VEHICLES CERTIFIED BY THEIR ORIGINAL MANUFACTURER AS COMPLYING WITH ALL APPLICABLE CANADIAN MOTOR VEHICLE SAFETY STANDARDS—Continued

Number	Vehicles
	All multipurpose passenger vehicles, trucks and buses with a GVWR of 4536 kg. (10,000 lbs.) or less that were manufactured on or after September 1, 1993, and before September 1, 1998, and that, as originally manufactured, comply with FMVSS Nos. 202, 208, and 216;
	All multipurpose passenger vehicles, trucks and buses with a GVWR of 4536 kg. (10,000 lbs.) or less, that were manufactured on or after September 1, 1998, and before September 1, 2002, and that, as originally manufactured, comply with the requirements of FMVSS Nos. 202, 208, 214, and 216.
VSA–82	All multipurpose passenger vehicles, trucks and buses with a GVWR greater than 4536 kg. (10,000 lbs.) that are less than 25 years old.
VSA–83	All trailers, and all motorcycles that are less than 25 years old.

Readers should note that in the preparation of this list, some changes were made from the language used in some prior import eligibility decisions. For example, prior eligibility decisions generally identify multipurpose passenger vehicles, trucks, and buses that are eligible for importation as those ''certified by their original manufacturer to comply with [specified standards] to which they would have been subject had they been manufactured for sale in the United States.'' For the sake of clarity, the above list identifies eligible vehicles as those ''that, as originally manufactured, comply with'' specified standards. Although this language replaces text that was previously used only in decisions pertaining to multipurpose passenger vehicles, trucks, and buses, it is also being used in the list to describe passenger cars that must comply with specified standards to be eligible for importation. This is being done to achieve consistency in the description of vehicles eligible for importation, and to better reflect the agency's intent when it made the pertinent eligibility decisions.

Readers should also note that NHTSA is proposing to assign different vehicle eligibility numbers to multipurpose passenger vehicles, trucks, and buses, based on whether their gross vehicle weight rating (GVWR) is greater than, or at or below, 4536 kg. (10,000 lbs.). This proposal reflects the agency's awareness that there are differences between Canadian and U.S. standards that apply to multipurpose passenger vehicles, trucks, and buses with a GVWR at or below 4536 kg., but that these differences do not exist for vehicles of the same class that are above that weight rating.

Because of these proposed modifications to the text of its prior import eligibility decisions, NHTSA believes there is a need to replace the existing vehicle eligibility number, VSA–1, that is now applied to all eligible vehicles certified by their original manufacturer as complying with all applicable CMVSS. The agency proposes to replace this single eligibility number with four separate numbers, based on vehicle classification, and, in the case of multipurpose passenger vehicles, trucks and buses, by weight. This will allow for easier modification in the event that there are any future changes in the standards that affect only certain classes of vehicles.

Comments

Section 30141(b) of Title 49, U.S. Code requires NHTSA to provide a minimum period for public notice and comment on decisions made on its own initiative consistent with ensuring expeditious, but full consideration and avoiding delay by any person. NHTSA believes that a minimum comment period of 30 days is appropriate for this purpose. Interested persons are invited to submit comments on the tentative decisions described above. It is requested, but not required, that five 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 NHTSA's final decision will be published in the Federal Register pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.8; delegation of authority at 49 CFR 1.50.

Issued on: March 4, 1997.

Ricardo Martinez,

Administrator.

[FR Doc. 97–5726 Filed 3–6–97; 8:45 am]

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[Docket No. 97–014; Notice 1]

Accuride Corporation; Receipt of Application for Decision of Inconsequential Noncompliance

Accuride Corporation (Accuride) has determined that certain one-piece, tubeless aluminum dual wheels fail to conform to the requirements of 49 CFR 571.120, Federal Motor Vehicle Safety Standard (FMVSS) No. 120, ''Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars,'' and has filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Reports.'' Accuride has also applied to be exempted 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 CFR Part 556 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

FMVSS No. 120, Paragraph 5.2, *Rim Marking*, states that ''On or after August 1, 1977, each rim or, at the option of the manufacturer in the case of a singlepiece wheel, wheel disc shall be marked with the information listed in paragraphs (a) through (e) of this paragraph, in lettering not less than 3 millimeters high, impressed to a depth or, at the option of the manufacturer, embossed to a height of not less than 0.125 millimeters. The information listed in paragraphs (a) through (c) of this paragraph shall appear on the weather side. In the case of rims of multipiece construction, the information listed in paragraphs (a) through (e) of this paragraph shall appear on the rim base and the information listed in paragraphs (b) and (d) of this paragraph shall also appear on each other part of the rim.''

Accuride's description of the noncompliance follows:

The motor vehicle equipment in issue are Accu-Forge 22.5 & 24.5×8.25 inch 15° Drop Center, One-piece, Tubeless Aluminum Dual Wheels, produced by Kaiser Aluminum and Chemical Corporation at its Erie, Pennsylvania, forging plant and machined at Ultra Forge, Inc. at Cuyahoga Falls, Ohio, were misstamped on the marking of the rim. The symbol ''DOT'' and the designation which indicates the source of the rim's published nominal dimensions, in this case ''T'' were not included. All other stampings specified by FMVSS 120 and by Accuride, including the part number and the loading rating, were correctly stamped on the product.

Accuride provides the following information in support of its petition:

''1. Accuride Corporation is a Delaware corporation and is a subsidiary of Phelps Dodge Corporation. Accuride is headquartered in Henderson, Kentucky and is a major manufacturer of truck rims and wheels.

''2. The motor vehicle equipment in question are a small number of Accu-Forge 22.5 & 24.5×8.25 inch, 15° drop center, one-piece tubeless dual wheels produced by Kaiser Aluminum and Chemical Corporation at its Erie, Pennsylvania forging plant and machined at Ultra Forge, Inc. in Cuyahoga Falls, Ohio. In issue are an estimated 478 of the total 1,256 wheels of this size produced between January 6, 1997 and January 10, 1997. Six wheels manufactured December 23, 1996 were also stamped during this time frame. The non-compliance relates to the mis-stamping of the marking of the rim. The symbol ''DOT'' and the designation which indicates the source of the rim's published nominal dimensions, in this case ''T'', were not included. All other stampings and markings required by FMVSS 120 and Accuride, including the part number and load rating, are correctly identified on each of the components in questions.

''3. The rim marking is for information only and there is no safety-related issue potentially arising from the exclusion of these symbols on the wheels.''

Interested persons are invited to submit written data, views, and arguments on the application of Accuride, 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, D.C., 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 7, 1997.

(49 U.S.C. 30118, 30120; delegation of authority at 49 CFR 1.50 and 501.8)

Issued on: March 3, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

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[Docket No. 97–113; Notice 1]

General Motors Corporation; Receipt of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) has determined that certain of its 1996 J/L/N model cars fail to comply with the requirements of 49 CFR 571.101, Federal Motor Vehicle Safety Standard (FMVSS) No. 101, ''Controls and Displays,'' and has filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Information Report.'' GM has also applied to be exempted 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 CFR Part 573 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S5.3.5 of FMVSS No. 101 requires that sources of illumination forward of a transverse vertical plane 4.35 inches rearward of the manikin ''H'' point, with the driver's seat in its rearmost driving position, that are not used for controls and displays, are not a telltale, and are capable of being illuminated while a vehicle is in motion, have either (1) light intensity which is manually or automatically adjustable to provide at least two levels of brightness, (2) a single intensity that is barely discernible to a driver who has adapted to dark ambient roadway conditions, or (3) a means of being turned off.

The purpose of this requirement is to ensure the accessibility and visibility of motor vehicle controls and displays and to facilitate their selection under daylight and nightitme conditions, in order to reduce the safety hazards caused by the diversion of the driver's attention from the driving task, and by mistakes in selecting controls.

GM's description of the non-compliance follows:

''*Vehicles involved:* Certain of these 1996 makes and models (with estimated number of cars): Chevrolet Cavalier and Pontiac Sunfire (J cars) coupes and convertibles from start of production to January 16, 1996 (115,351 cars); Pontiac Grand Am, Oldsmobile Achieva, and Buick Skylark (N cars) from start of production to October 31, 1995 (74,902 cars); and Chevrolet Corsica and Chevrolet Beretta (L cars) from start of production to November 13, 1995 (61,738 cars).

Noncompliance: ''These vehicles are equipped with interior lights that illuminate when a door is opened or when the driver activates a switch. Power to the lights is turned on and off by a control module, rather than by direct action of the door or light switches. One of the parts in the control module is a field effect transistor (FET).

''Because of manufacturing variances in the FETs, the condition of the FET in some modules, in combination with the programming of the module, can cause a situation where the module will not turn on the lights when the door is opened. Five minutes later, there is a fifty percent chance that the lights will turn on. If that does not happen, there is an increasing chance at ten, fifteen, twenty, twenty-five, and thirty minutes that the lights will turn on. If the lights are turned on at one of those five minute increments, they will then remain on for up to thirty minutes, unless the fuse is removed to cut power to the module. Moving the light switch or ignition to ''off'' will not cause the module to turn off the lights.

''In August 1995, GM found on 1996 N car in which the interior lights failed to turn on when a door was opened. In September, GM determined the cause of the problem and its supplier of FETs began inspecting 10% of them. In October, GM started its own screening of all incoming FETs. In January 1996, GM learned of and began investigating the potential for the lights to come on and stay on.

''Even in the affected cars, this condition is intermittent. The incidence is higher during cold weather and in vehicles with interior light configurations that place a higher load on the circuit.

''This table identifies the lights in these vehicles that are forward of a transverse vertical plane 4.35 inches rearward of the mannequin ''H'' point with the driver's seat in its rearmost driving position: