

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Gary Hayzlett at 1:30 P.M. on March 7, 2007 in Room 519-S of the Capitol.

All members were present.

Committee staff present:

Hank Avila, Kansas Legislative Research  
Bruce Kinzie, Revisor of Statutes Office  
Betty Boaz, Committee Assistant

Conferees appearing before the committee:

Representative Kasha Kelley  
Representative Pat George  
Carmen Alldritt, Director, Motor Vehicles Division

Others attending:

See attached list.

Chairman Hayzlett opened the meeting by opening the hearing on **HB 2559**.

**HB 2559 - Micro utility trucks, registration, limitations**

The first proponent was Representative Kasha Kelley. (Attachment #1) According to Representative Kelley, **HB 2559** provides that beginning on January 1, 2008, a person may operate a micro-utility truck legally on certain streets and roads - within prescribed and limited provision. She said the micro-utility trucks are small, inexpensive, efficient and highly useful at various work sites and are required to meet standard equipment requirements as outlined in law.

The next proponent was Representative Pat George. (Attachment #2) According to Representative George, he had been approached by many owners of these vehicles about titling and tagging their vehicle. He said **HB 2559** would allow these trucks to be titled and tagged as trucks provided they meet the requirements on lights, turn signals, horns, etc. Representative George said these trucks would only be driven on roads posted 55 mph or less.

The Chairman drew the Committee's attention to a letter of support for **HB 2559** from Representative Otto.

There being no other proponents the Chairman called for opponents of **HB 2559**.

The first opponent was Carmen Alldritt, Director, Motor Vehicles Division, Dept. of Revenue. (Attachment #3) According to Director Alldritt, mini trucks are usually from Japan and are manufactured for driving conditions in that country and are usually older units that have miled-out because of strict emission control which require the owner to pay expensive fees and perform costly periodic maintenance checks.. She asked the Committee to note that speed control governors are required by EPA for these imports which keeps the speed to 25 mph or less. Director Alldritt concluded by asking the Committee to conduct an Interim Study on mini-trucks, ATV's, etc.

The Chairman drew the Committee's attention to two letters opposing **HB 2559**, one from the Department of Transportation and the other from the Kansas Highway Patrol.

There were no additional opponents to this bill so the Chairman closed the hearing on **HB 2559**.

It was the Chairman's desire to work **HB 2491** so he asked for questions, comments or motions. After a brief discussion Representative Menghini made a motion to favorably pass this bill from Committee, seconded by Representative Ballard and the motion carried.

Chairman Hayzlett brought **SB 210** before the Committee to work. After a discussion Representative Peck made a motion to amend **SB 210**, there was no second to the motion and the motion to amend failed.

CONTINUATION SHEET

MINUTES OF THE House Transportation Committee at 1:30 P.M. on March 7, 2007 in Room 519-S of the Capitol.

Representative Ballard made a motion to pass SB 210 favorably out of Committee, seconded by Representative Huntington and the motion carried.

The Chairman asked the Committee review the Minutes of the March 6, 2007 meeting. Representative Swanson made a motion to approve the Minutes, seconded by Representative Treaster and the motion carried.

There being no further business before the Committee the meeting was adjourned.

**HOUSE TRANSPORTATION COMMITTEE**

**DATE** 3-07-07

<b>NAME</b>	<b>REPRESENTING</b>
St. Duffy	KCC
Ray Wilk	Div. of Vehicles
John Eichhorn	KHP
Michael Melin	KIDOR
Carmen Allbritt	KIDOR
Bud Burke	AAA

STATE OF KANSAS

KASHA KELLEY  
REPRESENTATIVE, 79TH DISTRICT  
HOME ADDRESS, P.O. BOX 1111  
ARKANSAS CITY, KS 67005  
(316) 772-0513

OFFICE ADDRESS, STATE CAPITOL, SUITE 110-S  
TOPEKA, KANSAS 66612-1504  
(785) 296-7644



TOPEKA

HOUSE OF  
REPRESENTATIVES

COMMITTEE ASSIGNMENTS  
HEALTH AND HUMAN SERVICES  
JUDICIARY  
TAXATION

HOTLINE NUMBER: 1-800-432-3924  
SPEECH/HEARING IMPAIRED: (785) 296-8430

Testimony to the House Transportation Committee  
Representative Kasha Kelley

March 7, 2007  
House Bill 2559 – Micro Utility Trucks

Chairman Hayzlett and Members of the Committee:

House Bill 2559 provides that, beginning on January 1, 2008, a person may operate a micro utility truck legally on certain streets and roads – within prescribed and limited provision.

Micro utility trucks are small in form, inexpensive, efficient, and highly useful at various work sites. My first brush with the imported micro truck was late last year when a constituent who purchased one for in-town business use asked me to view the vehicle. Shortly after purchase, he found he was not able to tag or operate the vehicle for use in his hometown of Arkansas City. While HB 2559 calls for sensible restrictions with regard to roads of operation, it satisfies the needs and requests of the owners. It is important to note that these vehicles are required to (and do) meet standard equipment requirements as currently outlined in law, and are allowed only on streets and roads where the speed limit does not exceed 55 miles per hour. An annual registration fee of \$40 applies.

Thank you, Mr. Chair and committee members, for the opportunity to appear before you. I would request your favorable review of HB 2559. At this time, I would stand for questions.

House Transportation  
Date: 3-7-07  
Attachment # 1



**PAT GEORGE**

REPRESENTATIVE 119TH DISTRICT  
HOME ADDRESS: 3007 WESTVIEW  
DODGE CITY, KANSAS 67801  
620-227-2012

OFFICE ADDRESS: STATE CAPITOL  
TOPEKA, KANSAS 66612  
785-296-7646



TOPEKA

HOUSE OF  
REPRESENTATIVES

House Transportation Committee

Chairman Representative Gary Hayzlett

Regarding

House Bill 2559

March 7, 2007

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to testify concerning HB 2559.

Micro utility trucks (MUTS) are small used trucks that are imported into the United States. They are mainly used as a work site vehicle i.e. farms, feed yards, construction sites etc. I have been approached by many owners of these vehicles about some sort of a tag. HB 2559 would allow these trucks to be titled, and tagged as a truck provided they meet the requirements of article 17 of chapter 8 of the KSA's (lights, turn signals, horn etc). They could only be driven on roads posted 55 mph or less.

I ask for your favorable consideration of HB 2559.

A handwritten signature in black ink, appearing to read "Pat George", with a long horizontal line extending to the right.

House Transportation  
Date: 3-7-07  
Attachment # 2







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**MEMORANDUM**

**TO:** Chairman Hayzlett  
House Committee on Transportation

**FROM:** Carmen Alldritt, Director  
Division of Vehicles

**DATE:** March 7, 2007

**RE:** HB 2559

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Mr. Chairman and members of the committee, the Division of Vehicles opposes HB2559.

Mini trucks are usually from Japan and are manufactured for driving conditions in that country. They are usually older units that have miled-out because of strict emission controls and the owner is required to pay expensive fees and perform costly periodic maintenance checks. As a result they are being shipped to this country for re-sale.

As you read through our handout you'll see these mini-trucks are clearly advertised as for non-highway use in the United States. NHTSA has declared these units for off road use only as they are not classified as vehicles. They are marketed as "small transport vehicles for many off road uses". The paperwork that accompanies mini-trucks is written in Japanese and clearly states off road use only in the United States.

Please note speed control governors are required by EPA for these imports which places a keeps the speed to 25 miles or less. We know individuals are removing governors to increase speed. Currently we capture mini-trucks as non highway as they do not have a conforming VIN and are not meant to be operated on the streets and highways of this country. We feel they fall under the umbrella of unconventional vehicles much the same as gators, mules, ATV's and other work-site utility vehicles.

Last fall we started getting calls from law enforcement wondering what are these things and where do they fall under existing law? Mr. Chairman and members of the committee I would ask for your consideration to conduct an Interim Study on mini-trucks, ATV's, etc. These last few years we've seen a rise in sales and use of unconventional vehicles and there are many local enforcement questions.

DIVISION OF VEHICLES  
DOCKING STATE OFFICE BUILDING, 915 SW HARRISON ST., TOPEKA, KS 66612-1588  
Voice 785-296-3601 Fax 785-291-3755 <http://www.ksrevenue.org/>

House Transportation  
Date: 3-7-07  
Attachment # 3



# K A N S A S

JOAN WAGNON, SECRETARY

DEPARTMENT OF REVENUE  
DIVISION OF VEHICLES

KATHLEEN SEBELIUS, GOVERNOR

## Memorandum

**To: County Treasurers & Staff  
Titles & Registrations Staff**

**From: Michael J. McLin – Manager of Titles & Registrations**

**Date: October 3, 2006**

**Subject: Japanese Mini Trucks**

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In recent weeks, the Titles and Registrations Bureau (T&R) has experienced an increase in the number of Japanese Mini Trucks attempting to be registered and operated on public highways. Japanese Mini Trucks includes but is not limited to the following makes and models:

- ❖ Daihatsu HIJET
- ❖ Honda ACTY
- ❖ Mazda SCRUM
- ❖ Mitsubishi MINICAB
- ❖ Subaru SAMBAR
- ❖ Suzuki Carry

This memorandum will address the registration issues of registering this vehicle for Highway use. County Treasurer Offices are frequently not provided adequate information to accurately determine if a vehicle meets the requirements to be registered as a highway or non-highway of the Japanese Mini Trucks.

Recently, a County Judge has made the determination in a Quiet Title Hearings (4) that Japanese Mini Trucks should be titled by the Kansas Department of Revenue Motor Vehicles. However, in these Court Decisions the County Judge has failed to mandate the vehicle to be registered as a Highway vehicle, therefore leaving the interpretation to the Kansas Department of Revenue Motor Vehicles to make the determination whether this vehicle can be registered as a Highway Vehicle or title the vehicle as a non-highway vehicle.

It is our determination that this vehicle is a non-highway vehicle as it does not meet the following standards:

- ❖ Japanese Mini Trucks fail to meet the Federal Motor Vehicle Safety Standards (FMVSS) as determined by the National Highway Transportation Safety Association (NHTSA),

- ❖ This vehicle does not have conforming VIN# for the vehicle to be a Highway Vehicle. Vehicle contains typically 9 to 16 digits rather than the 17 digits as required for a highway use vehicle,
- ❖ All documentation to be found in regards to these vehicles states they are for off road/ non-highway use vehicles with the following examples:
  - Off Road Trail Vehicles
  - Ranch Hay Haulers
  - Airports
  - Cemeteries
  - Campgrounds
  - School & University Grounds
  - Park & Zoo Maintenance
  - Golf Courses, etc.

Titles & Registrations has determined these vehicles meet the definition of worksite vehicles as established by the 2006 Kansas Legislature in SB 76. The definition was sent out in an earlier Memorandum by Asst. Manager Peggy Stalcup. However, for quick reference the definition is as follows:

**Work-site utility vehicle means any motor vehicle which is not less than 48 inches in width, has an overall length, including the bumper, of not more than 135 inches, has an unladen weight, including fuel and fluids, of more than 800 pounds and is equipped with four or more low pressure tires, a steering wheel and bench or bucket type seating allowing at least two people to sit side by side and may be equipped with a bed or cargo box for hauling materials.**

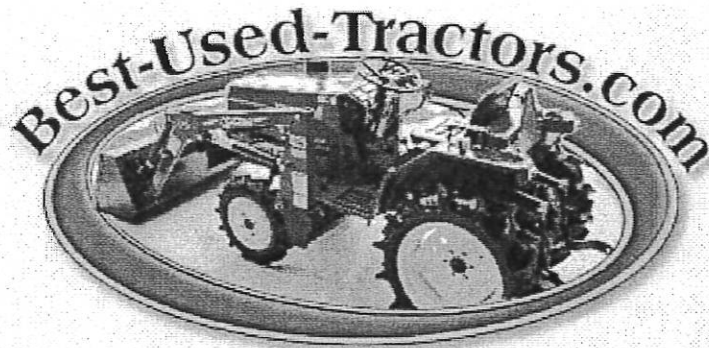
It has also been determined that when the owner sells the unit, they will have to make application for a non-highway title prior to the sale of the vehicle. The owner does not have to title the vehicle until they intend to transfer ownership of the vehicle effective July 1, 2006. At that time the current owner will be required to make application for title in their name. We feel it would be advisable for you to recommend that your customers title the work-site utility vehicle when they purchase instead of waiting years to title after it has been sold.

The required paperwork will be the TR - 13 Salvage/ Rebuilt Salvage/ Non-Highway Affidavit and a TR 90 ownership affidavit. If you have any questions, please feel free to call me at (785) 296 - 2571.

Sincerely,



Michael J. McLin  
Manager  
Titles & Registrations



*"The Name You Can Trust in Compact Tractors"*  
 Best Used Tractors LLC

**Used Japanese 4x4 Off Road Mini Trucks**

**(THE CHEAPER ALTERNATIVE TO OFF ROAD UTILITY VEHICLES)**



**SUZUKI CARRY**

**DAIHATSU HIJET**

**HONDA ACTY**

**MITSUBISHI MINICAB**

**MAZDA SCRUM**

**SUBARU SAMBAR**

**Small Used Transport Vehicles For Many Off Road Uses**

The Japanese have been making right hand drive light duty trucks for decades which Best Used Tractors can now import used in containers to the US, to Canada, and to many other countries around the globe. **These used mini trucks can be utilized off road here in the US like farm utility vehicles, as ranch trucks, as off road trail vehicles for hunters and rescue teams, as wholesale nursery stock transporters, as compact maintenance vehicles for golf courses, schools and universities, municipalities, parks, and zoos. They can be used at automobile wrecking yards, airports, docks & harbors, lumber yards, manufacturers, mines, parking garages, stadiums, warehouses, dairies, orchards, stables, cemeteries, hotels, marinas, campgrounds, orchards, resorts, theme parks, corporate campuses, factories, oil refineries, movie sets, fish farms, chicken processors, and as transporters of endless other types of equipment within large storage yards. Some have even used these mini trucks in certified off-road racing events. By far the largest number of these used mini trucks end**

**up being used as versatile little farm trucks and go anywhere hunting trucks.**

As you read below you will see that the main thrust for Best Used Tractors with regard to mini trucks is to help dealers buy entire containers of them from Japan. If that is your interest, then please fill out the [mini truck container inquiry](#) form. We can also help you to connect with dealers in you are an [individual mini truck seeker](#). If you have a mini truck, but need parts for it, we can send your request to an excellent parts supplier here in the US after you fill out the [mini truck parts request](#). If wheels and/or tires for your mini truck are what you seek, then please fill out the [mini truck wheels & tires](#) form.

**These used mini trucks can do a lot of the same hauling jobs that off road utility vehicles can do, but with a more solid cab and a longer truck bed – all at very high miles per gallon of gas.** They are also less expensive than typical utility vehicles. Like utility vehicles, 4X4 mini trucks can do their work in the dirt. The number of off road functions these micro trucks can perform is almost endless. Hunters who have gotten cold and wet riding their utility vehicles, their ATVs, and their jacked up golf carts in the fall, find they are much more comfortable sitting in heated used Japanese mini truck cabs. Some units also come with air conditioning for comfort on hot, humid, summer days.

### **Mini Truck Manufacturing Background In Japan**

Starting in the sixties the Japanese manufactured what they termed "Kei class" vehicles (now generally called "K-class"). Kei means "light weight". These were built as a less expensive, fuel efficient, shorter, narrower, and lighter alternative to the standard size and weight vehicles termed "joyousha". The K-class vehicles have included passenger cars, vans, and mini trucks. Best Used Tractors imports used K-class mini trucks, but not the vans or passenger cars. The Japanese have used these small off road trucks to perform a myriad of burden carrier tasks. They have often equipped the rear truck beds of these little trucks with specialized industry specific equipment. When many consider their special purpose vehicles options they often find used mini trucks from Japan to be their best choice. Some US buyers have done the same with their little all terrain trucks. See examples below of a mini truck equipped for hunters and their dogs and another now used as a special events mini ambulance.



The 80's models had mostly 40 horsepower 550cc engines, and the 90's models had mostly 45 horsepower 660cc engines. Due to regulations Americans are unable to import a Japanese mini truck manufactured in 1998 or later. However, the average number of miles driven per year in Japan is only about 6,000, so these vehicles usually have a lot of remaining usability. K trucks have changed in size over the years, but for comparison purposes units from the 80's and 90's are typically about two thirds the length and three quarters of the width of a Dodge Dakota. K-class vehicle regulations have upgraded repeatedly over the years, mainly to meet ever-tightening emissions standards and crashworthiness requirements. That means over

great little trucks.

### **Japanese Laws Insure Availability Of Low Cost High Quality Used Vehicles**

In Japan there are punitive costs involved in keeping older vehicles on the road. There is the "shaken" or registration fee, the "zeiken" or taxes, the "shakoshomei" or parking fees, and the "hokken" or insurance. The new vehicle "shaken" lasts for three years. Then the expensive "shaken" registration must be renewed every two years coupled with mandatory periodic maintenance checks. Although these mandatory checks keep Japanese vehicles in good running condition, those same laws force heavy depreciation of perfectly fine used mini trucks. That means good prices on great quality used mini trucks for buyers outside of Japan.

### **Major Japanese Vehicle Manufacturers Make These Terrific Small Trucks**

The major Japanese mini truck manufacturers, in order of recent Japanese sales volumes are: the Suzuki Carry, the Daihatsu Hijet (Subsidiary of Toyota), the Honda Acty, the Subaru Sambar (Fuji Heavy Industries), the Mitsubishi Minicab, and the Mazda Scrum (Made by Suzuki). Since most of these manufacturers market other models in the US, importers have often acquired many parts for these off road utility vehicles within the US. Our US based associate stocks a lot of parts for these versatile mini trucks. Some parts support is also available through our contacts in Japan. The specs on these mini trucks vary from make to make and from year to year, but you may find the size averages below useful. The mini trucks are typically 10'10" in total length, about 4'6" in total width, and about 5'8" high. The typical wheelbase on these mini trucks is 6'3", and the inside dimensions of the bed are 4'1" by 6'6". They run about 1,400 lbs each. They have manual transmissions with 4 or 5 forward gears - occasionally 6 forward gears. Some also have high and low ranges. These mini utility trucks start out with 5.80-12 tires, but some buyers switch to 6.00-12 mud and snow tires, ATV tires, or tractor tires. They usually come with radios. Occasionally they have air conditioning. Sometimes they have dump beds as well.

### **Used Japanese Mini Trucks Available From Best Used Tractors in Containers**



Best Used Tractors sells mini trucks in containers to dealers. Typically seven mini trucks will fit in a high cube 40' container. It is also possible to mix used mini trucks with used compact tractors in the same container. There are no import regulations on the use of Japanese mini trucks over 25 years old (these can be used on public roads). Our focus, however, is on units from the late 80's and from the 90's since model features improved over the years, the newer units are in better condition, the newer ones are a

little easier to fit inside, and the parts for them are easier to acquire. **Even though these newer units cannot be used on US roadways there are innumerable possible uses for them off the public roadways.** 2WD and 4WD units are both available, but we normally sell only 4WD mini trucks. Once in awhile more expensive used mini dump trucks are also available. Some dealers buy the standard units and convert them into mini dump trucks over here in the U.S.

### **Ordering Your Own Container Of Used Japanese Mini Trucks**

If you are interested in importing a container of used Japanese mini trucks through Best Used Tractors we would be pleased to assist you. We believe we can offer you better quality than most other suppliers since our two best sources specialize in mini trucks. Please start the process by filling out our dealer information request form, and

please call Best Used Tractors, or ask us to call you for more details on your options. For mini trucks we only import 40' high cube containers and not 20' containers. Although thousands of used mini trucks come into this country each year, we recommend that you check your local laws regarding them before importing a container. In some parts of the country there is amazing demand for these great little mini trucks - especially in the deep south.

### **Speed Control Governors Now Required By EPA For Imported Used Mini Trucks**

Best Used Tractors now imports mini trucks with EPA approved governors. If other companies tell you after May 18, 2006 that they can import used Japanese mini trucks without governors they will be doing so against the law. We suggest that you not put your hard earned funds at risk with such marketers.

### **WE SHIP MINI TRUCKS WORLDWIDE**

**Click Links Below**

[Mini truck container inquiry](#)

[Individual mini truck seeker](#)

[Mini truck parts request](#)

[Mini truck Wheels & Tires](#)

Contact Info: [Terry@best-used-tractors.com](mailto:Terry@best-used-tractors.com)

Coleman.Sachs@dot.gov

10/20/2006 10:03 AM

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Peggy\_Stalcup@kdor.state.ks.us

Harry.Thompson@dot.gov,  
Wendell.Espeland@dot.gov,  
Ed.Glancy@dot.gov,  
Clint.Lindsay@dot.gov

RE: Mini trucks

Dear Ms. Stalcup,

Your e-mail to Wendell Espeland was forwarded to this office for response. You state that you have received court orders from a judge to issue titles to Japanese mini-trucks with nonconforming VINs. You are aware that these vehicles are now flooding the market and have solicited our guidance as to whether they can be titled or registered for on-road use.

By way of background, the National Highway Traffic Safety Administration (NHTSA) is the agency within the United States Department of Transportation (DOT) that is responsible for developing and enforcing the Federal motor vehicle safety standards (FMVSS), which establish minimum safety performance requirements for motor vehicles and certain items of motor vehicle equipment. As part of our enforcement program, we monitor motor vehicles that are imported into the United States to ensure that they comply with all applicable FMVSS.

NHTSA regulates the importation of "motor vehicles," which are defined in the controlling statute (49 U.S.C. 30102) as vehicles "driven or drawn by mechanical power and manufactured primarily for use on public streets, roads, and highways." Vehicles (such as racing bikes, dirt bikes, or ATV's) that are not "primarily manufactured for on-road use" do not qualify as motor vehicles, and may be lawfully imported without regard to whether they were originally manufactured to comply with all applicable FMVSS. Vehicles that are not primarily manufactured for on-road use may be entered under Box 8 on the HS-7 Declaration form to be given to U.S. Customs and Border Protection (Customs) at the time of entry. To support a Box 8 entry, the importer must furnish Customs with a substantiating statement to establish that the vehicle was not primarily manufactured for on-road use.

Some vehicles can, of course, be given either on-road or off-road use. As NHTSA's Office of Chief Counsel has explained in a number of interpretation letters, vehicles that use the public highways on a necessary and recurring basis are motor vehicles. For instance, a utility vehicle like the Jeep is plainly a motor vehicle, even though it is equipped with special features to permit off-road operation. Moreover, if a vehicle's greatest use will be off-road, but it will spend



a substantial amount of time on-road, NHTSA has interpreted the vehicle to be a "motor vehicle." Further, the agency has determined that a vehicle such as a dune buggy is a motor vehicle if it is readily usable on the public roads and is in fact used on the public roads by a substantial number of owners, regardless of the manufacturer's stated intent regarding the terrain on which the vehicle is to be operated.

In instances where a vehicle has both off-road and on-road capabilities, but there is little or no evidence concerning the extent of its on-road use, the agency has in the past applied five factors in determining whether the vehicle qualifies as a "motor vehicle" that must be originally manufactured to comply with all applicable FMVSS, and be so certified by its original manufacturer to be imported free of restriction. These factors are:

- 1) Whether the vehicle will be advertised for use on-road as well as off-road, or whether it will be advertised exclusively for off-road use;**
- 2) Whether the vehicle's manufacturer or dealers will assist the vehicle's purchasers in obtaining certificates of origin or title documents to register the vehicle for on-road use;**
- 3) Whether the vehicle will be sold by dealers also selling vehicles that are classified as motor vehicles;**
- 4) Whether the vehicle has affixed to it a warning label stating that the vehicle is not intended for use on the public roads; and**
- 5) Whether states or foreign countries have permitted or are likely to permit the vehicle to be registered for on-road use.**

**After applying the above factors, NHTSA's Office of Chief Counsel has found in a number of instances that Japanese mini-trucks such as the ones you have described do qualify for entry under Box 8 on the HS-7 Declaration form as vehicles that were not primarily manufactured for use on public roads, and therefore do not qualify as "motor vehicles" that must be originally manufactured to comply with all applicable FMVSS, and be so certified by their original manufacturer to be lawfully imported into the United States. You should be aware that NHTSA is in the process of revisiting these interpretations as a result of the numerous inquiries it is now receiving on mini-trucks. As part of its review, the agency will be examining the extent to which the owners of mini-trucks are seeking to have them titled or registered for use on public roads. I will forward the information you provided to our Office of Chief Counsel, so that they are aware of the experience your office has had with these vehicles. This will be taken into consideration in deciding whether the agency should continue to allow the vehicles to be imported as off-road vehicles.**

**In light of the considerations discussed above, we would not endorse any efforts to register these mini-trucks for on road use.**

I hope this information is helpful. If you have any further questions feel free to contact me.

Coleman Sachs, Chief  
Import and Certification Division

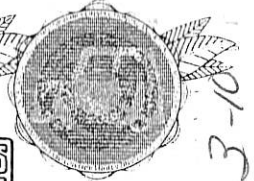


番号 00893  
 整理番号 5060710402351133

# 輸出予定届出証明書

## Export Certificate

平成 18年 5月 16日 軽自動車検査協会  
 Light Motor Vehicle Inspection Organization



車両番号 / Motor vehicle number		交付年月日 / Grant Date		初度検査年月 / First Grant Date	自動車の種別 / Classification of Vehicle	用途 / Use	自家用・事業用の別 / Purpose	車体の形状 / Type of Body		
奈良 40 ね 5113		平成 18年 5月 16日		平成 2年 -月	軽自動車	貨物	自家用	キャブオーバ		
車台番号 / Maker's serial number		乗車定員 / Fixed Number	最大積載量 / Maxim. Carry	車両重量 / Weight	車両総重量 / G/Weight		長さ / Length	幅 / Width	高さ / Height	
HA4-1014441		2人	350kg	720kg	1180kg		325cm	139cm	175cm	
名 / Trademark of the maker of the vehicle	型式 / Model	原動機の型式 / Engine Model	燃料の種類 / Classification of Fuel	総排気量又は定格出力 / Engine Capacity	前軸重 / F Weight	後軸重 / R Weight	型式指定番号 / Specification No.	類別区分番号 / Classification No.		
ホンダ	M-HA4	E07A	ガソリン	0.65L	420kg	300kg	06477	0002		
使用者の氏名又は名称 / Name of User		森本 勉								
使用者の住所 / Address of User		奈良県御所市井戸230								
所有者の氏名又は名称 / Name of Owner		使用者に同じ								
所有者の住所 / Address of Owner		使用者住所に同じ								
使用の本拠の位置 / Locality of principal abode of use		使用者住所に同じ								
輸出予定日 / Export scheduled day (証明書有効期間満了日)		備考 【神奈川】 返納** 輸出に係る届出をした所有者は、輸出予定届出証明書に係る自動車が輸出されることなく、該当輸出届出証明書の有効期間が満了したときは、該当有効期間が満了した日から15日以内に、最寄の事務所等に該当輸出予定届出証明書を返納しなければならない。* 【一時使用中中止中所有者】 [所有者氏名] 株式会社 カンテレ [所有者住所] 神奈川県横浜市金沢区片吹64-3 [申請日] 平成18年5月16日**								
平成 18年 11月 15日										

R02-0423



(注意事項)

1. 自動車を運行するときには、有効な自動車検査証を備え付けて下さい。有効期間の切れた自動車検査証では、運行できません。
2. 継続検査については、自動車検査証の有効期間が満了する日の1ヵ月前から余裕を持って受けるようにして下さい。
3. 自動車検査証の記載内容に変更が生じたときには、変更の手続きが必要です。最寄りの軽自動車検査協会にお問い合わせになるか、軽自動車検査協会のホームページの手続案内をご覧下さい。

自動車の検査は、安全・公害面で国が定める基準に適合しているかどうか一定期間ごとに確認するものであり、次期検査までの安全性等を保証するものではありません。

したがって、使用者は、日常点検整備や定期点検整備を確実に実施するとともに、使用に忘れて適切に保守管理を行う必要があります。



<http://www.keikenkyo.or.jp>

軽自動車検査協会は、軽自動車の安全性の確保と公害の防止その他の環境の保全を図るため軽自動車の検査業務を行っています。



# — DECLARATION —

OMB No. 2127-0002  
Public Law 100-562  
15 USC 1397, 1916,  
and 2027

## Importation of Motor Vehicles and Motor Vehicle Equipment Subject to Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards

PORT OF ENTRY ██████████	CUSTOMS PORT CODE ██████████	CUSTOMS ENTRY NO.	ENTRY DATE
MAKE OF VEHICLE ██████████	MODEL ██████████	YEAR ██████████	VEHICLE IDENTIFICATION NUMBER ██████████
REGISTERED IMPORTER NAME AND NHTSA REGISTRATION NUMBER (Required when box 3 is checked)			VEHICLE ELIGIBILITY NUMBER (Box 3)

DESCRIPTION OF MERCHANDISE IF MOTOR VEHICLE EQUIPMENT  
THIS VEHICLE IS EQUIPPED WITH SAFETY EQUIPEMENT

1. The vehicle is 25 or more years old or, if a motorcycle, is 25 or more years old or was manufactured before January 1, 1969; or the equipment item was manufactured on a date when no applicable Federal Motor Vehicle Safety, or Theft Prevention Standard was in effect. [591.5(i)]

2A. The vehicle, chassis-cab or equipment item conforms with all applicable Federal Motor Vehicle Safety Standards (or the vehicle does not conform solely because readily attachable equipment items which will be attached to it before it is offered for sale to the first purchaser for purposes other than resale are not attached), and Bumper and Thefts Prevention Standards, and bears a certification label or tag to that effect permanently affixed by the original manufacturer to the vehicle or chassis-cab, or affixed by the manufacturer to the equipment item or its delivery container in accordance with applicable National Highway Traffic Safety Administration (NHTSA) regulations [591.5(b)]; or

**Attachment:** For chassis-cab entry, see Box 9.

2B. The vehicle conforms with all applicable Federal Motor Vehicle Safety Standards of Canada and the United States except for minor labeling requirements, and I am importing it for personal use.

**Attachments:** Copy of manufacturer's confirmation letter; and Copy of NHTSA permission letter.

3. The vehicle does not conform with all applicable Federal Motor Vehicle Safety and Bumper Standards, but does conform with applicable Federal Theft Prevention Standards, but I am eligible to import it because NHTSA has determined that the model and model year of the vehicle to be imported is eligible for importation into the United States and I have furnished a bond, which is attached to this declaration, in an amount equal to 150 percent of the entered value of the vehicle as determined by the Secretary of the Treasury. If the Administrator of NHTSA determines that the vehicle has not been brought into compliance with all such standards within 120 days after importation, then I state that I will deliver such vehicle to the Secretary of the Treasury for export, or abandon it to the United States [591.8]; and that

a. I have registered with NHTSA pursuant to 49 CFR Part 592 and such registration has not been revoked or suspended; or

b. I have executed a contract or other agreement, which is attached to this declaration, with an importer who has registered with NHTSA and whose registration has not been suspended or revoked. [591.5(f)]

**Attachments:** Copy of DOT Bond; and Copy of Contract with a Registered Importer, if applicable.

4. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but is intended solely for export and the vehicle or equipment item, and the outside of the container of the equipment item, if any, bears a label or tag to that effect. [591.5(c)]

5. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but I am eligible to import it because:

a. I am a nonresident of the United States and the vehicle is registered in a country other than the United States;

b. I am temporarily importing the vehicle for personal use for a period not to exceed 1 year, and will not sell it during that time; and

c. I will export it not later than the end of 1 year after entry, and the declaration contains my passport number and country of issue. [591.5(d)]

d. Passport No. \_\_\_\_\_ Country of Issue \_\_\_\_\_

6. The vehicle does not conform with all applicable Federal Motor Vehicle Safety Standards, but I am eligible to import it because:

e. I have attached a copy of my official orders. [591.5(h)(1)]

Name of Embassy: \_\_\_\_\_

**Attachment:** Copy of Official Orders.

7. The vehicle or equipment does not comply with all Federal Motor Vehicle Safety and Bumper Standards, but is being imported for a temporary period solely for the purpose of research, investigations, studies, demonstrations, training or competitive racing events, and I state that I will comply with the applicable restrictions on importers of such merchandise [591.7] and I will provide the Administrator with documentary proof of export or destruction not later than 30 days following the end of the period for which the vehicle has been admitted into the United States. [591.5(j)]

**Attachment:**

a. Copy of NHTSA permission letter if the importer is not an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS). Use on the public roads must be authorized specifically. [591.6(g)(1)];

b. Copy of NHTSA permission letter if the importer has been recognized by the Internal Revenue Service as a tax-exempt corporation or foundation for at least 5 years and is importing for the purpose of studies in a museum or educational institution. Sale, transfer, or use on the public roads is prohibited until the vehicle is 25 years old [591.6(g)(2)]; or

c. Importer's statement describing the use to be made of the vehicle or equipment item if the importer is an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable FMVSS. If use on the public roads is an integral part of the purpose for which the vehicle or equipment item is imported, the statement shall describe the purpose which makes such use necessary, state the estimated period of time during which use of the vehicle or equipment item on the public roads is necessary, and state the intended means of final disposition (and disposition date) of the vehicle or equipment item after completion of the purpose for which it is imported. [591.6(g)(3)]

8. This vehicle was not manufactured primarily for use on the public roads and thus is not a motor vehicle subject to the Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards or the equipment item is not a system, part, or component of a motor vehicle and thus is not an item of motor vehicle equipment subject to the Federal Motor Vehicle Safety Standards. [591.5(a)]

**Attachment:** Importer's substantiating statement. [591.6(a)]

9. The vehicle or equipment item requires further manufacturing operations to perform its intended function, other than the addition of readily attachable equipment items such as mirrors, wipers, or tire and rim assemblies, or minor finishing operations such as painting, and any part of such vehicle that is required to be marked by Part 541 of this chapter is marked in accordance with that part. [591.5(e)]

**Attachment:** Statement issued by the manufacturer of the incomplete vehicle, chassis-cab or equipment item which indicates the applicable Federal Motor Vehicle Safety Standard(s) with which the vehicle or equipment item is not in compliance, and which describes the further manufacturing required. [591.6(b)]

10. Reserved

11. The equipment item is subject to the Theft Prevention Standard and is marked in accordance with the requirements of 49 CFR 541. [591.5(k)]

12. The vehicle or equipment does not conform with all applicable Federal Motor Vehicle

3-12

2A. The vehicle, chassis-cab or equipment does not conform with all applicable Federal Motor Vehicle Safety Standards (or the vehicle does not conform solely because readily attachable equipment items which will be attached to it before it is offered for sale to the first purchaser for purposes other than resale are not attached), and Bumper and Thefts Prevention Standards, and bears a certification label or tag to that effect permanently affixed by the original manufacturer to the vehicle or chassis-cab, or affixed by the manufacturer to the equipment item or its delivery container in accordance with applicable National Highway Traffic Safety Administration (NHTSA) regulations [591.5(b)]; or

Attachment: For chassis-cab entry, see Box 9.

2B. The vehicle conforms with all applicable Federal Motor Vehicle Safety Standards of Canada and the United States except for minor labeling requirements, and I am importing it for personal use.

Attachments: Copy of manufacturer's confirmation letter; and  
Copy of NHTSA permission letter.

3. The vehicle does not conform with all applicable Federal Motor Vehicle Safety and Bumper Standards, but does conform with applicable Federal Theft Prevention Standards, but I am eligible to import it because NHTSA has determined that the model and model year of the vehicle to be imported is eligible for importation into the United States and I have furnished a bond, which is attached to this declaration, in an amount equal to 150 percent of the entered value of the vehicle as determined by the Secretary of the Treasury. If the Administrator of NHTSA determines that the vehicle has not been brought into compliance with all such standards within 120 days after importation, then I state that I will deliver such vehicle to the Secretary of the Treasury for export, or abandon it to the United States [591.8]; and that

a. I have registered with NHTSA pursuant to 49 CFR Part 592 and such registration has not been revoked or suspended; or

b. I have executed a contract or other agreement, which is attached to this declaration, with an importer who has registered with NHTSA and whose registration has not been suspended or revoked. [591.5(f)]

Attachments: Copy of DOT Bond; and  
Copy of Contract with a Registered Importer, if applicable.

4. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but is intended solely for export and the vehicle or equipment item, and the outside of the container of the equipment item, if any, bears a label or tag to that effect. [591.5(c)]

5. The vehicle or equipment does not comply with all applicable Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, but I am eligible to import it because:

a. I am a nonresident of the United States and the vehicle is registered in a country other than the United States;

b. I am temporarily importing the vehicle for personal use for a period not to exceed 1 year, and will not sell it during that time; and

c. I will export it not later than the end of 1 year after entry, and the declaration contains my passport number and country of issue. [591.5(d)]

d. Passport No. \_\_\_\_\_ Country of Issue \_\_\_\_\_

6. The vehicle does not conform with all applicable Federal Motor Vehicle Safety Standards, but I am eligible to import it because:

a. I am a member of the foreign government on assignment in the United States, or a member of the Secretariat of a public international organization so designated under the International Organizations Immunities Act, and within the class of persons for who free entry of motor vehicle has been authorized by the Department of State;

b. I am importing the motor vehicle on a temporary basis for my personal use, and will register it through the Office of Foreign Missions of the Department of State;

c. I will not sell the vehicle to any person in the United States, other than a person eligible to import a vehicle under this paragraph;

d. I will obtain from the Office of Foreign Missions of the State Department, before departing the United States at the conclusion of a tour of duty, an ownership title to the vehicle good for export only; and

7. The vehicle or equipment does not conform with all Federal Motor Vehicle Safety and Bumper Standards, but is being imported for a temporary period solely for the purpose of research, investigations, studies, demonstration training or competitive racing events, and I state that I will comply with applicable restrictions on importers of such merchandise [591.7] and I will provide the Administrator with documentary proof of export or destruction not later than 30 days following the end of the period for which the vehicle has been admitted into the United States. [591.5(j)]

Attachment:

a. Copy of NHTSA permission letter if the importer is not an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS). Use on the public roads must be authorized specifically. [591.6(g)(1)];

b. Copy of NHTSA permission letter if the importer has been recognized by the Internal Revenue Service as a tax-exempt corporation or foundation for at least 5 years and is importing for the purpose of studies in a museum or educational institution. Sale, transfer, or use on the public roads is prohibited until the vehicle is 25 years old [591.6(g)(2)]; or

c. Importer's statement describing the use to be made of the vehicle or equipment item if the importer is an original manufacturer of motor vehicles (or a wholly owned subsidiary thereof) that are certified to comply with all applicable FMVSS. If use on the public roads is an integral part of the purpose for which the vehicle or equipment item is imported, the statement shall describe the purpose which makes such use necessary, state the estimated period of time during which use of the vehicle or equipment item on the public roads is necessary, and state the intended means of final disposition (and disposition date) of the vehicle or equipment item after completion of the purpose for which it is imported. [591.6(g)(3)]

8. This vehicle was not manufactured primarily for use on the public roads, and thus is not a motor vehicle subject to the Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards or the equipment item is not a system, part, or component of a motor vehicle and thus is not an item of motor vehicle equipment subject to the Federal Motor Vehicle Safety Standards. [591.5(a)]

Attachment: Importer's substantiating statement. [591.6(a)]

9. The vehicle or equipment item requires further manufacturing operations to perform its intended function, other than the addition of readily attachable equipment items such as mirrors, wipers, or tire and rim assemblies, or minor finishing operations such as painting, and any part of such vehicle that is required to be marked by Part 541 of this chapter is marked in accordance with that part. [591.5(e)]

Attachment: Statement issued by the manufacturer of the incomplete vehicle, chassis-cab or equipment item which indicates the applicable Federal Motor Vehicle Safety Standard(s) with which the vehicle or equipment item is not in compliance, and which describes the further manufacturing required. [591.6(b)]

10. Reserved

11. The equipment item is subject to the Theft Prevention Standard and is marked in accordance with the requirements of 49 CFR 541. [591.5(k)]

12. The vehicle does not conform with all applicable Federal Motor Vehicle Safety Standards, but I am eligible to import it because:

a. I am a member of the armed forces of a foreign country on assignment in the United States;

b. I am importing the vehicle on a temporary basis, and for my personal use;

c. I will not sell the vehicle to any person in the United States;

d. I will export the vehicle upon departing the United States at the conclusion of a tour of duty; and

e. I have attached a copy of my official orders. [591.5(h)(2)]

Attachment: Copy of Official Orders.

NAME OF IMPORTER (Please type)	IMPORTER'S ADDRESS (Street, City, State, Zip Code)
NAME OF DECLARANT (Please type)	DECLARANT'S ADDRESS (Street, City, State, Zip Code)
DECLARANT'S CAPACITY	DECLARANT'S SIGNATURE
	DATE SIGNED



# VEHICLE/MOTOR OWNERSHIP AFFIDAVIT

STATE OF KANSAS )  
 )  
COUNTY OF \_\_\_\_\_ )

K.S.A. 1985 Supp. 8-142 provides a penalty for knowingly making a false statement or concealing a material fact.

- Attesting ownership of a:** *(Must Check One)*     Mobile Home (House Trailer)     Boat Trailer     Trailer  
 All-terrain vehicle (ATV)     Work-Site Utility Vehicle

I, the undersigned, certify that the vehicle hereinafter described has not, to my knowledge, been previously titled or registered in any State.

Make \_\_\_\_\_ Year \_\_\_\_\_ Style \_\_\_\_\_ Weight or Dimensions \_\_\_\_\_

VIN \_\_\_\_\_ I have owned this vehicle/trailer since (year): \_\_\_\_\_

**Attesting ownership of a motor.**

I, the undersigned, certify that I am the lawful owner of a motor from a; Year \_\_\_\_\_ Make \_\_\_\_\_

Identification Number \_\_\_\_\_, having purchased said motor for a good and valuable consideration from:

\_\_\_\_\_ of \_\_\_\_\_

on Month \_\_\_\_\_ Day \_\_\_\_\_ Year \_\_\_\_\_. I have held possession of this motor since said date. At the time of said purchase, the seller executed and delivered to me a bill of sale for said motor and the bill of sale is hereto attached.

**Attesting ownership of an antique:** *(Check one.)*     Passenger vehicle     Truck     Antique Military Vehicle

I, the undersigned, certify that I am the owner of the following vehicle:

Make \_\_\_\_\_ Year \_\_\_\_\_ Style \_\_\_\_\_ Weight \_\_\_\_\_ VIN \_\_\_\_\_  
having purchased said vehicle for a good and valuable consideration from:

\_\_\_\_\_ of \_\_\_\_\_

on Month \_\_\_\_\_ Day \_\_\_\_\_ Year \_\_\_\_\_. I have held possession of this vehicle since said date.

**Antique vehicles, with a model year of 1950 or after, using this form or a bill of sale must obtain and attach an MVE-1 (Motor Vehicle Examination) issued by the Kansas Highway Patrol to this affidavit before applying for antique title at your local county treasurer's motor vehicle office.**

**AFFIANT'S CERTIFICATION - REQUIRED**

I certify that I will guarantee the title to this vehicle/motor to be free and clear from all defects, liens or encumbrances of any nature whatsoever and that I will indemnify any subsequent purchaser of same for any loss sustained should anyone prove ownership of said vehicle/motor superior to my title.

By my signature I swear of affirm that this is a true and correct statement. I am aware that the law provides severe penalties for making false statements under oath.

Affiant's  
Signature \_\_\_\_\_

Affiant's Hand  
Printed Name \_\_\_\_\_ Date \_\_\_\_\_