

(e) *Rounding of updated fees.*
Updated fees shall be rounded in the following manner:

(1) Fees between \$1 and \$30 will be rounded to the nearest \$1;
(2) Fees between \$30 and \$100 will be rounded to the nearest \$10;

(3) Fees between \$100 and \$999 will be rounded to the nearest \$50; and
(4) Fees above \$1,000 will be rounded to the nearest \$100.

APPENDIX

[Based on 1996 pay increase and overhead changes]

FEE#	1995 Direct Labor	1996 Direct Labor Updated	Check Process	Govt. Fringes	Total (2+3+4)	Operations Overhead	Office G&A	FHA G&A	Publication Cost	Total Sub (5-9)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
1.	135.07	138.50	1.43	69.34	209.27	29.23	63.75	34.34	5.00	341.59
2.	64.77	66.42	1.43	33.62	101.46	14.17	30.91	16.65	5.00	168.19
3.	1,162.04	1,191.56	1.43	591.12	1,784.11	249.24	543.51	292.73	190.32	3,059.92
4.	22.74	23.32	1.43	12.26	37.01	5.17	11.27	6.07	0.00	59.53
5.	104.68	107.34	1.43	53.89	162.66	22.72	49.55	26.69	0.00	261.63
6.	145.13	148.82	1.43	74.45	224.69	31.39	68.45	36.87	5.00	366.40
7.	73.86	75.74	1.43	38.24	115.40	16.12	35.16	18.93	5.00	190.61
8.	56.40	57.83	1.43	29.36	88.63	12.38	27.00	14.54	5.00	147.55
9.	5.00	5.13	0.72	2.90	8.74	1.22	2.66	1.43	0.00	14.06
10.	12.88	13.21	1.43	7.25	21.89	3.06	6.67	3.59	0.00	35.21
11.	129.38	132.67	1.43	66.44	200.54	28.02	61.09	32.90	3.00	325.55
12.	185.20	189.90	1.43	94.81	286.14	39.97	87.17	46.95	0.00	460.23
40	3,020.52	3,097.24	1.43	1,535.39	4,634.06	647.38	1,411.73	760.34	0.00	7,453.51
41	1,453.28	1,490.19	1.43	739.10	2,230.72	311.63	679.57	366.01	0.00	3,587.94
50i	1,722.81	1,766.57	1.43	876.04	2,644.04	369.37	805.49	433.83	0.00	4,252.73
50ii	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	425.27
51	1.03	1.06	0.72	0.88	2.66	0.37	0.81	0.44	0.00	4.27
52	31.45	32.25	1.43	16.69	50.37	7.04	15.34	8.26	0.00	81.01
70	336.79	345.34	1.69	171.96	518.99	72.50	158.11	85.15	0.00	834.75
80	4.85	4.97	0.72	2.82	8.51	1.19	2.59	1.40	0.00	13.69
81i	41.95	43.02	1.43	22.02	66.47	9.29	20.25	10.91	0.00	106.91
81ii	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00
*101	3.17	3.25	0.72	1.97	5.94	0.83	1.81	0.97	0.00	9.55
*102	16.55	16.97	0.00	8.41	25.38	3.55	7.73	4.16	0.00	40.82
*103	0.55	0.56	0.00	0.28	0.84	0.12	0.26	0.14	0.00	1.36
*104	41.63	42.69	0.00	21.15	63.84	8.92	19.45	10.47	0.00	102.68

*101—Certification of Director, Office of Motor Carrier Application Information Analysis (Fee Set a Rounded Fully Distributed Cost Level—Column (10) Above)—The 1996 Fee Is Set at \$9.00.
 *102—Service Involved on Checking Records To be Certified To Determine Authenticity, Including Clerical Work etc. Incidental Thereto (Fee Set at Rounded Direct Labor Only Level—Column (2) Above)—The 1996 Fee Is Set at \$16.00 Per Hour.
 *103—Electrostatic Copies of Public Documents, at a Specific Per Page Rate With a Minimum Charge of \$5.00 Per Request (Per Page Rate Based on the Rounded Total in Column (5) Above)—The 1996 Fee Is Set at \$.80 Per Page.
 *104—A Fee for Professional Staff Time Will Be Charged When It Is Required To Fulfill a Request For ADP Data (Fee Set at Rounded Direct Labor Only Level—Column (2) Above)—The 1996 Fee Is Set at \$42.00 Per Hour.
Note: This appendix will not appear in the Code of Federal Regulations.

[FR Doc. 99-3510 Filed 2-11-99; 8:45 am]
 BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-98-5033]

RIN No. 2127-AG07

Federal Motor Vehicle Safety Standards; Occupant Protection In Interior Impact

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Final rule; technical amendment.

SUMMARY: In April 1997, we issued a final rule amending its requirements for protecting vehicle occupants from impacts with upper vehicle interiors in crashes. One of the amendments in that final rule changed previously established procedures for relocating specific target points that are used to test compliance with the upper interior impact requirements. The procedure for relocating targets was modified by providing that targets could be relocated within a 25 millimeter (mm) radius sphere centered on the original target point. Prior to the modification, relocation was permitted within a 25 mm radius circle. However, the agency erroneously retained a provision specifying that the radius was to be measured along the surface of the vehicle interior. This technical

conforming amendment eliminates that provision.

DATES: *Effective Date:* The amendment made by this final rule is effective March 15, 1999.

Petitions: Petitions for reconsideration must be received by March 29, 1999.

ADDRESSES: Petitions for reconsideration should refer to the docket number of this rule and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: The following persons at the National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590:

For non-legal issues: Dr. William Fan, Office of Crashworthiness Standards,

NPS-11, telephone (202) 366-4922, facsimile (202) 366-4329, electronic mail "bfan@nhtsa.dot.gov"

For legal issues: Otto Matheke, Office of the Chief Counsel, NCC-20, telephone (202) 366-5253, facsimile (202) 366-3820, electronic mail "omatheke@nhtsa.dot.gov".

SUPPLEMENTARY INFORMATION:

On April 8, 1997, we published a final rule (62 FR 16718) amending the upper interior impact protection requirements in Standard No. 201 "Occupant Protection in Interior Impact" in response to several petitions for reconsideration. Under Standard 201, target points are located in the upper interior of a vehicle and then struck with a test device known as the Free Motion Headform (FMH).

One of the amendments modified the procedure for relocating target points within a vehicle. Some target points need to be relocated because they are not, as initially located under the Standard, suitable for testing. For example, some points may be located on attachments to the vehicle interior, while others may be situated in areas where it is impossible for the specified impact area of the FMH, known as the forehead impact zone, to contact the target point. S10(b) of the Standard specifies a procedure for relocating such target points to facilitate contact between the forehead impact zone and a target point. Prior to the April 1997 final rule, the relocation procedure provided that any target point meeting the criteria justifying relocation could be relocated within a 25 mm radius circle measured along the contour of the vehicle interior from the center of the original target point. Since relocating target points may require movement in

several dimensions, the April 1997 final rule changed the relocation procedure so that target points could be relocated within a 25 mm radius sphere. However, the amendment retained the language indicating that the 25 mm radius would be determined by measuring that distance along the vehicle interior.

The Association of International Automobile Manufacturers (AIAM) wrote NHTSA on November 7, 1997 requesting clarification on a number of issues relating to compliance with the upper interior impact requirements of Standard 201. Among these issues was a reported conflict between the use of a sphere to determine the boundaries of the space within which target points could be relocated and the retention of the language specifying that the radius of this sphere was to be measured along contour of the vehicle interior. AIAM suggested that this language was inappropriate and should be deleted.

We agree with AIAM. AIAM is correct in stating that measuring along a vehicle interior is inconsistent with our decision to substitute a sphere for a circle. The agency is issuing this technical amendment to delete the language providing for measuring the 25 mm along the contour of the vehicle interior.

This technical conforming amendment was not reviewed under E.O. 12866. This amendment does not have any costs or other impacts. NHTSA has considered costs and other factors associated with this amendment, and determined that the amendment does not change any of the conclusions in the April 1997 final rule regarding the impacts of that final rule, including the

impacts on small businesses, manufacturers and other entities.

List of Subjects in 49 CFR Part 571

Motor vehicle safety.

In consideration of the foregoing, NHTSA amends 49 CFR part 571.201 as follows:

PART 571—[AMENDED]

1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.50.

2. Section 571.201 is amended by revising S10(b) to read as follows:

§ 571.201 Standard No. 201, occupant protection in interior impact.

* * * * *

S10—Target locations.

* * * * *

(b) Except as specified in S10(c), in instances in which there is no combination of horizontal and vertical angles specified in S8.13.4 at which the forehead impact zone of the free motion headform can contact one of the targets located using the procedures in S10.1 through S10.13, the center of that target is moved to any location that is within a sphere with a radius of 25 mm, centered on the center of the original target, and that can be contacted by the forehead impact zone at one or more combination of angles.

* * * * *

Issued: January 26, 1999.

L. Robert Shelton,
Associate Administrator for Safety Performance Standards.

[FR Doc. 99-2938 Filed 2-11-99; 8:45 am]

BILLING CODE 4910-59-P