

VSA #	Model type	Model year
Volkswagen		
42	Scirocco	1986
VSP #	Model type	Model year
Volkswagen		
73	Golf Rally	1988
80	Golf	1988
Volvo		
43	262C	1981
87	740 Sedan	1988

[FR Doc. 95-3488 Filed 2-10-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-8; Notice 1]

Spartan Motors, Inc.; Receipt of Application for Temporary Exemption From Three Federal Motor Vehicle Safety Standards

Spartan Motors, Inc., of Charlotte, Michigan, has applied to be exempted from three Federal motor vehicle safety standards for light trucks that it converts to electric power. The basis of the application is that an exemption would facilitate the development or field evaluation of a low-emission motor vehicle, and would not unreasonably lower the safety level of the vehicle.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Spartan is a Michigan corporation "providing development electric vehicle technology through the application of state of the art traction system and battery technology in commercial applications." It intends to convert new Chevrolet S10 and GMC Sonoma pickup trucks to electric power. It seeks exemption for two years from three Federal motor vehicle safety standards. The standards for which exemptions are requested are set forth below, together with the applicant's arguments why an exemption would not unreasonably lower the safety level of the vehicle.

1. Standard No. 103, *Windshield Defrosting and Defogging Systems*. Spartan asks for exemption from paragraphs S4.2 and S4.3 because testing to these requirements "is not possible due to the engine related requirements of the test procedure." It states that the engine coolant heater core is intact, with an electrical resistance

heating element contained in an external expansion tank plumbed similar to an internal combustion engine configuration, and that other portions of the system are untouched. This "minimizes the impact of the conversion not meeting the standard."

2. Standard No. 105, *Hydraulic Brake Systems*. Spartan wishes to be exempted from S5.1.1.3 (the third effectiveness test), S5.1.2.1 (partial failure), and S7.7.1, S7.9.1 and S7.9.2 (certain tests at lightly loaded vehicle weight). The curb weight of the vehicle is increased to approximately 4,500 pounds. The weight proportioning between axles is different than that used in the certification testing of the original vehicle. These changes affect the applicability of the testing requirements for lightly loaded vehicle weight. However, the GVWR remains the same as the original rating of 4,900 pounds, and the original vehicle's braking system is not modified. This, in the applicant's view, minimizes "the impact of the electric vehicle not meeting the standard."

3. Standard No. 301, *Fuel System Integrity*. Although the converted vehicle no longer uses a fossil fuel as a propellant, "a small tank" is added "for the on board storage of fuel for interior heating." Care is taken "in mounting of the electric vehicle conversion components to reduce their effect on crash protection. Specifically, the fuel storage and delivery system is of automotive quality supplying the heating device."

According to the petitioner, granting the exemption would be in the public interest and consistent with 49 U.S.C. Chapter 301 Motor Vehicle Safety because it will advance "the state of the art in electric vehicle traction systems and electric vehicle infrastructure, through the application of electric vehicles in actual commercial uses." Because the developmental changes are

frequent, "testing for conformance to the standards" is impractical.

Demonstration of the commercial feasibility of electric vehicles "will enhance the demand for their use, consistent with established national policy."

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

All comments received before the close of business on the comment closing date indicated below 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 application will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: March 15, 1995.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on February 7, 1995.

Barry Felrice,

Associate Administrator for Rulemaking.

[FR Doc. 95-3489 Filed 2-10-95; 8:45 am]

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UNITED STATES INFORMATION AGENCY

Advisory Commission on Public Diplomacy; Meeting

AGENCY: United States Information Agency.

ACTION: Notice.

SUMMARY: A meeting of the U.S. Advisory Commission on Public Diplomacy will be held on February 15 in Room 600, 301 4th Street, S.W., Washington, D.C. from 8:15 a.m.–10:30 a.m.

At 8:15 a.m. the Commission will meet with Mr. Jack Loiello, Associate Director; and Mr. Dell Pendergrast, Deputy Associate Director; Bureau of Educational and Cultural Affairs, USIA,

to discuss exchange coordination and consolidation. At 9:30 a.m. the Commission will meet with Mr. Stanley Silverman, Comptroller, USIA; and Mr. Douglas Wilson, Director, Office of Congressional and Intergovernmental Affairs, USIA, to discuss budget reauthorization and Congressional issues.

FOR FURTHER INFORMATION: Please call Betty Hayes, (202) 619–4468, if you are

interested in attending the meeting. Space is limited and entrance to the building is controlled.

Dated: February 7, 1995.

Rose Royal,

Management Analyst, Federal Register Liaison.

[FR Doc. 95–3460 Filed 2–10–95; 8:45 am]

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