

information, from the Power Brake working group (to revise the power brake regulations contained in 49 CFR part 232), the Locomotive Engineer Certification working group (to revise the locomotive engineer certification regulations contained in 49 CFR Part 240), and the Tourist and Historic Railroads working group's Steam Standards task force (to revise the steam locomotive inspection and testing standards contained in 49 CFR part 230). The RSAC will also be receiving a report from the locomotive crew safety planning group (evaluating the agency's report to Congress on locomotive crashworthiness and crew working conditions and to assess possible future action).

Finally, the agency will engage in exploratory discussion with the RSAC regarding the following issues, which may be tasked to the RSAC in the future: (1) The dispatcher training task force; (2) the track motor vehicles and self-propelled roadway equipment task force; and (3) AAR Event recorder data survivability progress; and (4) the address of several administrative matters before the RSAC.

Please refer to the notice published in the Federal Register on March 11, 1996 (61 FR 9740) for more information about the RSAC.

Issued in Washington, D.C. on March 4, 1997.

Bruce Fine,

Associate Administrator for Safety.

[FR Doc. 97-5738 Filed 3-6-97; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[Docket No. 74-40; Notice 9]

Insurance Cost Information Regulation

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

ACTION: Notice of text and data for 1997 Insurance Cost Information Booklet.

SUMMARY: This notice provides the 1997 text and data that new car dealers must include in an insurance cost information booklet that they must make available to prospective purchasers, pursuant to 49 CFR 582.4. This information may assist prospective purchasers in comparing differences in passenger vehicle collision loss experience that could affect auto insurance costs.

FOR FURTHER INFORMATION CONTACT: Mr. Orron Kee, Office of Market Incentives, NHTSA, 400 Seventh Street S.W., Washington, DC 20590 (202-366-4936).

SUPPLEMENTARY INFORMATION: Pursuant to section 201(e) of the Motor Vehicle Information and Cost Savings Act, 15 U.S.C. 1941(e), on March 5, 1993, 58 FR 12545, the National Highway Traffic Safety Administration (NHTSA) amended 49 CFR Part 582, Insurance Cost Information Regulation, to require dealers of new automobiles to distribute to prospective customers information that compares differences in insurance costs of different makes and models of passenger cars based on differences in damage susceptibility. On March 17, 1994, NHTSA denied a petition submitted by the National Automobile Dealers Association (NADA) for NHTSA to reconsider Part 582 insofar as it requires new automobile dealers to prepare the requisite number of copies for distribution of the insurance cost information to prospective purchasers. 59 FR 13630. On March 24, 1995, NHTSA published a Final Rule to amend Part 582 in a number of respects. 60 FR 15509.

Pursuant to 49 CFR § 582.4, new automobile dealers are required to make available to prospective purchasers booklets that include this comparative information as well as certain mandatory explanatory text that is set out in section 582.5. Early each year, NHTSA publishes updated annual data in the Notices section of the Federal Register. Booklets reflecting the updated data must be available for distribution to prospective purchasers without charge within 30 days from the date of publication of the data in the Federal Register.

NHTSA has mailed a sample copy of the 1997 booklet to each dealer on the mailing list that the Department of Energy uses to distribute the "Gas Mileage Guide." Dealers will have the responsibility of reproducing a sufficient number of copies of the booklet to assure that they are available for retention by prospective purchasers by April 7, 1997. Dealers who do not receive a copy of the booklet within 15 days of the date of this notice should contact Mr. Orron Kee of NHTSA's Office of Planning and Consumer Programs ((202) 366-0846) to receive a copy of the booklet and to be added to the mailing list.

The required text and data are as follows:

FEBRUARY 1997

COMPARISON OF DIFFERENCES IN INSURANCE COSTS FOR PASSENGER CARS, STATION WAGONS/PASSENGER VANS, PICKUPS AND UTILITY VEHICLES ON THE BASIS OF DAMAGE SUSCEPTIBILITY

The National Highway Traffic Safety Administration (NHTSA) has provided the information in this booklet in compliance with Federal law as an aid to consumers considering the purchase of a new car. The booklet compares differences in insurance costs for different makes and models of passenger cars, station wagons/passenger vans, pickups, and utility vehicles on the basis of damage susceptibility. However, it does not indicate a vehicle's relative safety.

The following table contains the best available information regarding the effect of damage susceptibility on auto insurance premiums. It was taken from data compiled by the Highway Loss Data Institute (HLDI) in its December 1996 *Insurance Collision Report*, and reflects the collision loss experience of passenger cars, utility vehicles, light trucks, and vans sold in the United States in terms of the average loss payment per insured vehicle year for model years 1994-1996. NHTSA has not verified the data in this table.

The table presents vehicles' collision loss experience in relative terms, with 100 representing the average for all passenger vehicles. Thus, a rating of 122 reflects a collision loss experience that is 22 percent higher (worse) than average while a rating of 96 reflects a collision loss experience that is 4 percent lower (better) than average. The table is not relevant for models that have been substantially redesigned for 1997, and it does not include information about models without enough insurance claims experience.

Although many insurance companies use the HLDI information to adjust the "base rate" for the *collision portion* of their auto insurance premiums, the amount of any such adjustment is usually small. It is unlikely that your total premium will vary more than ten percent depending upon the collision loss experience of a particular vehicle. If you do not purchase collision coverage or your insurance company does not use the HLDI information, your premium will not vary at all in relation to these rankings.

In addition, different insurance companies often charge different premiums for the same driver and vehicle. Therefore, you should contact insurance companies or their agents directly to determine the actual

premium that you will be charged for insuring a particular vehicle.

Please Note: In setting auto insurance premiums, insurance companies mainly rely on factors that are not directly related to the vehicle itself (except for its value). Rather, they mainly consider driver characteristics (such as age, gender, marital status, and driving record), the geographic area in which the vehicle is driven, how many miles are traveled, and how the vehicle is used. Therefore, to obtain complete information about insurance premiums, you should

contact insurance companies or their agents directly.

Insurance companies do not generally adjust their premiums on the basis of data reflecting the crashworthiness of different vehicles. However, some companies adjust their premiums for personal injury protection and medical payments coverage if the insured vehicle has features that are likely to improve its crashworthiness, such as air bags and automatic seat belts.

Test data relating to vehicle crashworthiness are available from NHTSA's New Car Assessment Program (NCAP). NCAP test results demonstrate relative frontal crash protection in new vehicles. Information on vehicles that NHTSA has tested in the NCAP program can be obtained by calling the agency's toll-free Auto Safety Hotline at (800) 424-9393. This information also is available on NHTSA's Web site on the internet (<http://www.nhtsa.dot.gov>).

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES *

Make	Model	Relative loss payment
Small Cars—Two Door Models		
Average for small two-door models		122
Saturn	SC	100
Geo	Metro	111
Volkswagen	Cabrio convertible	114
Subaru	Impreza 4WD	125
Subaru	Impreza	125
Ford	Escort	126
Eagle	Summit	130
Hyundai	Accent	133
Mitsubishi	Eclipse	134
Toyota	Tercel	140
Ford	Aspire	140
Suzuki	Swift	140
Mitsubishi	Mirage	142
Eagle	Talon	142
Eagle	Talon 4WD	151
Volkswagen	GTI	160
Mitsubishi	Eclipse 4WD	178
Nissan	240SX	183
Four-Door Models		
Average for small four-door models		119
Subaru	Impreza 4WD	105
Ford	Escort	106
Subaru	Impreza	110
Mercury	Tracer	112
Volkswagen	Golf III	112
Geo	Prizm	117
Toyota	Corolla	118
Hyundai	Accent	128
Eagle	Summit	130
Volkswagen	Jetta III	131
KIA	Sepia	132
Ford	Aspire	136
Geo	Metro	137
Mitsubishi	Mirage	144
Toyota	Tercel	152
Station Wagons/Passenger Vans		
Average for small station wagons/passenger vans		84
Eagle	Summit	62
Mercury	Tracer	80
Ford	Escort	81
Subaru	Impreza 4WD	89
Toyota	Corolla	111
Eagle	Summit 4WD	116
Sports Models		
Average for small sports models		150
Mazda	MX-5 Miata convertible	106

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
Honda	Civic Del Sol convertible	128
Dodge	Stealth	143
Mercedes	SL Class convertible	152
Mitsubishi	3000 GT	160
Chevrolet	Corvette	166
Chevrolet	Corvette convertible	166
Nissan	300ZX	211
Porsche	911 convertible	238
Porsche	911 Targa/Coupe	256
Mitsubishi	3000 GT 4WD	325
Dodge	Viper convertible	445

Mid-Size Cars—Two-Door Models

Average for mid-size two-door models		111
Chrysler	Sebring convertible	69
Buick	Regal	69
Buick	Skylark	80
Oldsmobile	Cutlass Supreme	81
Toyota	Celica convertible	87
Chevrolet	Monte Carlo	88
Oldsmobile	Achieva	88
Pontiac	Grand Prix	90
Pontiac	Grand Am	94
Honda	Accord	105
Chevrolet	Beretta	108
Nissan	200SX	110
Saab	900	111
Honda	Civic	111
Toyota	Camry	112
Chevrolet	Cavalier	112
Plymouth	Neon	116
Honda	Civic Coupe	121
Pontiac	Sunfire	121
Dodge	Neon	123
Chrysler	Sebring	123
Dodge	Avenger	125
Acura	Integra	141
Mazda	MX-6	145
Toyota	Celica	147
BMW	318ti	150
Ford	Probe	157
Honda	Prelude	162

Four-Door Models

Average for mid-size four-door models		94
Buick	Regal	64
Oldsmobile	Cutlass Supreme	69
Mercury	Sable	69
Oldsmobile	Cutlass Ciera	71
Chevrolet	Lumina	71
Chrysler	Cirrus	76
Ford	Taurus	77
Buick	Century	77
Buick	Skylark	78
Saturn	SL	80
Mercury	Mystique	80
Pontiac	Grand Prix	81
Dodge	Stratus	82
Ford	Contour	84
Pontiac	Grand Am	86
Plymouth	Breeze	86
Chevrolet	Corsica	87
Chevrolet	Cavalier	88
Oldsmobile	Achieva	89
Infiniti	I30	92
Honda	Civic	95
Toyota	Avalon	97
Honda	Accord	98

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
Dodge	Neon	98
Pontiac	Sunfire	100
Plymouth	Neon	102
Mitsubishi	Diamante	103
Toyota	Camry	106
Nissan	Altima	108
Subaru	Legacy	109
Volvo	850	110
Mitsubishi	Galant	111
Nissan	Sentra	113
Subaru	Legacy 4WD	113
Volkswagen	Passat	113
Mazda	Protégé	118
Lexus	ES 300	120
Audi	A4 Quattro	120
Mazda	626	121
Nissan	Maxima	123
Mazda	Millenia	125
Infiniti	G20	130
Acura	Integra	131
Hyundai	Sonata	131
Saab	900	142
Audi	A4	168
Station Wagons/Passenger Vans		
Average for mid-size station wagons/passenger vans		86
Mercury	Sable	59
Oldsmobile	Cutlass Ciera	63
Saturn	SW	69
Buick	Century	75
Honda	Accord	87
Mitsubishi	Expo	93
Ford	Taurus	98
Toyota	Camry	100
Volvo	850	112
Subaru	Legacy 4WD	114
Volkswagen	Passat	118
Sports Models		
Average for mid-size sports models		150
Saab	900 convertible	137
Ford	Mustang convertible	138
Nissan	300ZX 2+2	139
Pontiac	Firebird convertible	140
Chevrolet	Camaro convertible	145
Pontiac	Firebird	148
Ford	Mustang	151
Chevrolet	Camaro	153
Subaru	SVX 4WD	159
Audi	Cabriolet convertible	178
Toyota	Supra	268
Luxury Models		
Average for mid-size luxury models		139
Lincoln	Continental	94
Cadillac	Eldorado	104
Audi	A6 four-door	106
Volvo	940/960 station wagon	119
Volvo	940/960 four-door	125
Audi	A6/S6 Quattro 4-door	128
BMW	3 Series convertible	137
Mercedes	C Class four-door	143
Infiniti	J30	150
BMW	3 Series four-door	151
Lexus	SC 300/400	159
Saab	9000 four-door	171
Lexus	GS 300	183
BMW	3 Series two-door	186

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
Jaguar	XJ-S convertible	191
BMW	8 Series two-door	422
Large Cars—Two-Door Models		
Average for large two-door models .....	.....	89
Buick	Riviera	74
Mercury	Cougar	85
Ford	Thunderbird	92
Four-Door Models		
Average for large four-door models .....	.....	80
Mercury	Grand Marquis	67
Ford	Crown Victoria	69
Buick	LeSabre	76
Oldsmobile	Eighty-Eight	77
Chrysler	Concorde	77
Eagle	Vision	82
Buick	Park Avenue	82
Pontiac	Bonneville	83
Chevrolet	Caprice	83
Oldsmobile	Ninety-Eight	84
Dodge	Intrepid	86
Buick	Roadmaster	89
Chrysler	New Yorker	91
Acura	TL	134
Station Wagons/Passenger Vans		
Average for large station wagons/passenger vans .....	.....	69
GMC	Safari Van	61
Chevrolet	Astro Van	61
Pontiac	Trans Sport	65
Dodge	Caravan	65
Chevrolet	Astro Van 4WD	65
Chrysler	Town & Country	67
GMC	Safari Van 4WD	67
Plymouth	Voyager	67
Chevrolet	Lumina APV	69
Honda	Odyssey Wagon	70
Mercury	Villager Wagon	70
Nissan	Quest Wagon	71
Ford	Aerostar Van	74
Ford	Windstar Wagon	77
Oldsmobile	Silhouette	77
Buick	Roadmaster Wagon	84
Ford	Aerostar Van 4WD	88
Chevrolet	Caprice	90
Toyota	Previa Van	90
Toyota	Previa Van 4WD	99
Luxury Models		
Average for large luxury models .....	.....	110
Oldsmobile	Aurora	81
Lincoln	Town Car	84
Cadillac	De Ville 4-door	87
Chrysler	LHS	99
BMW	7 Series four-door	107
Cadillac	Seville	109
Cadillac	Brougham	115
Lincoln	Mark VIII	122
Mercedes	E Class 4-door	150
Mercedes	S Class LWB 4-door	151
Lexus	LS 400	160
Mercedes	S Class two-door	167
Jaguar	XJ four-door	167
Mercedes	S Class SWB 4-door	168

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
Infiniti	Q45	173
Small Pickups		
Average for small pickups .....	.....	84
Mazda	Regular/ext. Cab 4X4	63
Mazda	Regular/ext. Cab	69
Dodge	Dakota Series	70
GMC	T15 Series two-door 4X4	75
Dodge	Dakota Series 4X4	76
Ford	Ranger Series	78
GMC	S15 Series two-door	81
Chevrolet	S10 Series two-door	82
Chevrolet	T10 Series two-door 4X4	84
Mitsubishi	Regular/ext. Cab	95
Ford	Ranger Series 4X4	103
Nissan	Regular/ext. Cab	108
Toyota	Tacoma Regular/ext. Cab 4X4	109
Toyota	Tacoma Regular/ext. Cab	120
Standard Pickups		
Average for standard pickups .....	.....	69
Ford	F-150 Series 4X4 (1997)	52
Chevrolet	1500 Series	58
Ford	F-150 Series (1997)	59
Ford	F-250 Series	60
GMC	2500 Series 4X4	61
Ford	F-250 (with air bag)	62
Ford	F-350 Series	63
Chevrolet	2500 Series	63
GMC	1500 Series	64
Chevrolet	1500 Series 4X4	64
GMC	1500 Series 4X4	64
Chevrolet	2500 Series 4X4	65
GMC	3500 Series 4X4	66
Ford	F-150 Series	68
GMC	3500 Series	69
GMC	2500 Series	71
Ford	F-250 Series 4X4	72
Chevrolet	3500 Series 4X4	72
Chevrolet	3500 Series	73
Ford	F-150 Series 4X4	73
Dodge	Ram 1500 Series	79
Ford	F-350 Series	84
Dodge	Ram 1500 Series 4X4	89
Dodge	Ram 2500 Series	92
Dodge	Ram 2500 Series 4X4	98
Toyota	T100 Reg/ext cab	99
Dodge	Ram 3500 Series	99
Toyota	T100 Reg/ext cab 4X4	103
Dodge	Ram 3500 Series 4X4	119
Utility Vehicles—Small Utility Vehicles		
Average for small utility vehicles .....	.....	92
Geo	Tracker 4-door 4X4	73
Geo	Tracker 2-door 4X4	103
Suzuki	Sidekick 4-door 4X4	104
Toyota	RAV4 4-door 4X4	129
Intermediate Utility Vehicles		
Average for intermediate utility vehicles .....	.....	89
Chevrolet	Tahoe 4-door	39
GMC	Yukon 4-door 4WD	54
Chevrolet	Tahoe 4-door 4WD	54
GMC	Yukon 4-door	57
Land Rover	Range Rover	59

COLLISION INSURANCE LOSSES, MODEL YEAR 1994-96 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
GMC	Yukon 2-door 4X4	63
Jeep	Cherokee 2-door	66
Chevrolet	Tahoe 2-door 4X4	67
Jeep	Grand Cherokee 4-door	73
Jeep	Cherokee 4-door	75
Jeep	Cherokee 2-door 4X4	76
Ford	Explorer 4-door	77
Chevrolet	S10 Blazer 4-door	78
Chevrolet	T10 Blazer 4-door 4X4	81
Ford	Bronco	82
Jeep	Cherokee 4-door 4X4	82
GMC	S15 Jimmy 4-door	84
Jeep	Grand Cherokee 4-door 4X4	85
Ford	Explorer 4-door 4X4	86
GMC	T15 Jimmy 4-door 4X4	86
Isuzu	Trooper 4-door 4X4	92
Ford	Explorer 2-door	95
Toyota	4 Runner 4-door	95
GMC	S15 Jimmy 2-door	96
Isuzu	Rodeo 4-door 4X4	103
Chevrolet	T10 Blazer 2-door 4X4	106
Honda	Passport 4-door	111
Chevrolet	S10 Blazer 2-door	112
Ford	Explorer 2-door 4X4	114
Toyota	4 Runner 4-door 4X4	116
Mitsubishi	Montero 4-door 4X4	118
Nissan	Pathfinder 4-door 4X4	118
GMC	T15 Jimmy 2-door 4X4	122
Honda	Passport 4-door	122
Isuzu	Rodeo 4-door	124
Land Rover	Discovery	150
Toyota	Land Cruiser	168
Large Utility Vehicles		
Average for large utility vehicles		60
GMC	Suburban 1500	45
Chevrolet	Suburban 1500	49
GMC	Suburban 2500 4X4	54
Chevrolet	Suburban 1500 4X4	55
GMC	Suburban 1500 4X4	56
Chevrolet	Suburban 2500 4X4	58
Chevrolet	Suburban 2500	86
Large Vans		
Average for all large vans		64
Dodge	B250	34
Chevrolet	Astro Cargo Van 4X4	51
Ford	E-150 Club Wagon	52
GMC	Safari Cargo Van 4X4	53
Chevrolet	Lumina Cargo APV	55
Ford	E-150 Econoline	59
Ford	E-350 Club Wagon	62
GMC	Safari Cargo Van	63
Chevrolet	Astro Cargo Van	63
Dodge	B250 Cargo Van	65
Ford	E-250 Econoline	65
Dodge	B150	72
GMC	Vandura 3500	73
Ford	Aerostar Cargo Van	79
Chevrolet	Chevy Van 3500	83
Dodge	B150 Cargo Van	84
Ford	E-350 Econoline	114

*Note: Every model represents over 1,000 insured vehicle years and at least 100 claims.

If you would like more details about the information in this table, or wish to obtain the complete *Insurance Collision Report*, please contact HLDI directly, at: Highway Loss Data Institute, 1005 North Glebe Road, Arlington, VA 22201, Tel: (703) 247-1600.

(49 U.S.C. 32302; delegation of authority at 49 CFR 1.50(f).)

Issued on: March 3, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-5721 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-59-P

National Highway Traffic Safety Administration

Research and Development Programs Meeting Agenda

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

DATES AND TIMES: As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on March 11, 1997, beginning at 1:30 p.m. and ending at approximately 5:00 p.m.

ADDRESSES: The meeting will be held at the Hilton Suites, Detroit Metro Airport, 8600 Wickham Road, Romulus, Michigan 48174.

SUPPLEMENTARY INFORMATION: This notice provides the agenda for the sixteenth in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on March 11, 1997. The meeting was announced on February 18, 1997 (62 FR 7293). For additional information about the meeting consult that announcement.

Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of Research and Development will discuss the following topics:

- Status of air bag aggressiveness and advanced air bag research, including child restraint/air bag interaction (CRABI) dummy testing,
- Demonstration of CD ROM for child restraint/vehicle compatibility,
- Status and plans for the 1997 calendar year for the National Automotive Sampling System Crashworthiness Data Base (NASS CDS),

Special crash investigation studies of air bag cases, Status and plans for anti-lock brake systems research, and Status of research on restraint systems for rollover protection.

NHTSA has based its decisions about the agenda, in part, on the suggestions it received by February 21, 1997, in response to the announcement published February 18, 1997.

As announced on February 18, 1997, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing by February 27, 1997, to Ralph J. Hitchcock, Acting Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: March 3, 1997.

Ralph J. Hitchcock,

Acting Associate Administrator for Research and Development.

[FR Doc. 97-5603 Filed 3-6-97; 8:45 am]

BILLING CODE 4910-59-P

National Highway Traffic Safety Administration

Docket No. 96-114; Notice 1

Notice of Tentative Decision That Certain Noncomplying Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Request for comments on tentative decision that certain noncomplying vehicles are eligible for importation into the United States.

SUMMARY: This notice requests comments on a tentative decision by the National Highway Traffic Safety Administration (NHTSA) that certain vehicles that do not comply with all applicable Federal motor vehicle safety standards, but that are certified by their original manufacturer as complying with all applicable Canadian motor vehicle safety standards, are eligible for importation into the United States. The vehicles in question either (1) are substantially similar to vehicles that were certified by their manufacturers as complying with the U.S. safety standards and are capable of being

readily altered to conform to those standards, or (2) have safety features that comply with, or are capable of being altered to comply with all U.S. safety standards. This notice also requests comments on a proposal to rescind the existing vehicle eligibility number applicable to all vehicles certified by their original manufacturer as complying with Canadian safety standards (eligibility number VSA-1), and to assign four separate eligibility numbers, based on vehicle classification and weight.

DATE: The closing date for comments on this tentative decision is April 7, 1997.

ADDRESS: 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 Street, 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), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards (FMVSS) shall be refused admission into the United States unless NHTSA has decided, that the vehicle is substantially similar to a motor vehicle of the same model year that was originally manufactured for importation into and sale in the United States and was certified as complying with all applicable FMVSS, and also finds that the noncompliant vehicle is capable of being readily altered to conform to all applicable FMVSS. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if NHTSA decides that its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS.

A. First Decision on Canadian Vehicles

On August 13, 1990, NHTSA published a Federal Register notice at 55 FR 32988 announcing that it had made a final determination on its own initiative that certain motor vehicles that are certified by their original manufacturer as complying with all applicable Canadian motor vehicle safety standards (CMVSS) are eligible for importation into the United States. The agency made this determination under the precursor to 49 U.S.C.