| Mercedes Benz | | | 5 | G-Wagon 300 | 463.228 | 1990–1992 |
| Mercedes Benz | | | 6 | G-Wagon 320 | | 1995 |
| Mercedes Benz | | | 18 | G-Wagon 463 | | 1999–2000 |
| Mercedes Benz | | | 11 | G-Wagon 463 | | 1996 |
| Mercedes Benz | | | 15 | G-Wagon 463 | | 1997 |
| Mercedes Benz | | | 16 | G-Wagon 463 | | 1998 |
| Mercedes Benz | | | 21 | G-Wagon 463 LWB | | 2001 |
| Mercedes Benz | 392 | | | G-Wagon 463 LWB | | 2002 |
| Mercedes Benz | | | 13 | G-Wagon 463 LWB | V-8 | 1992–1996 |
| Mercedes Benz | | | 14 | G-Wagon 463 SWB | | 1990–1996 |
| Mercedes Benz | 342 | | | S Class | | 1995–1998 |
| Mercedes Benz | 395 | | | S Class | | 1993 |
| Mercedes Benz | 325 | | | S Class | | 1999 |
| Mercedes Benz | 387 | | | S Class | W220 | 1999–2002 |
| Mercedes Benz | 85 | | | S280 | 140.028 | 1994 |
| Mercedes Benz | 236 | | | S320 | | 1994 |
| Mercedes Benz | 267 | | | S420 | | 1994 |
| Mercedes Benz | 235 | | | S500 | | 1994 |
| Mercedes Benz | 371 | | | S500 | | 2000–2001 |
| Mercedes Benz | 297 | | | S600 | | 1995–1999 |
| Mercedes Benz | 371 | | | S600 | | 2000–2001 |
| Mercedes Benz | 185 | | | S600 Coupe | | 1994 |
| Mercedes Benz | 214 | | | S600L | | 1994 |
| Mercedes Benz | 343 | | | SE Class | | 1992–1994 |
| Mercedes Benz | 343 | | | SEL Class | | 1992–1994 |
| Mercedes Benz | 329 | | | SL Class | | 1993–1996 |
| Mercedes Benz | | | 19 | SL Class | R230 | 2001–2002 |
| Mercedes Benz | 386 | | | SL Class | W129 | 1997–2000 |
| Mercedes Benz | 257 | | | SLK | | 1997–1998 |
| Mercedes Benz | 381 | | | SLK | | 2000–2001 |
| Mitsubishi | 13 | | | Galant SUP | | 1989 |
| Mitsubishi | 8 | | | Galant VX | | 1988 |
| Mitsubishi | 170 | | | Pajero | | 1984 |
| Moto Guzzi MC | 403 | | | California | | 2002 |
| Moto Guzzi MC | 118 | | | Daytona | | 1993 |
| Moto Guzzi MC | 264 | | | Daytona RS | | 1996–1998 |
| Nissan | 162 | | | 240SX | | 1988 |
| Nissan | 198 | | | 300ZX | | 1984 |
| Nissan | | 75 | | Fairlady and Fairlady Z | | 1978–1979 |
| Nissan | | | 17 | GTS, GTR (RHD) | | 1990–1999 |
| Nissan | 138 | | | Maxima | | 1989 |
| Nissan | 316 | | | Pathfinder | | 1987–1995 |
| Nissan | 139 | | | Stanza | | 1987 |
| Nissan | | 75 | | Z and 280Z | | 1978–1981 |
| Peugeot | 65 | | | 405 | | 1989 |
| Plymouth | 353 | | | Voyager | | 1996 |
| Pontiac | 189 | | | Transport MPV | | 1993 |
| Porsche | 346 | | | 911 | | 1997–2000 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|--------------|-----|-----|-----|-----------------------------|------|------------|
| Porsche | 29 | | | 911 C4 | | 1990 |
| Porsche | | 56 | | 911 Cabriolet | | 1984–1989 |
| Porsche | | 56 | | 911 Carrera | | 1978–1989 |
| Porsche | 165 | | | 911 Carrera | | 1995–1996 |
| Porsche | 52 | | | 911 Carrera | | 1992 |
| Porsche | 165 | | | 911 Carrera | | 1993 |
| Porsche | 103 | | | 911 Carrera | | 1994 |
| Porsche | | 56 | | 911 Coupe | | 1978–1989 |
| Porsche | | 56 | | 911 Targa | | 1978–1989 |
| Porsche | | 56 | | 911 Turbo | | 1978–1989 |
| Porsche | 125 | | | 911 Turbo | | 1992 |
| Porsche | 347 | | | 911 Turbo | | 2001 |
| Porsche | | 59 | | 924 Coupe | | 1978–1989 |
| Porsche | | 59 | | 924 S | | 1987–1989 |
| Porsche | | 59 | | 924 Turbo Coupe | | 1979–1989 |
| Porsche | 266 | | | 928 | | 1991–1996 |
| Porsche | 272 | | | 928 | | 1997–1998 |
| Porsche | | 60 | | 928 Coupe | | 1978–1989 |
| Porsche | | 60 | | 928 GT | | 1979–1989 |
| Porsche | | 60 | | 928 S Coupe | | 1983–1989 |
| Porsche | | 60 | | 928 S4 | | 1979–1989 |
| Porsche | 210 | | | 928 S4 | | 1990 |
| Porsche | 97 | | | 944 | | 1990 |
| Porsche | | 61 | | 944 Coupe | | 1982–1989 |
| Porsche | | 61 | | 944 S Coupe | | 1987–1989 |
| Porsche | 152 | | | 944 S2 2 door Hatchback | | 1990 |
| Porsche | | 61 | | 944 Turbo Coupe | | 1985–1989 |
| Porsche | 116 | | | 946 | | 1994 |
| Porsche | | 79 | | All models except Model 959 | | 1978–1989 |
| Porsche | 390 | | | Boxster | | 1997–2001 |
| Porsche | 390 | | | Boxster (before 9/1/2002) | | 2002 |
| Porsche | | 20 | GT2 | | | 2001 |
| Porsche | 388 | | | GT2 | | 2002 |
| Rolls Royce | 340 | | | Bentley | | 1987–1989 |
| Rolls Royce | 186 | | | Bentley Brooklands | | 1993 |
| Rolls Royce | 258 | | | Bentley Continental R | | 1990–1993 |
| Rolls Royce | 53 | | | Bentley Turbo | | 1986 |
| Rolls Royce | 291 | | | Bentley Turbo R | | 1992–1993 |
| Rolls Royce | 243 | | | Bentley Turbo R | | 1995 |
| Rolls Royce | 122 | | | Camargue | | 1984–1985 |
| Rolls Royce | 339 | | | Corniche | | 1978–1985 |
| Rolls Royce | | 62 | | Silver Shadow | | 1978–1979 |
| Rolls Royce | 188 | | | Silver Spur | | 1984 |
| Saab | 158 | | | 900 | | 1983 |
| Saab | 270 | | | 900 S | | 1987–1989 |
| Saab | 219 | | | 900 SE | | 1990–1994 |
| Saab | 219 | | | 900 SE | | 1996–1997 |
| Saab | 213 | | | 900 SE | | 1995 |
| Saab | 59 | | | 9000 | | 1988 |
| Saab | 334 | | | 9000 | | 1994 |
| Sprite | | | 12 | Musketeer Trailer | | 1980 |
| Suzuki MC | 111 | | | GS 850 | | 1985 |
| Suzuki MC | 287 | | | GSF 750 | | 1996–1998 |
| Suzuki MC | 208 | | | GSX 750 | | 1983 |
| Suzuki MC | 275 | | | GSXR 750 | | 1986–1998 |
| Suzuki MC | 227 | | | GSXR1100 | | 1986–1997 |
| Toyota | 308 | | | Avalon | | 1995–1998 |
| Toyota | | 63 | | Camry | | 1987–1988 |
| Toyota | 39 | | | Camry | | 1989 |
| Toyota | | 64 | | Celica | | 1987–1988 |
| Toyota | | 65 | | Corolla | | 1987–1988 |
| Toyota | 252 | | | Land Cruiser | | 1981–1988 |
| Toyota | 218 | | | Land Cruiser | | 1990–1996 |
| Toyota | 320 | | | Land Cruiser | | 1978–1980 |
| Toyota | 101 | | | Land Cruiser | | 1989 |
| Toyota | 324 | | | MR2 | | 1990–1991 |
| Toyota | 302 | | | Previa | | 1993–1997 |
| Toyota | 326 | | | Previa | | 1991–1992 |
| Toyota | 328 | | | RAV4 | | 1996 |
| Toyota | 200 | | | Van | | 1987–1988 |
| Triumph MC | 409 | | | TSS | | 1982 |
| Triumph MC | 311 | | | Thunderbird | | 1995–1999 |

VEHICLES MANUFACTURED FOR OTHER THAN THE CANADIAN MARKET—Continued

| Manufacturer | VSP | VSA | VCP | Model type | Body | Model year |
|------------------|-----|-----|-----|---------------------------|------|------------|
| Vespa MC | 378 | | | ET2, ET4 | | 2001–2002 |
| Volkswagen | 237 | | | Beetle Convertible | | 1978–1979 |
| Volkswagen | 306 | | | Eurovan | | 1993–1994 |
| Volkswagen | 159 | | | Golf | | 1987 |
| Volkswagen | 80 | | | Golf | | 1988 |
| Volkswagen | 92 | | | Golf | | 1993 |
| Volkswagen | 73 | | | Golf Rally | | 1988 |
| Volkswagen | 149 | | | GTI (Canadian) | | 1991 |
| Volkswagen | 274 | | | Jetta | | 1994–1996 |
| Volkswagen | 148 | | | Passat 4 door Sedan | | 1992 |
| Volkswagen | | 42 | | Scirocco | | 1986 |
| Volkswagen | 284 | | | Transporter | | 1988–1989 |
| Volkswagen | 251 | | | Transporter | | 1990 |
| Volvo | 43 | | | 262C | | 1981 |
| Volvo | 87 | | | 740 Sedan | | 1988 |
| Volvo | 286 | | | 850 Turbo | | 1995–1998 |
| Volvo | 95 | | | 940 GL | | 1993 |
| Volvo | 132 | | | 945 GL | | 1994 |
| Volvo | 176 | | | 960 Sedan & Wagon | | 1994 |
| Volvo | 335 | | | S70 | | 1998–2000 |
| Yamaha MC | 113 | | | FJ1200 | | 1991 |
| Yamaha MC | | | 23 | FJR 1300 | | 2002 |
| Yamaha MC | 360 | | | R1 | | 2000 |
| Yamaha MC | 171 | | | RD-350 | | 1983 |
| Yamaha MC | 301 | | | Virago | | 1990–1998 |

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Jeffrey W. Runge,

Administrator.

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 622

[Docket No. 001005281–0369–02; I.D. 092303A]

Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Coastal Migratory Pelagic Resources of the Gulf of Mexico and South Atlantic; Closure

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

ACTION: Closure.

SUMMARY: NMFS closes the commercial fishery for king mackerel in the exclusive economic zone (EEZ) in the western zone of the Gulf of Mexico. This closure is necessary to protect the Gulf king mackerel resource.

DATES: The closure is effective 12 noon, local time, September 24, 2003, through June 30, 2004.

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SUPPLEMENTARY INFORMATION: The fishery for coastal migratory pelagic fish (king mackerel, Spanish mackerel, cero, cobia, little tunny, dolphin, and, in the Gulf of Mexico only, bluefish) is managed under the Fishery Management Plan for the Coastal Migratory Pelagic Resources of the Gulf of Mexico and South Atlantic (FMP). The FMP was prepared by the Gulf of Mexico and South Atlantic Fishery Management Councils (Councils) and is implemented under the authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) by regulations at 50 CFR part 622.

Based on the Councils' recommended total allowable catch and the allocation ratios in the FMP, NMFS implemented a commercial quota for the Gulf of Mexico migratory group of king mackerel in the western zone of 1.01 million lb (0.46 million kg) (66 FR 17368, March 30, 2001).

Under 50 CFR 622.43(a), NMFS is required to close any segment of the king mackerel commercial fishery when its quota has been reached, or is projected to be reached, by filing a notification at the Office of the Federal Register. NMFS has determined that the commercial quota of 1.01 million lb (0.46 million kg) for Gulf group king mackerel in the western zone will be reached on September 23, 2003.

Accordingly, the commercial fishery for

Gulf group king mackerel in the western zone is closed effective 12 noon, local time, September 24, 2003, through June 30, 2004, the end of the fishing year. The boundary between the eastern and western zones is 87°31'06" W. long., which is a line directly south from the Alabama/Florida boundary.

Except for a person aboard a charter vessel or headboat, during the closure, no person aboard a vessel for which a commercial permit for king mackerel has been issued may fish for Gulf group king mackerel in the EEZ in the closed zones or subzones. A person aboard a vessel that has a valid charter vessel/headboat permit for coastal migratory pelagic fish may continue to retain king mackerel in or from the closed zones or subzones under the bag and possession limits set forth in 50 CFR 622.39(c)(1)(ii) and (c)(2), provided the vessel is operating as a charter vessel or headboat. A charter vessel or headboat that also has a commercial king mackerel permit is considered to be operating as a charter vessel or headboat when it carries a passenger who pays a fee or when there are more than three persons aboard, including operator and crew.

During the closure, king mackerel from the closed zones or subzones taken in the EEZ, including those harvested under the bag and possession limits, may not be purchased or sold. This prohibition does not apply to trade in king mackerel from the closed zones or subzones that were harvested, landed ashore, and sold prior to the closure and