

required by the regulations and standards to benefit motor vehicle manufacturers and consumers. Primarily, these labeling requirements (49 CFR parts 569 & 574) help ensure that tires are mounted on appropriate rims; and that the rims and tires are mounted on vehicles for which they were intended.

Description of the need for the information and proposed use of the information—The agency has not considered methods of collecting the required information and providing it to consumers and tire dealers other than permanently labeling motor vehicles, tires, and rims. The safety information provided on the labels is needed throughout the useful life of the motor vehicle, tire, or rim. The permanent vehicle, tire, and rim labels are required by the federal standards for tires and rims. These standards are legal obstacles to reducing the burden of the labeling requirements. The labeling requirements apply to all motor vehicle tires and rims intended for use on the nation's highways regardless of the size of the manufacturer or retreader. The burden to small manufacturers and entities resulting from these labeling requirements cannot be adjusted or minimized since all tires and rims must be labeled with this information.

The estimated number of respondents totals is 6,673.

*Annual estimate total burden:*  
264,444 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on July 2, 1997.

**Phillip A. Leach,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 97-18066 Filed 7-9-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 97-014; Notice 3]

#### Accuride Corporation; Grant of Application for Decision of Inconsequential Noncompliance; Correction

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

**ACTION:** Correction to a notice.

**SUMMARY:** The Docket No. 96-119; Notice 2, as it appeared in the **Federal Register** on June 26, 1997, on pages 34492-34494 is incorrect. It should appear as Docket 97-014; Notice 2.

**Authority:** 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 7, 1997.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 97-18110 Filed 7-9-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 97-027; Notice 2]

#### Cooper Tire & Rubber Company; Receipt of Application for Decision of Inconsequential Noncompliance; Correction

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

**ACTION:** Correction to a notice.

**SUMMARY:** The Docket No. 97-028; Notice 1, as it appeared in the **Federal Register** on April 22, 1997, on page 19651 is incorrect. It should appear as Docket 97-027; Notice 1.

**Authority:** 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 7, 1997.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 97-18111 Filed 7-9-97; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Civil Penalty Policy Under the Small Business Regulatory Enforcement Fairness Act

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of enforcement policy for small entities.

**SUMMARY:** This document announces NHTSA's civil penalty policy for small entities, as required by the Small Business Regulatory Enforcement Fairness Act of 1996.

**DATES:** This policy statement takes effect July 12, 1997.

**FOR FURTHER INFORMATION CONTACT:** Taylor Vinson, Office of Chief Counsel, NHTSA, Room 5219, 400 Seventh St. S.W., Washington, D.C. 20590 (tel. 202-366-5263).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA or the Act) was enacted on March 29, 1996 (Pub. L. 104-121, 5 U.S.C. § 601 note). One of the purposes of the Act is to provide "small entities with a meaningful opportunity for redress of excessive enforcement activities." (Section 203(7)).

Subtitle B of the Act, entitled REGULATORY ENFORCEMENT REFORMS, specifically Section 223, *Rights of small entities in enforcement actions*, addresses how this statutory goal is to be accomplished. For purposes of Subtitle B, a "small entity" has "the same meaning as in section 601 of title 5, United States Code"; in turn, 5 U.S.C. § 601.6 states that a "small entity" has the same meaning as "small business concern" under section three of the Small Business Act. As explained in that Act (15 U.S.C. § 632), a "small business concern" is one that is independently owned and operated and not dominant in its field of operation. The Small Business Administration (SBA) has adopted additional criteria that include the concern's number of employees or the dollar volume of its business. 13 CFR Part 121, *Small business size standards*. Section 121.201 specifically identifies as "small entities" manufacturers of motor vehicles, passenger car bodies, and motor homes that employ 1,000 people or less, and manufacturers of motor vehicle parts and accessories that employ 750 people or less. See 61 FR 3280 (January 31, 1996).