

included by the submitter in its domestic fleet under the plan (i.e., those with at least 50 percent but less than 75 percent U.S. or Canadian value added), provide the following information:

(1) A description of the model type, including engine type and displacement, transmission class, car line designation, and fuel economy;

(2) The projected U.S. sales of the model type;

(3) The average total manufacturing cost per vehicle for the model type;

(4) The percentage of the cost to the manufacturer attributable to value added in the United States or Canada for the model type:

(b) For each year covered by the plan, a list of individual product actions (e.g., change from imported engine to domestically manufactured engine) which will increase the domestic content of the affected vehicles. For each action, provide the model year in which the action will take effect, a description of the nature of the action, and the percentage change in domestic content resulting from the action.

[47 FR 7248, Feb. 18, 1982, as amended at 59 FR 25576, May 17, 1994]

**§ 526.4 [Reserved]**

**§ 526.5 Earning offsetting monetary credits in future model years.**

Each plan submitted under section 502(l) of the Motor Vehicle Information and Cost Savings Act must contain the following information:

(a) Projected average fuel economy and production levels for the class of automobiles which may fail to comply with a fuel economy standard and for any other classes of automobiles from which credits may be transferred, for the current model year and for each model year thereafter ending with the last year covered by the plan.

(b) A list and full description of each planned product action (e.g., new model, mix change) which will affect the average fuel economy of the class of automobiles subject to the credit earning plan, for each model year beginning with the current model year and ending with the last year covered by the credit earning plan.

(c) The portion of the petitioner's fleet affected by each product action

(e.g., all K-cars with 6-cylinder engines) and the number of affected vehicles.

(d) The fuel economy effect of each product action specified under paragraph (b) of this section per affected vehicle.

[47 FR 7248, Feb. 18, 1982, as amended at 59 FR 25576, May 17, 1994]

**PART 529—MANUFACTURERS OF MULTISTAGE AUTOMOBILES**

Sec.

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AUTHORITY: Sec. 301, Pub. L. 94-163, 80 Stat. 901 (15 U.S.C. 2001); delegation of authority at 41 FR 25015, June 22, 1976.

SOURCE: 42 FR 38372, July 28, 1977, unless otherwise noted.

**§ 529.1 Scope and purpose.**

This part determines, in cases where more than one person is the manufacturer of an automobile, which person is to be treated as the manufacturer for purposes of compliance with Title V of the Motor Vehicle Information and Cost Savings Act, as amended (15 U.S.C. 2001 *et seq.*) and rules issued thereunder.

**§ 529.2 Applicability.**

This part applies to incomplete automobile manufacturers, intermediate manufacturers, and final-stage manufacturers of automobiles that are manufactured in two or more stages.

**§ 529.3 Definitions.**

(a) *Statutory terms.* (1) The term *automobile* is used as defined in section 501 of the Act and in accordance with the determinations in 49 CFR part 523.

(2) The terms *manufacture*, *manufacturer*, and *fuel economy* are used as defined in section 501 of the Act.

(b) *Other terms.* (1) *Act* means the Motor Vehicle Information and Cost