

LIST OF APA MEMBERS COVERED BY EXEMPTION FROM 14-HOUR RULE IN HOURS OF SERVICE FOR DRIVERS
REGULATION—Continued

Company name	Address	City, State ZIP	DOT No.
Rainbow Fireworks, Inc.	76 Plum Ave.	Inman, KS 67546	1139643
Skyworks, Ltd.	13513 W. Carrier Road	Carrier, OK 73727	1421047
Stellar Fireworks, Inc.	4440 Southeast Blvd.	Wichita, KS 67210	1349562

[FR Doc. E7-12572 Filed 6-27-07; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety
Administration[U.S. DOT Docket Number NHTSA-2007-
27625]Reports, Forms and Recordkeeping
Requirements; Agency Information
Collection Activity Under OMB Review

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

SUMMARY: In compliance with the
Paperwork Reduction Act of 1995 (44
U.S.C. 3501 *et seq.*), this notice
announces that the Information
Collection Request (ICR) abstracted
below has been forwarded to the Office
of Management and Budget (OMB) for
review and comment. The ICR describes
the nature of the information collections
and their expected burden. The **Federal
Register** Notice with a 60-day comment
period was published on March 23,
2007 [72 FR 13856].

DATES: Comments must be submitted on
or before July 30, 2007.

FOR FURTHER INFORMATION CONTACT:
Gayle Dalrymple at the National
Highway Traffic Safety Administration
(NHTSA), Office of Crash Avoidance
Standards, 202-366-5559, 1200 New
Jersey Ave., SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety
Administration

Title: Exemption from the Make
Inoperative Prohibition.

OMB Number: 2127-0635.

Type of Request: Renewal.

Abstract: On February 27, 2001,
NHTSA published a final rule (66 FR
12638) to facilitate the modification of
a motor vehicle so that persons with
disabilities can use the vehicle. The
regulation is found at 49 CFR Part 595
Subpart C—Vehicle Modifications to
Accommodate People with Disabilities.
This final rule included two new
“collection of information,” as that term
is defined in 5 CFR Part 1320

Controlling Paperwork Burdens on the
Public: modifier identification and a
document to be provided to the owner
of the modified vehicle stating the
exemptions used for that vehicle and
any reduction in load carrying capacity
of the vehicle of more than 100 kg (220
lbs).

Affected Public: Business that modify
vehicles, after the first retail sale, so that
the vehicle may be used by persons with
disabilities.

Estimated Total Annual Burden: 933
hours and \$14.21.

ADDRESSES: Send comments, within 30
days, to the Office of Information and
Regulatory Affairs, Office of
Management and Budget, 725 17th
Street, NW., Washington, DC 20503,
Attention NHTSA Desk Officer.

Comments Are Invited On

- Whether the proposed collection of
information is necessary for the proper
performance of the functions of the
Department, including whether the
information will have practical utility.

- Whether the Department's estimate
of the burden of the proposed
information collection is accurate.

- Ways to minimize the burden of the
collection of information on
respondents, including the use of
automated collection techniques or
other forms of information technology.

A comment to OMB is most effective
if OMB receives it within 30 days of
publication.

Roger A. Saul,

*Director, Office of Crashworthiness
Standards.*

[FR Doc. E7-12464 Filed 6-27-07; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety
Administration

[Docket No. NHTSA-2007-28531]

Notice of Receipt of Petition for
Decision That Nonconforming 2004
Hyundai XG350 Passenger Cars Are
Eligible for Importation

AGENCY: National Highway Traffic
Safety Administration, DOT.

ACTION: Notice of receipt of petition for
decision that nonconforming 2004
Hyundai XG350 passenger cars are
eligible for importation.

SUMMARY: This document announces
receipt by the National Highway Traffic
Safety Administration (NHTSA) of a
petition for a decision that 2004
Hyundai XG350 passenger cars that
were not originally manufactured to
comply with all applicable Federal
motor vehicle safety standards (FMVSS)
are eligible for importation into the
United States because (1) They are
substantially similar to vehicles that
were originally manufactured for 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 30, 2007.

ADDRESSES: Comments should refer to
the docket number and notice number,
and be submitted to: Department of
Transportation, Docket Operations, M-
30, West Building Ground Floor, Room
W12-140, 1200 New Jersey Avenue, SE.,
Washington, DC 20590. [Docket hours
are from 9 a.m. to 5 p.m.]. Anyone is
able to search the electronic form of all
comments received into any of our
dockets by the name of the individual
submitting the comment (or signing the
comment, if submitted on behalf of an
association, business, labor union, etc.).
You may review DOT's complete
Privacy Act Statement in the **Federal
Register** published on April 11, 2000
(Volume 65, Number 70; Pages 19477-
78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:
Coleman Sachs, Office of Vehicle Safety
Compliance, NHTSA (202-366-3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a
motor vehicle that was not originally
manufactured to conform to all
applicable FMVSS 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, 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 FMVSS.

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**.

Barry W. Taylor Enterprises, Inc., of Richmond, California ("BTE") (Registered Importer 01-280) has petitioned NHTSA to decide whether nonconforming 2004 Hyundai XG350 passenger cars are eligible for importation into the United States. The vehicles which BTE believes are substantially similar are 2004 Hyundai XG350 passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified 2004 Hyundai XG350 passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

BTE submitted information with its petition intended to demonstrate that non-U.S. certified 2004 Hyundai XG350 passenger cars, as originally manufactured, conform to many FMVSS 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 non-U.S. certified 2004 Hyundai XG350 passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 110 *Tire Selection and Rims*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 124 *Accelerator Control Systems*, 135 *Passenger Car Brake Systems*, 201

Occupant Protection in Interior Impact, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems*, 301 *Fuel System Integrity*, 302 *Flammability of Interior Materials*, and 401 *Interior Trunk Release*.

In addition, the petitioner claims that the vehicles comply with the Bumper Standard found in 49 CFR Part 581.

The 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*: installation of a U.S.-model instrument cluster.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Installation of U.S.-certified model (a) front and rear side-mounted marker lamps; and (b) high-mounted stoplamp.

Standard No. 111 *Rearview Mirrors*: Installation of a U.S.-model passenger side rearview mirror, or inscription of the required warning statement on the face of that mirror.

Standard No. 209 *Seat Belt Assemblies*: Installation of U.S.-certified model seat belt assemblies.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.].

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 22, 2007.

Claude H. Harris,
Director, Office of Vehicle Safety Compliance.
[FR Doc. E7-12575 Filed 6-27-07; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2007-28533]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This document announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards or because they have safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS.

DATES: These decisions became effective on the dates specified in Annex A.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS 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/or sale in the United States, certified under 49 U.S.C. 30115, 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 FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.