

and knee bolsters, and with Type 2 seat belts in all designated seating positions.

Standard No. 214 Side Impact

Protection: installation of door 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 the non-U.S. certified 1993, 1995, and 1996 Porsche Carrera 2-door 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, S.W., 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: June 13, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96-15524 Filed 6-18-96; 8:45 am]

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[Docket No. 96-34; Notice 2]

Decision That Nonconforming 1985 Audi 200 Quattro Passenger Cars are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1985 Audi 200 Quattro passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1985 Audi 200 Quattro passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation

into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1985 Audi 5000S Turbo), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective as of June 19, 1996.

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) 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.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) petitioned NHTSA to decide whether 1987 Audi 200 Quattro passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15334) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Volkswagen of America, Inc. ("Volkswagen"), the United States representative of Audi A.G., the vehicle's manufacturer. In this

comment, Volkswagen stated that vehicle identification number (VIN) assigned to the specific vehicle that the petitioner seeks to import identifies that vehicle as a 1985 Audi 200 Quattro. Volkswagen further stated that in the 1985 model year, it imported into the United States a front wheel drive vehicle (the Audi 5000S Turbo) that was built on the same platform as the Audi 200 Quattro (all wheel drive) that was sold in Europe for the same model year. After being apprised of this comment, the petitioner acknowledged that the petition was in error, and that Volkswagen properly identified the vehicle's model year. In view of this correction, this notice identifies the vehicle that is the subject of the petition as the "1985 Audi 200 Quattro," and the substantially similar comparison vehicle as the "1985 Audi 5000S Turbo."

Volkswagen's only other comment was that the petition properly identified the standards to which the vehicle would have to be conformed to be eligible for importation into the United States. No other 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 a 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-160 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1985 Audi 200 Quattro is substantially similar to a 1985 Audi 5000S Turbo 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: June 13, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

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