

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**.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas (Registered Importer R-90-005) petitioned NHTSA to decide whether 1973 Triumph Spitfire MkIV passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on January 4, 1995 (60 FR 525) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No 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 the 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 108 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1973 Triumph Spitfire MkIV not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1973 Triumph Spitfire MkIV 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: March 6, 1995.

Harry Thompson,

Acting Director, Office of Vehicle Safety Compliance.

[FR Doc. 95-5963 Filed 3-9-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-11; Notice 1]

Ford Motor Co.; Receipt of Application for Decision of Inconsequential Noncompliance

Ford Motor Company (Ford) of Dearborn, Michigan has determined that

some of its windows fail to comply with the light transmittance requirements of 49 CFR 571.205, Federal Motor Vehicle Safety Standard (FMVSS) No. 205, "Glazing Materials," and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Ford has also applied to be exempt from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Standard No. 205, which incorporates by reference, the American National Standards Institute (ANSI) "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways" Z-26.1-1977, January 26, 1977, as supplemented by Z26.1a, July 3, 1980 (ANSI Z26.1), specifies that automotive glazing materials used in front, side and rear windows of passenger cars shall have a regular luminous transmittance of not less than 70 percent of the light, at normal incidence, when measured in accordance with "Light Transmittance, Test 2" of ANSI Z-26.1-1980.

During the period of October 1994 through January 21, 1995, Ford manufactured approximately 8,250 1995 Continental vehicles on which the front door windows had a luminous transmittance of approximately 68 percent. According to Ford, miscommunication between Ford Glass production and fabrication plants concerning the properties and intended use of the glass resulted in its being used in the fabrication of windows for use in Continental production. Beginning with vehicle production on January 23, 1995, front door windows with a luminous transmittance of greater than 70 percent have been installed.

Ford supports its application for inconsequential noncompliance with the following:

In Ford's judgment, the condition is inconsequential as it relates to motor vehicle safety. Computer modeling studies and in-car evaluations previously conducted by Ford to assess the effect of reduced light transmittance windshields showed that even a 5 point reduction in the percentage of light transmittance, from 65 to 60 percent, resulted in a reduction in seeing distance of only 1 to 2 percent during night time driving, and little or no reduction in seeing distance during dusk and daytime driving. Based on these studies, the subject Continental front door windows with 68 percent light transmittance (67.5 percent at the door

window installed angle) would be expected to result in no significant reduction (less than 1 percent) in seeing distance during night time driving, and virtually no reduction during dusk and daytime driving, compared to glass with a 70 percent transmittance. Reductions in seeing distances 2 percent or less have no practical or perceivable effect on driver visibility based on observers' reports in vehicle evaluations by Ford of windshields with line-of-sight transmittance in the 60 to 65 percent range.

The stated purpose of FMVSS No. 205 to which the light transmittance requirements are directed is "to ensure a necessary degree of transparency in motor vehicle windows for driver visibility." NHTSA, in its March, 1991 "Report to Congress on Tinting of Motor Vehicle Windows," concluded that the light transmittance of windows of the then new passenger cars that complied with Standard No. 205 did not present an unreasonable risk of accident occurrence. The "new passenger cars" that were considered to not present an unreasonable risk had effective line-of-sight light transmittance through the windshields as low as approximately 63 percent (determined by a 1990 agency survey, the results of which were included in the report). While light transmittance and driver visibility through front door windows is important to safe operation of motor vehicles, it is not as important as driver visibility through vehicle windshields. It follows that if light transmittance levels as low as 63 percent through windshields do not present an unreasonable risk to safety, then the side window glass in the subject Continentals also present no unreasonable risk to safety.

Therefore, while the use of front window glazing with luminous transmittance less than 70 percent is technically a noncompliance, we believe the condition presents no risk to motor vehicle safety.

Interested persons are invited to submit written data, views, and arguments on the application of Ford, 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 NW, Washington, DC 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: April 10, 1995.

(15 U.S.C. 1417; delegations of authority at 49 CFR 1.50 and 501.8)

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-5964 Filed 3-9-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Information Collection Submitted to OMB for Review

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Notice of information collection submitted to OMB for review and approval under the Paperwork Reduction Act of 1980.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) hereby gives notice that it has sent to the Office of Management and Budget (OMB) a Paperwork Reduction Act Submission regarding an information collection titled Examination Questionnaire.

DATES: Comments on this information collection are welcome and should be submitted by March 31, 1995.

ADDRESSES: A copy of the submission may be obtained by calling or writing the OCC contact.

SUPPLEMENTARY INFORMATION: In accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) has sent to the Office of Management and Budget (OMB) a Paperwork Reduction Act Submission regarding the following information collection:

Type of Review: Expedited.

Title: Examination Questionnaire.

Description: The OCC will collect information from each recently examined financial institution regarding bank management's views on the OCC examination. The OCC will use this information to resolve identified difficulties in the examination process, and to improve its service to the banking industry. This is a revision of a similar information collection approved under the same OMB Control Number and titled Customer Service Information Collections.

Form Number: CC 2000-01.

OMB Number: 1557-0199.

Respondents: Businesses or other for-profit.

Number of Respondents: 3,200.
Total Annual Responses: 4,800.
Average Hours Per Response: 10 minutes.

Total Annual Burden Hours: 800.
OMB Reviewer: Milo Sunderhauf, (202)395-7340, Paperwork Reduction Project 1557, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.
OCC Contact: John Ference or Jessie Gates, (202)874-5090, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 250 E Street, SW, Washington, DC 20219.

Comments: Comments regarding the submission should be addressed to both the OMB reviewer and the OCC contact listed above.

Dated: March 6, 1995.

James F.E. Gillespie,

Director, Legislative & Regulatory Activities.

[FR Doc. 95-5877 Filed 3-9-95; 8:45 am]

BILLING CODE 4810-33-P

Information Collection Submitted to OMB for Review

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Notice of information collection submitted to OMB for review and approval under the Paperwork Reduction Act of 1980.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) hereby gives notice that it has submitted to the Office of Management and Budget (OMB) a request for OMB review of an information collection titled (MA)—Reports of Condition and Income (Interagency Call Report).

DATES: Comments on this collection of information are welcome and should be submitted by March 27, 1995.

ADDRESSES: A copy of the submission may be obtained by calling or writing the OCC contact at the Office of the Comptroller of the Currency, 250 E Street SW., Washington, DC 20219. ATTN: 1557-0081.

SUPPLEMENTARY INFORMATION: In accordance with the requirements of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35), the Office of the Comptroller of the Currency (OCC) has submitted to the Office of Management and Budget (OMB) a request for OMB review of the following information collection:

Type of Review: Revision—Expedited.

Title: (MA)—Reports of Condition and Income (Interagency Call Report).

Description: National banks file reports pursuant to 12 U.S.C. 161 and other statutes. Data are used to evaluate and monitor the financial condition and earnings performance of individual banks as well as the entire banking industry.

The more significant proposed changes include expanded disclosures about a bank's involvement with off-balance-sheet activities, certain types of securities and certain reciprocal demand balances needed for deposit insurance assessment purposes. Further, the agencies would delete certain existing items, such as information regarding mandatory convertible debt, quarterly reconciliation of the agricultural loan loss deferral account, recoveries of "Special-Category Loans." Finally, the agencies would make several clarifying changes to the instructions.

Form Number: FFIEC 031, 032, 033, and 034.

OMB Number: 1557-0081.

Respondents: Businesses or other for-profit.

Number of Respondents: 3,400.

Total Annual Responses: 13,600.

Average Number of Hours Per Response: 37.9.

Total Annual Burden Hours: 515,440.

OMB Reviewer: Milo Sunderhauf, (202)395-7340, Paperwork Reduction Project 1557-0081, Office of Management and Budget, Washington, DC 20503.

OCC Contact: John Ference or Jessie Gates, (202) 874-5090, Legislative and Regulatory Activities Division.

Comments: Comments regarding the submission should be addressed to both the OMB reviewer and the OCC contact listed above.

Dated: March 6, 1995.

James F. E. Gillespie,

Director, Legislative & Regulatory Activities.

[FR Doc. 95-5878 Filed 3-9-95; 8:45 am]

BILLING CODE 4810-33-P

[Docket No. 95-05]

Preemption Determination

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Office of the Comptroller of the Currency (OCC) is publishing for comment a written request for the OCC's determination of whether Federal law preempts the application of a Texas regulation that prescribes certain requirements relating to the signs and advertising used to identify branch