

Certification Label	Make Inoperative Label	Tire Label
<p><b>Complete Vehicle</b></p> <p>Not applicable to FSM Only work on Incomplete Vehicles.</p> <p>Adds an Alteration Tag next to the OEM Certification Label (Must NOT cover the OEM label)</p> <p>See Figures G, L, &amp; M</p>	<p><b>Incomplete Vehicle</b></p> <p>Requires a Final Stage Manufacturer Label. An Incomplete OEM vehicle will have an See Figure N 49cfr:567.5(d)(v)(A)(1,2 or 3). OEM Incomplete Vehicle Certification Label @ the driver side B-Pillar or Door edge. See Figure H</p> <p>Not applicable to Alters Only work on Complete Vehicles.</p> <p>Not applicable to Modifiers Only work on Complete Vehicles.</p>	<p><a href="http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr:568_06.html">http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr:568_06.html</a> CFR Title 49 Part 567 &amp; 568 &amp; 595</p> <p><b>Both Complete &amp; Incomplete Vehicles</b></p> <p>Must apply Label if any of the CFR/FMVSS standards are rendered inoperative after the modification. Must also be registered with NHTSA. (See Note B below) <a href="http://www.nhtsa.dot.gov/cars/rules/adaptive/Modifier/Index.cfm">http://www.nhtsa.dot.gov/cars/rules/adaptive/Modifier/Index.cfm</a></p> <p>Applied adjacent to the OEM certification label. See Notes A, B &amp; C Below</p>
<p><b>Final Stage Manufacturer (FSM)</b> Performs work on Incomplete Vehicles Responsible for compliance with all applicable FMVSS.</p>	<p><b>Both Complete &amp; Incomplete Vehicles</b></p> <p>Must create a new label to replace the OEM label. Label is placed over the top of the OEM label. See Figures I &amp; O</p>	<p><a href="http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr:571_06.html">http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr:571_06.html</a> CFR Title 49 Part 571.110 FMVSS 110</p> <p><b>Both Complete &amp; Incomplete Vehicles</b></p> <p>Has three options. 1) Same as the FSM (explained above). 2) Add a Reduced Cargo Carrying Capacity Label (see Figure J) 3) Do nothing if the cargo carrying capacity has not been reduced by 1/2%+ of the vehicle GVWR and the designated seating capacity has not been reduced.</p>
<p><b>Alterer</b> Performs work on Untitled Complete Vehicles (Before 1st Purchase) Considered in most regards to be Manufacturers. Responsible for compliance with all applicable FMVSS.</p>	<p>Not an Option</p>	<p>Has three options. 1) Same as the FSM (explained above). 2) Add a Reduced Cargo Carrying Capacity Label (see Figure J) 3) Do nothing if the cargo carrying capacity has not been reduced by 1/2%+ of the vehicle GVWR and the designated seating capacity has not been reduced.</p>
<p><b>Modifier</b> Performs work on Titled Complete Vehicles (After 1st Purchase) Not considered an Alterer or FSM <i>"This vehicle has been modified in accordance with 49 CFR 595.6 and may no longer comply with all Federal Motor Vehicle Safety Standards in effect at the time of its original manufacture"</i></p>	<p>Must apply Label if any of the CFR/FMVSS standards are rendered inoperative after the modification. Must also be registered with NHTSA. (See Note B below) <a href="http://www.nhtsa.dot.gov/cars/rules/adaptive/Modifier/Index.cfm">http://www.nhtsa.dot.gov/cars/rules/adaptive/Modifier/Index.cfm</a></p> <p>Applied adjacent to the OEM certification label. See Notes A, B &amp; C Below</p>	<p>Has three options. 1) Same as the FSM (explained above). 2) Add a Reduced Cargo Carrying Capacity Label (see Figure J) 3) Do nothing if the cargo carrying capacity has not been reduced by 1/2%+ of the vehicle GVWR</p>

[http://www.access.gpo.gov/nara/cfr/waisidx\\_06/49cfr:595\\_06.html](http://www.access.gpo.gov/nara/cfr/waisidx_06/49cfr:595_06.html)  
CFR Title 49 Part 595

**Both Complete & Incomplete Vehicles**

Not an Option

Not an Option

Must apply Label if any of the CFR/FMVSS standards are rendered inoperative after the modification.  
Must also be registered with NHTSA.  
(See Note B below)  
<http://www.nhtsa.dot.gov/cars/rules/adaptive/Modifier/Index.cfm>

Applied adjacent to the OEM certification label.  
See Notes A, B & C Below

- To look up FMVSS regulations, use this CFR home page. Choose **"Search or Browse...."**, then pan down to **Title 49 - Transportation**, then click on the latest **Revision**, next choose the **Part** of interest.  
If a Canadian Vehicle is Modified/Alterer in the US & then shipped back to Canada, a Canadian Compliance Label is needed. (See Figure P)

**Common Terminology**

**CFR/FMVSS** - Code of Federal Regulations / Federal Motor Vehicle Safety Standards  
**New Motor Vehicle** - A motor vehicle that has not been sold, except for purposes of resale. (Not yet sold to an end user)  
**Used Motor Vehicle** - A motor vehicle that has been sold for purposes other than resale. (Has been sold to an end user)  
**First Retail Purchaser** - The first purchaser of a vehicle for purposes other than resale.  
**Manufacture** - To assemble or complete the assembly of a vehicle.  
**Alter** - To alter a vehicle prior to its first purchase for purposes other than resale.  
**Modify** - To modify a vehicle after its first purchase for purposes other than resale. For Example: making modifications to a used vehicle at the end users request.  
**Original Equipment Manufacturer (OEM)** - Manufacturer who performs all manufacturing operations on a motor vehicle up to the point that the vehicle is certified as complying with all applicable Federal Motor Vehicle Standards. (Most commonly referring to Ford, GM, Toyota, Chrysler, etc)  
**Completed Vehicles** - A vehicle that requires no further manufacturing operations to perform its intended function, other than the addition of readily attachable components, such as mirrors, tires, rims, or minor finishing operations such as painting.  
**Original Incomplete Vehicle Manufacturer** - A manufacturer who performs manufacturing operations to produce an incomplete vehicle and its accompanying incomplete vehicle document.  
**Incomplete Vehicle** - A vehicle which requires further manufacturing operations in order to become a completed vehicle which meets all FMVSS requirements. Most FMVSS requirements are met on this vehicle, but not all. Generally a semi-stripped version of a fully compliant vehicle.  
**Incomplete Vehicle Document - (See Figure K) The IVD lists all applicable FMVSS and states whether and under what conditions the final stage manufacturer can certify compliance with certain FMVSS requirements by relying on the incomplete vehicle manufacturer.**  
This is also referred to as "Pass-Through" certification. Most of the applicable FMVSS requirements on an IV will be Pass Through, and the FSM is responsible for certifying the balance of the FMVSS items.  
The IVD is generally a packet of 30-50 pages, located in the glove box, with a cover page as shown in Figure K.

**Vehicle Type** - The type classification of a completed vehicle as defined in section 571.3 of Title 49 of the Code of Federal Regulations (49 CFR), e.g., passenger car, multipurpose passenger vehicle (MPV), truck, or bus and in section 568.3, e.g., incomplete vehicle.  
**Base Vehicle** - A completed vehicle or incomplete vehicle on which your company performs manufacturing operations, alterations, or modifications

**Notes**

**Note A** - If the inoperative label is used, there are additional requirements that must be met for documentation, tracking, & load carrying capacity purposes.  
**Note B** - This is the website for the dealer database. You can also look at all the dealers who have registered with NHTSA by opening the text version at the bottom left. This website is not user friendly, as it is not in alphabetical order.  
An inspector should query the database as well as query the dealer as to whether they utilize the Make Inoperative before making an onsite inspection.  
**Note C** - This is the FAQ page regarding the Make Inoperative ruling.  
[http://www.nhtsa.dot.gov/portal/site/nhtsa/template.MAXIMIZE/menuitem.e649cd1b2b018c71d8eca01046108a0c/?javax.portlet.tpst=f2d14277f710b755fc08d51090008a0c\\_ws\\_MX&javax.portlet.prp\\_f2d14277f710b755fc08d51090008a0c\\_viewID=detail\\_view&javax.portlet.begCacheTok=token&javax.portlet.endCacheTok=token&itemId=80cd2a4ce68daff00VgnVCM1000002c567798RCRD&viewType=standard](http://www.nhtsa.dot.gov/portal/site/nhtsa/template.MAXIMIZE/menuitem.e649cd1b2b018c71d8eca01046108a0c/?javax.portlet.tpst=f2d14277f710b755fc08d51090008a0c_ws_MX&javax.portlet.prp_f2d14277f710b755fc08d51090008a0c_viewID=detail_view&javax.portlet.begCacheTok=token&javax.portlet.endCacheTok=token&itemId=80cd2a4ce68daff00VgnVCM1000002c567798RCRD&viewType=standard)  
**Note D** - If the rims or tires have been changed on a vehicle, the tire label should be updated.  
**Note E** - Addition of a wheel chair lift is most certainly going to exceed the 1/2%. The safe bet is to add the cargo capacity label or create a new tire label.  
**Note F** - This website leads to a response from NHTSA in regard to questions posed by Mark Lore. It does a good job explaining FSM, Alterer, Modifier, Make Inoperative, GVWR, Seating Weights, etc.  
<http://www.nhtsa.dot.gov/cars/rules/interps/files/23668.fbm.html>