



UNITED STATES DEPARTMENT OF COMMERCE  
Bureau of Industry and Security  
Office of Information and Communications Technology and Services  
Washington, D.C. 20230

## Securing the Information and Communications Technology and Services Supply Chain 15 CFR Part 791

### ICTS Supply Chain: Connected Vehicles Subpart D

#### GENERAL AUTHORIZATION NO. 1 (Amended) Limited Use Cases

##### Background

15 C.F.R. § 791.306 provides the Bureau of Industry and Security (BIS) the authority to issue general authorizations for certain types of transactions subject to the Connected Vehicles rule, 15 C.F.R. § 791 Subpart D. Connected vehicle manufacturers<sup>1</sup> may rely on the following general authorization<sup>2</sup> to engage in certain transactions involving covered software or Vehicle Connectivity System (VCS) hardware if they meet the stated requirements or conditions identified in the general authorization and are not subject to the restrictions identified in 15 C.F.R. § 791.306(g) or section (e) herein.<sup>3</sup> All terms not defined herein shall have the meaning ascribed to them in 15 C.F.R. § 791.301, unless otherwise specified.

##### (a) General Authorization No. 1, Limited Use Cases.

A connected vehicle manufacturer is authorized to engage in the import of completed connected vehicles into the United States that incorporate covered software or VCS hardware without being granted a specific authorization or submitting a declaration of conformity under the following circumstances:<sup>4</sup>

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<sup>1</sup> Pursuant to 15 C.F.R. § 791.301, a connected vehicle manufacturer may also be a VCS hardware importer if the VCS hardware has already been installed in a connected vehicle when the connected vehicle manufacturer imports it.

<sup>2</sup> The Office of Information and Communications Technology and Services (OICTS) issues general authorizations for conditions that it assesses do not create undue or unacceptable risks to national security. These general authorizations are subject to change. Please subscribe to the OICTS newsletter or visit [bis.gov/connected-vehicles](https://bis.gov/connected-vehicles) to ensure you are referencing the most current version of general authorizations.

<sup>3</sup> For more information on specific authorizations, including instructions on how to submit a specific authorization application for prohibited transactions that do not meet the criteria for general authorizations, visit [bis.gov/connected-vehicles](https://bis.gov/connected-vehicles).

<sup>4</sup> VCS hardware importers that do not qualify as connected vehicle manufacturers and supply covered hardware imports to completed connected vehicles that satisfy the conditions in General Authorization No. 1 (Amended) (a)(1-4) may apply for a specific authorization pursuant to 15 C.F.R. § 791.307. The specific authorization application must document the VCS hardware importer's due diligence and provide evidence demonstrating that the

(1) If the completed connected vehicle incorporates covered software or VCS hardware prohibited under 15 C.F.R. §§ 791.302-303, it will be used on public roadways for fewer than 30 calendar days in any twelve-month period starting from its first use on a public roadway, and it will be used solely for the purposes of testing, such as safety testing<sup>5</sup> by connected vehicle manufacturers, and not for personal use;

(A) Connected vehicle manufacturers availing themselves of this general authorization at (a)(1) must retain records to demonstrate the date of first use and that the vehicle owner intends to use the vehicle fewer than 30 calendar days in any twelve-month period on public roads. Connected vehicle manufacturers that are unable to demonstrate intended use may not avail themselves of this general authorization.

(2) If the completed connected vehicle incorporates covered software or VCS hardware prohibited under 15 C.F.R. §§ 791.302-303, it will be used solely for the purpose of display, testing, or research, and it will not be used on public roadways;

(3) If the completed connected vehicle incorporates covered software or VCS hardware not prohibited under 15 C.F.R. §§ 791.302-303 but still subject to the compliance requirements of 15 C.F.R. § 791.305 and it will be used solely for the purpose of display, testing, or research, irrespective of use on public roadways; or

(4) If the completed connected vehicle incorporates any covered software or VCS hardware, it is temporarily imported solely for purposes of repair, alteration, or sporting competition on or off public roads, and it will be subsequently exported within one year from the time of import.

(A) Persons availing themselves of this general authorization at (a)(4) must retain records of import and export.

(b) Recordkeeping. Records demonstrating compliance with the terms of a general authorization must be retained by the person availing itself of such general authorization for a period of 10 years, as specified in 15 C.F.R. § 791.312, and must be made available to BIS upon request.

(c) Change in circumstance. Within 30 days of discovering a change in circumstance, a connected vehicle manufacturer availing itself of a general authorization must assess if it still qualifies for the general authorization and, in the case that it determines the articles subject to a general authorization have been imported, sold, or used outside the conditions of the general authorization, cease any prohibited conduct, conduct an internal inquiry, and submit a report to BIS as prescribed in 15 C.F.R. § 791.306(e)(1).

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hardware will be integrated into a connected vehicle that satisfies the conditions outlined in General Authorization No. 1 (Amended).

<sup>5</sup> Please refer to applicable National Highway Traffic Safety Administration (NHTSA) authorities (such as 49 C.F.R. Part 571) and guidelines for more information on what constitutes safety testing.

(d) Verification. BIS may, at its discretion, seek verification from connected vehicle manufacturers as to whether they are relying on a general authorization, and if so, may request documentation to verify compliance with the requirements of such general authorization.

(e) Restrictions. Connected vehicle manufacturers may not avail themselves of any general authorization if any one or more of the following apply:

(1) BIS has notified the connected vehicle manufacturer, either directly or through a publicly posted advisory opinion, that it is not eligible for a general authorization; or

(2) The connected vehicle manufacturer is owned by, controlled by, or subject to the jurisdiction or direction of foreign governments identified in 15 C.F.R. § 791.4(a)(1) or (a)(5) unless otherwise authorized through a specific authorization.

(f) Effect of general authorization. Nothing in this general authorization excuses compliance with any other applicable Federal, State, or local law or regulation, including legal requirements administered by BIS or any other Federal agency with jurisdiction over the transaction or activity at issue. This general authorization does not release any person from civil or criminal liability for any violation of any other applicable law or regulation, nor does it constitute authorization under any other statutory or regulatory authority.

(g) Contact information. Please reach out to [CV-intake@bis.doc.gov](mailto:CV-intake@bis.doc.gov) with any questions.

(h) Additional information. Additional information on the Connected Vehicles Rule can be found on the BIS Connected Vehicles Website, [bis.gov/connected-vehicles](https://bis.gov/connected-vehicles).

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Katelyn Christ  
Executive Director  
Office of Information and Communications  
Technology and Services