

Signed:

Donald C. Bischoff,
Acting Executive Director, National Highway
Traffic Safety Administration.

Anthony R. Kane,
Executive Director, Federal Highway
Administration.

[FR Doc. 96-15599 Filed 6-18-96; 8:45 am]

BILLING CODE 4910-59-P

[Docket No. 96-064; Notice 1]

**Notice of Receipt of Petition for
Decision That Nonconforming 1993,
1995, and 1996 Porsche Carrera 2-Door
Passenger Cars are Eligible for
Importation**

AGENCY: National Highway Traffic
Safety Administration, DOT.

ACTION: Notice of receipt of petition for
decision that nonconforming 1993,
1995, and 1996 Porsche Carrera 2-door
passenger cars are eligible for
importation.

SUMMARY: This notice announces receipt
by the National Highway Traffic Safety
Administration (NHTSA) of a petition
for a decision that 1993, 1995, and 1996
Porsche Carrera 2-door passenger cars
that were not originally manufactured to
comply with all applicable Federal
motor vehicle safety standards are
eligible for importation into the United
States because (1) they are substantially
similar to vehicles that were originally
manufactured for importation into and
sale in the United States and that were
certified by their manufacturer as
complying with the safety standards, and
(2) they are capable of being readily
altered to conform to the standards.

DATES: The closing date for comments
on the petition is July 19, 1996.

ADDRESSES: Comments should refer to
the docket number and notice number,
and be submitted to: Docket Section,
Room 5109, National Highway Traffic
Safety Administration, 400 Seventh St.,
SW, Washington, DC 20590. [Docket
hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT:
George Entwistle, Office of Vehicle
Safety Compliance, NHTSA (202-366-
5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A)
(formerly section 108(c)(3)(A)(i)(I) of the
National Traffic and Motor Vehicle
Safety Act (the act)), a motor vehicle
that was not originally manufactured to
conform to all applicable Federal motor
vehicle safety standards shall be refused
admission into the United States unless
NHTSA has decided that the motor

vehicle is substantially similar to a
motor vehicle originally manufactured
for importation into and sale in the
United States, certified under 49 U.S.C.
30115 (formerly section 114 of the act),
and of the same model year as the
model of the motor vehicle to be
compared, and is capable of being
readily altered to conform to all
applicable Federal motor vehicle safety
standards.

Petitions for eligibility decisions may
be submitted by either manufacturers or
importers who have registered with
NHTSA pursuant to 49 CFR Part 592. As
specified in 49 CFR 593.7, NHTSA
publishes notice in the Federal Register
of each petition that it receives, and
affords interested persons an
opportunity to comment on the petition.
At the close of the comment period,
NHTSA decides, on the basis of the
petition and any comments that it has
received, whether the vehicle is eligible
for importation. The agency then
publishes this decision in the Federal
Register.

G&K Automotive Conversion, Inc. of
Santa Ana, California ("G&K")
(Registered Importer 90-007) has
petitioned NHTSA to decide whether
1993, 1995, and 1996 Porsche Carrera 2-
door passenger cars are eligible for
importation into the United States. The
vehicles which G&K believes are
substantially similar are the 1993, 1995,
and 1996 Porsche Carrera 2-door
passenger cars that were manufactured
for importation into, and sale in, the
United States and certified by their
manufacturer as conforming to all
applicable Federal motor vehicle safety
standards.

The petitioner claims that it carefully
compared the non-U.S. certified 1993,
1995, and 1996 Porsche Carrera 2-door
passenger cars to their U.S. certified
counterparts, and found the vehicles to
be substantially similar with respect to
compliance with most Federal motor
vehicle safety standards.

G&K submitted information with its
petition intended to demonstrate that
the non-U.S. certified 1993, 1995, and
1996 Porsche Carrera 2-door passenger
cars, as originally manufactured,
conform to many Federal motor vehicle
safety standards in the same manner as
their U.S. certified counterparts, or are
capable of being readily altered to
conform to those standards.

Specifically, the petitioner claims that
the non-U.S. certified 1993, 1995, and
1996 Porsche Carrera 2-door passenger
cars are identical to their U.S. certified
counterparts with respect to compliance
with Standards Nos. 102 *Transmission
Shift Lever Sequence*, . . . , 103
Defrosting and Defogging Systems, 104

*Windshield Wiping and Washing
Systems*, 105 *Hydraulic Brake Systems*,
106 *Brake Hoses*, 107 *Reflecting
Surfaces*, 109 *New Pneumatic Tires*, 113
Hood Latch Systems, 116 *Brake Fluid*,
124 *Accelerator Control Systems*, 201
Occupant Protection in Interior Impact,
202 *Head Restraints*, 203 *Impact
Protection for the Driver From the
Steering Control System*, 204 *Steering
Control Rearward Displacement*, 205
Glazing Materials, 206 *Door Locks and
Door Retention Components*, 207
Seating Systems, 209 *Seat Belt
Assemblies*, 210 *Seat Belt Assembly
Anchorage*, 211 *Wheel Nuts*, *Wheel
Discs and Hubcaps*, 212 *Windshield
Retention*, 216 *Roof Crush Resistance*,
219 *Windshield Zone Intrusion*, and 302
Flammability of Interior Materials.

Petitioner also contends that the
vehicles are capable of being readily
altered to meet the following standards,
in the manner indicated:

Standard No. 101 *Controls and
Displays*: (a) substitution of a lens
marked "Brake" for a lens with an ECE
symbol on the brake failure indicator
lamp; (b) placement of a seat belt
warning symbol on the seat belt warning
lamp; (c) recalibration of the
speedometer/odometer from kilometers
to miles per hour.

Standard No. 108 *Lamps, Reflective
Devices and Associated Equipment*: (a)
installation of U.S.-model headlamps
and front sidemarkers; (b) installation of
U.S.-model taillamp lenses which
incorporate rear sidemarkers; (c)
installation of a high mounted stop
lamp.

Standard No. 110 *Tire Selection and
Rims*: installation of a tire information
placard.

Standard No. 111 *Rearview Mirror*:
replacement of the passenger side
convex rearview mirror with a U.S.-
model component.

Standard No. 114 *Theft Protection*:
installation of a warning buzzer
microswitch and a warning buzzer in
the steering lock assembly.

Standard No. 115 *Vehicle
Identification Number*: installation of a
VIN plate that can be read from outside
the left windshield pillar, and a VIN
reference label on the edge of the door
or latch post nearest the driver.

Standard No. 118 *Power Window
Systems*: rewiring of the power window
system so that the window transport is
inoperative when the ignition is
switched off.

Standard No. 208 *Occupant Crash
Protection*: installation of a seat belt
warning buzzer. The petitioner states
that the vehicle is equipped with
driver's and passenger's side air bags

and knee bolsters, and with Type 2 seat belts in all designated seating positions.

Standard No. 214 *Side Impact*

Protection: installation of door beams.

Standard No. 301 *Fuel System*

Integrity: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1993, 1995, and 1996 Porsche Carrera 2-door passenger cars must be reinforced to comply with the Bumper Standard found in 49 CFR Part 581.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: June 13, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-15524 Filed 6-18-96; 8:45 am]

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[Docket No. 96-34; Notice 2]

Decision That Nonconforming 1985 Audi 200 Quattro Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that nonconforming 1985 Audi 200 Quattro passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1985 Audi 200 Quattro passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation

into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1985 Audi 5000S Turbo), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective as of June 19, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) petitioned NHTSA to decide whether 1987 Audi 200 Quattro passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15334) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Volkswagen of America, Inc. ("Volkswagen"), the United States representative of Audi A.G., the vehicle's manufacturer. In this

comment, Volkswagen stated that vehicle identification number (VIN) assigned to the specific vehicle that the petitioner seeks to import identifies that vehicle as a 1985 Audi 200 Quattro. Volkswagen further stated that in the 1985 model year, it imported into the United States a front wheel drive vehicle (the Audi 5000S Turbo) that was built on the same platform as the Audi 200 Quattro (all wheel drive) that was sold in Europe for the same model year. After being apprised of this comment, the petitioner acknowledged that the petition was in error, and that Volkswagen properly identified the vehicle's model year. In view of this correction, this notice identifies the vehicle that is the subject of the petition as the "1985 Audi 200 Quattro," and the substantially similar comparison vehicle as the "1985 Audi 5000S Turbo."

Volkswagen's only other comment was that the petition properly identified the standards to which the vehicle would have to be conformed to be eligible for importation into the United States. No other comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-160 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1985 Audi 200 Quattro is substantially similar to a 1985 Audi 5000S Turbo originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: June 13, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
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