

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: July 27, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 95-19021 Filed 8-1-95; 8:45 am]

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[Docket No. 95-59; Notice 1]

**Notice of Receipt of Petition for Decision That Nonconforming 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 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 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 passenger cars that are 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 September 1, 1995.

**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 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 (Model ID 129.076) passenger cars are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are the 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Daimler-Benz, A.G., as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 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 non-U.S. certified 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 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 non-U.S. certified 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 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 Surface,s* 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control 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*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshiled Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that non-U.S. certified 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 passenger cars 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) installation of the appropriate 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 headlamp assemblies and front sidemarkers; (b) installation of U.S.-model taillamp assemblies 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

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 in conformity with the standard, some of the subject vehicles manufactured before September 1993 may be equipped with only driver's side air bags and knee bolsters, but that all such vehicles manufactured after September 1993 are so equipped on both the driver's and the passenger's side. The petitioner also states that the vehicles are equipped with Type 2 seat belts in both front outboard seating positions.

Standard No. 214 *Side Impact Protection*: installation of reinforcing 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 non-U.S. certified 1993 Mercedes-Benz 600SL and 1994 and 1995 Mercedes-Benz SL600 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, 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 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: July 27, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

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## DEPARTMENT OF THE TREASURY

### Performance Review Board

**AGENCY:** Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This notice lists the membership to the Departmental Offices' Performance Review Board (PRB) and supersedes the list published in 59 FR 142 dated July 26, 1994, in accordance with 5 U.S.C. 4314(c)(4). The purpose of the PRB is to review the performance of members of the Senior Executive Service and make recommendations regarding performance ratings, performance awards, and other personnel actions.

The names and title of the PRB members are as follows:

Joan Affleck-Smith—Director, Office of Financial Institutions Policy  
 John J. Auten—Director, Office of Financial Analysis  
 William E. Barreda—Deputy Assistant Secretary (Trade and Investment Policy)  
 Ralph L. Bayrer—Director, Office of Synthetic Fuels  
 Cynthia Beerbower—Deputy Assistant Secretary (Tax Policy)  
 Darcy E. Bradbury—Deputy Assistant Secretary for Federal Finance  
 Richard S. Carnell—Assistant Secretary (Financial Institutions)  
 Joyce H. Carrier—Deputy Executive Secretary (Public Liaison)  
 Mary E. Chaves—Director, Office of International Debt Policy  
 Wushow Chou—Deputy Assistant Secretary (Information Systems)  
 Anna Dickey—Director, Office of Enforcement Budget Policy  
 Lowell Dworin—Director, Office of Tax Analysis  
 James H. Fall, III—Deputy Assistant Secretary (Developing Nations)  
 James J. Flyzik—Director, Office of Telecommunications Management

Jon M. Gaaserud—Director, U.S. Saudi Arabian Joint Commission Program Office  
 Geraldine A. Gerardi—Director for Business Taxation  
 William H. Gillers—Director, Office of Management Advisory Services  
 Robert F. Gillingham—Deputy Assistant Secretary (Policy Coordination)  
 W. Scott Gould—Deputy Assistant Secretary Departmental Finance and Management  
 John D. Hawke—Under Secretary for Domestic Finance  
 Edward S. Knight—General Counsel  
 David Lipton—Deputy Assistant Secretary (Eastern European and Former Soviet Union Policy)  
 Joan Logue-Kinder—Assistant Secretary (Public Affairs)  
 Fe Morales Marks—Deputy Assistant Secretary (Financial Institutions Policy)  
 George Muñoz—Assistant Secretary (Management and Chief Financial Officer)  
 Gerald Murphy—Fiscal Assistant Secretary  
 Ronald K. Noble—Under Secretary (Enforcement)  
 Jill K. Ouseley—Director, Office of Market Finance  
 Linda Robertson—Assistant Secretary (Legislative Affairs)  
 Alex Rodriguez—Deputy Assistant Secretary (Administration)  
 Victor Rojas—Deputy Assistant Secretary for Legislative Affairs (Banking & Finance)  
 Leslie Samuels—Assistant Secretary (Tax Policy)  
 Howard Schloss—Deputy Assistant Secretary for Public Affairs  
 Charles Schotta—Deputy Assistant Secretary (Middle East & Energy Policy)  
 G. Dale Seward—Director, Automated Systems Division  
 Jeffrey Shafer—Assistant Secretary (International Affairs)  
 Sylvia Mathews—Chief of Staff  
 Jane L. Sullivan—Director, Office of Information Resources Management  
 Lawrence H. Summers—Under Secretary for International Affairs  
 Mozelle Thompson—Deputy Assistant Secretary (Government Financial Policy)  
 Edwin A. Verburg—Director, Financial Services Directorate  
 Robert Welch—Director, Office of Procurement