

interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the NHTSA Technical Reference Section in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to NHTSA Technical Reference Section, Room 5108, 400 Seventh Street, SW., Washington, DC 20590. The Technical Reference Section is open to the public from 9:30 a.m. to 4 p.m.

We would appreciate the questions you send us to be organized by categories to help us to process the questions into agenda form more efficiently.

Sample format as follows:

- I. Rulemaking
 - A. Crashavoidance
 - B. Crashworthiness
 - C. Other Rulemakings
- II. Consumer Information
- III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, Brailled materials, or large print materials and/or a magnifying device), please contact Barbara Carnes on (202) 366-1810, by COB September 11, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-20785 Filed 8-21-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-8; Notice 2]

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

This notice denies the application of Spartan Motors, Inc., of Charlotte, Michigan, to be exempted from three Federal motor vehicle safety standards for light trucks that it converts to electric power. The basis of the application was 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. The basis of the denial is that Spartan has failed to provide sufficient information upon which a determination can be made that an exemption would not unreasonably lower the vehicle's safety level.

Notice of receipt of the application was published on February 13, 1995 (60

FR 8275) and an opportunity afforded for comment. No comments were received.

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 intended to convert new Chevrolet S10 and GMC Sonoma pickup trucks to electric power. It sought exemption for two years from Federal Motor Vehicle Safety Standards Nos. 103, 105, and 301.

With respect to 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, minimized "the impact of the electric vehicle not meeting the standard."

With respect to Standard No. 301 *Fuel System Integrity*, the applicant noted that "a small tank" is added "for the on board storage of fuel for interior heating."

On February 9, 1995, NHTSA wrote Spartan, asking it to provide further information. The agency noted that:

"* * * the curb weight of a converted vehicle has been increased to 4500 pounds, but that the GVWR remains at 4900 pounds. This means that the pickup truck will be overloaded if the total weight of passengers and cargo exceeds 400 pounds. The agency is concerned that a user of the converted pickup truck would reasonably assume that the vehicle has a much greater carrying capacity than it had in its unmodified form, and would therefore be likely to overload it. This suggests that the GVWR should be increased to a level more commensurate with the probable use of the conversion. This might require some increased capacity to the suspension, tires, and brakes, and possibly modifications to the frame as well. We would appreciate your comments on this issue * * *."

The agency also asked for information on the capacity of the "small tank", and a statement, or diagram, indicating its location as installed. The agency asked for this information within 30 days of its receipt. Spartan did not respond. On May 5, 1995, an agency staff member telephoned Spartan to ask when a

response might be received, and was informed that Spartan no longer intended to engage in electric vehicle conversions. Spartan was asked to submit a letter withdrawing its application so that the application could be mooted and the agency could close its files in this matter. To date, Spartan has not responded to this request either.

In consideration of the foregoing, it is hereby found that the petitioner has not met its burden of persuasion that the exemptions requested would not unreasonably degrade the safety of the vehicles to be exempted, and that an exemption would be in the public interest and consistent with the objectives of 49 U.S.C. Chapter 301. Therefore, the application of Spartan Motors, Inc., for temporary exemption from Motor Vehicle Safety Standards Nos. 103, 105, and 301 is denied. This denial is without prejudice, and Spartan may file a new application in the future if it intends to engage in electric vehicle conversion.

(49 U.S.C. 30113; delegation of authority at 49 CFR 1.50).

Issued on August 16, 1995.

Ricardo Martinez,
Administrator.

[FR Doc. 95-20728 Filed 8-21-95; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Study and Report on the Consumer and Small Business Credit System

AGENCY: Department of the Treasury.

ACTION: Request for comment.

SUMMARY: The Department of the Treasury (Treasury) requests comment regarding the processes, and the effect of Federal laws on those processes, by which credit is made available for consumers and small businesses. This request for comment is issued in connection with a study required by the Riegle Community Development and Regulatory Improvement Act of 1994.

DATES: Comments should be submitted by September 12, 1995.

ADDRESSES: Comments should be directed to: Gordon Eastburn, Director, Office of Policy Planning and Analysis, Department of the Treasury, room 3025, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, Attention: Consumer Credit Study.

FOR FURTHER INFORMATION CONTACT: Gordon Eastburn, Director, Office of Policy Planning and Analysis, (202) 622-2730.