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Exporting a Motor Vehicle

Interpretation and Application of 19 CFR Part 192.

Source: [Exporting a Motor Vehicle | U.S. Customs and Border Protection](#)

Section 192.1 Definitions

The following are general definitions for the purposes of CFR 192.2:

- **Certified.** "Certified" when used with reference to copy means a document issued by an authorized government authority that includes on it a signed statement by the authority that the copy is an authentic copy of the original.
- **Copy.** "Copy" refers to a duplicate or photocopy of an original document. When there is any writing on the backside of an original document, a "complete copy" means that both sides of the document are copied.
- **Export.** "Export" refers to the transportation of merchandise out of the U.S. for the purpose of being entered into the commerce of a foreign country.
- **Self-Propelled Vehicle.** "Self-propelled" vehicle includes any automobile, truck, tractor, bus, motorcycle, motor home, self-propelled agricultural machinery, self-propelled construction equipment, self-propelled special use equipment, and any other self-propelled vehicle used or designed for running on land but not rail.
- **Ultimate Purchaser.** "Ultimate Purchaser" means the first person, other than a dealer purchasing in his capacity as a dealer, who in good faith purchases a self-propelled vehicle for purposes other than resale.
- **Used.** "Used" refers to any self-propelled vehicle the equitable or legal title to which has been transferred by a manufacturer, distributor, or dealer to an ultimate purchaser.

Documentary Status

It is the responsibility of the reviewing inspector to ensure that an original certificate of title is presented as provided for in 19 CFR 192.2 (b). The certificate of title is the core requirement in the Customs export process, regardless of the vehicle's economic value, physical condition, or operating order.

Structure of the Regulations

Procedurally, all exporters or their agents who present a document to Customs are to begin at 19 CFR 192.2 (b) (1) and then progress through each subsection until the exporter arrives at the section and subsection(s) that apply to the vehicle that has been presented to Customs for export. This procedure ensures that no requirement is misinterpreted, misapplied, or circumvented by either the exporter or the reviewing Customs officer.

Section 192.2 Requirements for Exportation

An agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number and an expiration date. The control number for this collection is 1651-0054. The estimated average time to complete this application is 10 minutes. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection Office of Regulations and Rulings, 799 90 K Street, NW., Washington DC 20229.

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- a. **Basic requirements.** A person attempting to export a used self-propelled vehicle shall present to Customs, at the port of exportation, both the vehicle and the required documentation describing the vehicle to include the VIN or, if the vehicle does not have a VIN, the product identification number (PIN). Exportation of a vehicle will be permitted only upon compliance with these requirements, unless the vehicle was entered into the United States under an in-bond procedure, a carnet, a Temporary Importation Bond, or under a personal exemption for non-residents who entered the vehicle for a 1-year period.
- b. **Documentation required**
 1. **For U.S.-titled vehicles**
 - i. **Vehicles issued an original certificate of title.** For used, self-propelled vehicles issued, by any jurisdiction in the United States, a Certificate of Title or a Salvage Title that remains in force, the owner must provide to Customs the original Certificate of Title or a Certified Copy of the Certificate of Title and two complete copies of the original Certificate of Title or the Certified Copy of the original.
 - ii. **Where title evidences third-party ownership/claims.** If the used, self-propelled vehicle is leased or a recorded lien exists in the U.S., in addition to complying with paragraph (b)(1)(i) of this section, the provisional owner must provide to Customs a separate writing from the third-party-in interest which expressly provides that the subject vehicle may be exported. This writing must be on the third-party's letterhead paper and contain a complete description of the vehicle including the Vehicle Identification Number (VIN), the name of the owner or lienholder of the leased vehicle, and the telephone numbers at which that owner or lienholder may be contacted and must bear an original signature of the third-party and state the date it was signed.
 - iii. **Where U.S. Government Employees are involved.** If the used self-propelled vehicle is owned by a U. S. Government Employee and is being exported in conjunction with that employee's reassignment abroad pursuant to official travel orders, then, in lieu of complying with paragraph (b)(1)(i) of this section, the employee may be required to establish that he has complied with the sponsoring agency's internal travel department procedures for vehicle export.
 2. **For foreign-titled vehicles.** For used, self-propelled vehicles that are registered or titled abroad, the owner must provide to Customs the original document that provides satisfactory proof of ownership (with an English translation of the text if the original language is not in English), and two complete copies of that document (and translation, if necessary).
 3. **For untitled vehicles**
 - i. **Newly manufactured vehicles, issued a Manufacturer's Statement of Origin (MSO).** For newly manufactured, self-propelled vehicles that are purchased from a U.S. manufacturer, distributor, or dealer that become used (see section 4.1) and are issued an MSO, but not issued a certificate of title by any jurisdiction of the United States, the owner must provide to Customs at the time and place specified in this section, an original MSO and two complete copies of the original MSO.
 - ii. **Newly manufactured vehicles not issued an MSO.** For newly-manufactured, self-propelled vehicles purchased from a U.S. manufacturer, distributor, or dealer that become used (see section 4.1) and not issued an MSO or a Certificate of Title by any jurisdiction of the United States, **THE OWNER MUST ESTABLISH THAT THE JURISDICTION FROM WHERE THE VEHICLE COMES DOES NOT HAVE ANY OWNERSHIP DOCUMENTATION REQUIREMENTS REGARDING SUCH VEHICLES** and provide to Customs, at the time and place specified in this section, an original document that proves ownership, such as a dealer's invoice, and two complete copies of such original documentation.
 - iii. **Vehicles issued a junk or scrap certificate.** For vehicles for which a junk or scrap certificate, issued by any jurisdiction of the U. S., remains in force, the owner must provide to Customs the original certificate or a certified copy of the original document and two complete copies of the original document or certified copy of the original.
 - iv. **Vehicles issued a title or certificate that is not in force or are otherwise not registered.** For vehicles that were issued, by any jurisdiction of the U.S., a title or certificate that is no longer in force, or that are not required to be titled or registered, and for which an MSO was not issued, **THE OWNER MUST ESTABLISH THAT THE JURISDICTION FROM WHERE THE VEHICLE COMES DOES NOT HAVE ANY OWNERSHIP DOCUMENTATION REQUIREMENTS REGARDING SUCH VEHICLES** and provide to Customs the original document that shows the basis for ownership or right of possession, such as a bill of sale, and two complete copies of that original document. Further, the owner must certify in writing to Customs that the procurement of the vehicle was a bona fide transaction, and that the vehicle presented for export is not stolen.
- c. **When presented**

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1. **Exportation by vessel or aircraft.** For those vehicles exported by vessel or aircraft, the required documentation and the vehicle must be presented to Customs at least 72 hours prior to export.
2. **Exportation at land border crossing points.** For those vehicles exported by rail, highway, or under their own power.
 - i. The required documentation must be submitted to Customs at least 72 hours prior to export; and
 - ii. The vehicle must be presented to Customs at the time of exportation.
- d. **Where presented.** Port Directors will establish locations at which exporters must present the required documentation and the vehicles for inspection. Port Directors will publicize these locations, including their hours of operation.
- e. **Authentication of documentation.** Customs will determine the authenticity of the documents submitted. Once determined, Customs will mark the original documents. In most cases the original document(s) will be returned to the exporter. In those cases where the original title document was presented to and retained by Customs and cannot be found prior to the vehicle's export, the exporter's authenticated copy of the original documentation serves as evidence of compliance with the reporting requirements.



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Importing a Motor Vehicle

Source: [Importing a Motor Vehicle | U.S. Customs and Border Protection](#)

Warning

Imported motor vehicles are subject to safety standards under the Motor Vehicle Safety Act of 1966, revised under the Imported Vehicle Safety Compliance Act of 1988; to bumper standards under the Motor Vehicle Information and Cost Savings Act of 1972, which became effective in 1978; and to air pollution control standards under the Clean Air Act of 1968, as amended in 1977, and 1990.

If vehicles manufactured abroad conform to U.S. safety, bumper, and emission standards, it is because these vehicles are exported for sale in the United States. Therefore, it is unlikely that a vehicle obtained abroad meets all relevant standards. Be skeptical of claims by a foreign dealer or other seller that a vehicle meets these standards or can readily be brought into compliance. Vehicles entering the United States that do not conform with U.S. safety standards must be brought into compliance, exported, or destroyed.

This pamphlet provides essential information for U.S. residents, military or civilian government employees, and foreign nationals who are importing a vehicle into the U.S. It includes U.S. Customs and Border Protection (CBP) requirements and those of other agencies whose regulations we enforce. Since Environmental Protection Agency (EPA) and Department of Transportation (DOT) requirements are subject to change, we recommend that you contact these agencies before buying a vehicle abroad.

Our pages "Know Before You Go" and "For International Visitors" contain general information for persons entering the U.S. You may obtain copies from your nearest CBP office or by writing to:

U.S. Customs and Border Protection
P.O. Box 7407
Washington, D.C. 20044

It is also possible to obtain copies from American embassies and consulates abroad.

EPA has a detailed automotive fact manual describing emission requirements for imported vehicles. You may obtain a copy of this manual, called the *Automotive Imports Facts Manual*, or other information about importing motor vehicles by calling EPA's Imports Hotline at **(734) 214-4100**. You may also communicate by fax at **(734) 214-4676**, or write to:

U.S. Environmental Protection Agency
Ariel Rios Building, Manufacturer Operations Division (6405-J)
Investigation/Import Section
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

EPA's page on [Importing Vehicles and Engines](#) contains additional information.

You may reach DOT's vehicle hotline at **(202) 366-5291** or communicate by fax at **(202) 366-1024**. Additionally, you can write to:



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National Highway Traffic Safety Administration (NSA-32)
400 7th Street, S.W.
Washington, D.C. 20590

The [DOT](#) website can provide further assistance.

Note: Importations from Afghanistan (Taliban), Cuba, Iran, Iraq, Libya, North Korea, Sudan, Serbia/Montenegro/Kosovo, or Yugoslavia that involve the governments of those countries, are generally prohibited pursuant to regulations issued by the Treasury Department's Office of Foreign Assets Control. Before attempting to make such an importation, information concerning the prohibitions and licensing policy should be obtained by contacting:

Director, Office of Foreign Assets Control
U.S. Department of the Treasury, 2nd Floor Anx.
1500 Pennsylvania Avenue, N.W.
Washington, D.C. 20220

You can call either **(202) 622-2500** or **(202) 622-2480**, or fax **(202) 622-1657**; or visit the U.S. Department of the Treasury's [Office of Foreign Assets Control](#) website.

Prior Arrangements

The owner must make arrangements for shipping a vehicle. Have your shipper or carrier notify you of the vehicle's arrival date so that you can make arrangements to process it through CBP. Shipments are cleared at the first port of entry unless you arrange for a freight forwarder abroad to have the vehicle sent in bond to a CBP port more convenient to you.

Law prohibits CBP officers from acting as agents or making entries for an importer. However, you may employ a commercial CBP broker to handle your entry.

Documentation

For CBP clearance you will need the shipper's or carrier's original bill of lading, the bill of sale, foreign registration, and any other documents covering the vehicle. You will also be required to complete EPA form 3520-1 and DOT form HS-7, declaring the emissions and safety provisions under which the vehicle is being imported. Vehicles that meet all U.S. emission requirements will bear manufacturer's label on the engine compartment in English, attesting to that fact. For vehicles that lack such a label, the CBP inspector at the port of entry may require proof of eligibility to import under the EPA exemptions or exclusions specified on form 3520-1.

Vehicles that do not meet all U.S. emission requirements, unless eligible for exemption or exclusion must be imported through an independent commercial importer (ICI). EPA will not allow the vehicles' release to the vehicle owner until ICI work is complete. The ICI will perform any EPA-required modifications and be responsible for assuring that all EPA requirements have been met. Some vehicles cannot be successfully imported or modified by an ICI, however, and in general, ICI fees are very high.

Cleaning the Undercarriage

To safeguard against importation of dangerous pests, the U.S. Department of Agriculture requires that the undercarriage of imported cars be free of foreign soil. Have your car steam-sprayed or cleaned thoroughly before shipment.

Your Car is Not a Shipping Container



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For your own safety, security, and convenience, **do not** use your car as a container for personal belongings.

- Your possessions are susceptible to theft while the vehicle is on the loading and unloading docks and in transit.
- Many shippers and carriers will not accept your vehicle if it contains personal belongings.
- The entire contents of your car must be declared to CBP on entry. Failure to do so can result in a fine or seizure of the car and its contents.
- Your vehicle may be subject to seizure, and you may incur a personal penalty, if anyone uses it as a conveyance of illegal narcotics.

Dutiable Entry

Foreign-made vehicles imported into the U.S., whether new or used, either for personal use or for sale, are generally dutiable at the following rates:

- Auto 2.5%
- Trucks 25%
- Motorcycles 2.4% or free

Duty rates are based on price paid or payable.

As a returning U.S. resident, you may apply your \$800 CBP exemption and those of accompanying family members toward the value of the vehicle if it:

- Accompanies you on your return;
- Is imported for personal use;
- Was acquired during the journey from which you are returning.

For CBP purposes, a returning U.S. resident is one who is returning from travel, work, or study abroad.

After the exemption has been applied, a flat duty rate of 3% is applied toward the next \$1,000 of the vehicle's value. The remaining amount is dutiable at the regular duty rate.

Free Entry

- **U.S. citizens** employed abroad or government employees returning on TDY or voluntary leave may import a foreign-made car free of duty provided they enter the U.S. for a short visit, claim nonresident status, and export the vehicle when they leave.
- **Military and civilian employees** of the U.S. government returning at the end of an assignment to extended duty outside the CBP territory of the U.S. may include a conforming vehicle among their duty-free personal and household effects. The auto must have been purchased abroad and be in its owner's possession prior to departure. Generally, extended duty is 140 days or more. Navy personnel serving aboard a U.S. naval vessel or a supporting naval vessel from its departure from the U.S. to its return after an intended overseas deployment of 120 days or more are entitled to the extended-duty exemption. Conforming vehicles imported under the duty-free exemption are dutiable if sold within one year of importation. Duty must be paid at the most convenient CBP office before the sale is completed. Conforming vehicles so imported may remain in the U.S. indefinitely once a formal entry is made for EPA purposes.
- **Nonresidents** may import a vehicle duty-free for personal use up to (1) one year if the vehicle is imported in conjunction with the owner's arrival. Vehicles imported under this provision that do not conform to U.S. safety and emission standards must be exported within one year and may not be sold in the U.S. There is no exemption or extension of the export requirements.



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- **USMCA Eligibility U.S. Goods Returned.** To qualify for duty-free treatment under the United States-Mexico-Canada Agreement (USMCA), all vehicles – new and used – must meet the USMCA rules of origin for automotive goods, including regional value content (RVC), labor value content (LVC), steel purchasing, and aluminum purchasing requirements. The requirements are so stringent that vehicles produced prior to 2020 are not likely eligible for duty-free status under the USMCA. Vehicles produced on or after July 1, 2020 may meet the USMCA rules of origin. However, under the USMCA Implementation Act there are three vehicle certifications related to the above requirements that must be provided by the producer of the covered vehicle. If these documents are not made available upon request, then applicable duties and fees will be collected on personal and commercial importations of new and used vehicles from Canada and Mexico. Certain vehicles may be eligible for duty-free treatment as U.S. Goods Returned. In accordance with Section 904(b) of the Trade Facilitation and Trade Enforcement Act of 2015 (Pub. L. 114-125, February 24, 2016), subheading 9801.00.10 of the Harmonized Tariff Schedule of the United States provides for the duty-free treatment of:
- Products of the United States when returned after having been exported, or any other products when returned within three years after having been exported, without having been advanced in value or improved in condition by any process of manufacture or other means while abroad.
- Under this provision, qualifying vehicles that are being returned may be eligible for duty-free treatment. This provision may be applied to either personal or commercial importations of used vehicles. The burden of substantiating eligibility lies with the importer and claims are subject to verification. See [HQ H314176](#) (March 18, 2021)."

Cars Imported for Other Purposes

Nonresidents may import an automobile or motorcycle and its usual equipment free of duty for a temporary stay to take part in races or other specific purposes. However, prior written approval from the EPA is required and such approval is granted only to those racing vehicles that EPA deems not capable of safe or practical use on streets and highways. If the contests are for other than money purposes, the vehicle may be admitted for 90 days without formal entry or bond if the CBP officer is satisfied as to the importer's identify and good faith. The vehicle becomes subject to forfeiture if it is not exported or if a bond is not given within 90 days of its importation. Prior written approval must be obtained from DOT. A vehicle may be temporarily imported for testing, demonstration, or racing purposes. A vehicle may be permanently imported for show or display. Written approval from DOT is required and should be obtained before the vehicle is exported from the foreign country to the U.S. Information on how to import a vehicle under show or display is available at DOT's NHTSA [Vehicle Importation Regulations](#) website. A vehicle permanently imported for show and display must comply with all U.S. emission requirements as well, and in general must be imported through an EPA-authorized ICI for modification and testing. EPA will not allow the vehicle to be released to its owner until ICI work is complete.

Safety, Bumper, and Theft Prevention Standards

Importers of motor vehicles must file form HS-7 at the time of vehicle is imported to declare whether the vehicle complies with DOT requirements. As a general rule, motor vehicles less than 25 years old must comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) in order to be imported permanently into the United States. Vehicles manufactured after September 1, 1978, must also meet the bumper standard, and vehicles beginning with model year 1987 must meet the theft-prevention standard. For more information, please contact the DOT import hotline at **(202) 366-5291**.

Vehicles manufactured to meet these standards will have a certification label affixed by the original manufacturer near the driver's side door. If you purchase a vehicle abroad that is certified to U.S. standards, you may expedite your importation by making sure the sales contract identifies this fact and by presenting the contract to CBP at the time of importation.

A vehicle must be imported as a nonconforming vehicle unless it bears the manufacturer's label certifying that it meets U.S. standards. If it is a nonconforming vehicle, the importer must contract with a DOT-registered importer (RI) to modify the vehicle and certify that it conforms to all applicable FMVSS. The importer must also post a DOT bond for one and a half times the vehicle's dutiable value. This bond is in addition to the normal CBP entry bond. Copies of the DOT bond and the contract with the RI must be attached to the HS-7 form.



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Before a RI can modify your vehicle, however, it must first be determined whether the vehicle is capable of being modified to comply with the FMVSS. If a vehicle has not previously been determined to be eligible for importation, it must go through a petition process to determine whether it's capable of being modified for such compliance. If the vehicle under petition is not similar to one sold in the United States, the process of bringing it into compliance becomes very complex and costly. A [List of Nonconforming Motor Vehicles that are Eligible for Importation \(By or Through a Registered Importer\)](#) may be obtained from a RI or from NHTSA's website.

The cost of modifying a nonconforming vehicle and the time required to bring it into conformance may affect your decision to purchase a vehicle abroad. NHTSA strongly recommends discussing these aspects with a RI before buying and shipping a vehicle purchased overseas.

Federal Tax

Certain imported automobiles may be subject to the gas-guzzler tax imposed by section 4064 of the Internal Revenue Code. An individual who imports an automobile for personal use, or a commercial importer, may be considered an importer for purposes of this tax and thus liable for payment of the tax.

The amount of the tax is based on a combined urban/highway fuel-economy (miles per gallon) rating assigned by the EPA for gas-guzzler tax purpose. This EPA rating may be different from fuel-economy ratings indicated by the manufacturer.

If the EPA has not assigned a gas-guzzler fuel-economy rating for the model automobile you import, a rating must be independently determined. No tax is imposed on automobiles that have a combined fuel-economy rating of at least 22.5 miles per gallon.

Information on determining fuel-economy rating and liability for the tax are contained in section 4064 of the Code, Revenue Procedure 86-9, 1986-1 Cumulative Bulletin 530, Revenue Procedure 87-10, 1987-1 Cumulative Bulletin 530, Revenue Procedure 87-10, 1987-1 Cumulative Bulletin 545, and Revenue Ruling 86-20, 1986-1 Cumulative Bulletin 319.

The gas-guzzler tax is reported on Form 720, Quarterly federal Excise Tax Return, and form 6197, Gas-Guzzler Tax. Additional information may be obtained from your local district office of the Internal Revenue Service.

Emission Standards

The following passenger cars, light-duty trucks, heavy-duty engines and motorcycles are subject to federal emission standards:

- Gasoline-fueled cars and light-duty trucks originally manufactured after December 31, 1967.
- Diesel-fueled cars originally manufactured after December 31, 1974.
- Diesel-fueled light-duty trucks originally manufactured after December 31, 1975.
- Heavy-duty engines originally manufactured after December 31, 1969.
- Motorcycles with a displacement more than 49 cubic centimeters originally manufactured after December 31, 1977.

Vehicles must be certified to U.S. federal emission standards by their manufacturers for sale in the U.S. Vehicles that do not meet these requirements are considered nonconforming. A currently certified ICI, a list of which is available from the EPA, must import Nonconforming vehicles for you. The only EPA-authorized ICIs are located in the U.S. It is therefore recommended that you contact an ICI to discuss costs for modification and testing before you decide to import a nonconforming vehicle. The ICI will be responsible for assuring that your car complies with all U.S. emission requirements. (As of July 1, 1998, EPA no longer has the one-time exemption for vehicles five or more model-years old.) Be aware that EPA will deny entry to certain makers, models, and model year if an ICI is not certified or is unwilling to accept responsibility for the vehicle(s) in question.



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You may obtain additional information on emission control requirements or on ICIs from the U.S. EPA Vehicle Programs and Compliance Division/Imports at **(734) 214-4100**, fax **(734) 214-4676**; or visit the website.

Individual state emission requirements may differ from those of the federal government. Proper registration of a vehicle in a state may depend upon satisfaction of its requirements, so you should contact the appropriate state authorities prior to importation. Be aware, however, that EPA will not accept compliance with a state's emission requirements as satisfying EPA's requirements.

A Word of Caution

Both the DOT and the EPA advise that although a nonconforming car may be conditionally admitted, the modification required to bring it into compliance may be so extensive and costly that it may be impractical and even impossible to achieve such compliance. It is highly recommended that these prohibitions and modifications be investigated before a vehicle's purchased for importation.

- **Re-Importing A Previously Exported Vehicle** - A vehicle taken from the United States for non-commercial, private use may be returned duty free by proving to CBP that it was previously owned and registered in the United States. This proof may be a state-issued registration card for the automobile or a bill of sale for the car from a U.S. dealer. Repairs or accessories acquired abroad for your vehicle must be declared on your return and may be subject to duty.

In some countries, it will be difficult or impossible to obtain unleaded fuel for your vehicle. If the vehicle is driven using leaded gasoline, it will be necessary for you to replace the catalyst and oxygen sensor upon its return to the U.S. To avoid the expense of replacing these parts you may obtain authorization from EPA to remove the catalyst and oxygen sensor before the vehicle is shipped overseas. The EPA telephone number for these authorizations is **(202) 564-2418**. When the vehicle returns to the U.S., the original catalyst and oxygen sensor will need to be reinstalled. However, you may now reenter your U.S. version vehicle into the U.S. without bond, upon your assurance that you will have the reinstallation performed.

- **Using Conveyances to Transporting Goods of a Commercial/Personal Nature** - Goods of a commercial nature that are being transported in a privately owned conveyance will require the purchase of a user fee decal and the payment of duty may be required.

Goods being transported for personal use within a privately owned vehicle do not require the purchase of this decal. However, the payment of duty may be required.

Rental vehicles may be used to transport personal goods without the purchase of a decal if the driver has not been paid to operate the vehicle.

Exceptions

The following vehicles need not conform to emission or safety requirements but may NOT be sold in the U.S. and may require EPA and DOT declarations:

- Those imported by nonresidents for personal use not exceeding one year. The vehicle must be exported at the end of that year - there are no exceptions or extensions.
- Those belonging to members of foreign armed forces, foreign diplomatic personnel, or other individuals who come within the class of persons for whom free entry has been authorized by the Department of State in accordance with international law.
- Those temporarily imported for testing, demonstration, or competition, provided they are not licensed for use, or driven on public roads. These vehicles may be operated on public roads or highways provided the operations are an integral part of the test. Parties responsible for such vehicles must submit proper documents - forms EPA 3520-1 and DOT HS-7 - to CBP at the time entry is made. Also, applicable written approvals from these agencies must be obtained in advance and presented to CBP along with these forms. Remember, the cost to return vehicles that have been refused prior approval can be very high and must be borne by the vehicle owner(s).

Driver's Plates and Permits

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Imported cars should bear the International Registration Marker. The International Driving Permit, issued in five languages, is a valuable asset. Consult an international automobile federation or your local automobile club about these documents.

- **U.S. residents** importing a new or used car should consult the Department of Motor Vehicles (DMV) in their state of residence about temporary license plates and what documentation their DMV would require from CBP.
- **Nationals of Central and South American countries** that have ratified the Inter-American Convention of 1943 may drive their cars in the U.S. for touring purposes for one year or for the period of the validity of the documents, whichever is shorter, without U.S. license plates or U.S. driver's permits, provided the car carries the International Registration Marker and registration card, and the driver has the International Driving Permit.
- **Motorists visiting the United States** as tourists from countries that have ratified the Convention on International Road Traffic of 1949 may drive in the U.S. for one year with their own national license plates (registration tags) on their own national license plates (registration tags) on their cars and with their own personal drivers' licenses.
- **Motorists from Canada and Mexico** are permitted to tour in the U.S. without U.S. license plates or U.S. driver's permits, under agreements between the United States and these countries.
- **Motorists from a country not a party** to any of the above agreements must secure a driving permit in the U.S. after taking an examination.
- **Foreign nationals** employed in the U.S. may use their foreign license tags from the port of entry to their destination in the U.S.