

for importation. The agency then publishes this decision in the **Federal Register**.

Wallace Environmental Testing Laboratories, Inc., of Houston, Texas ("Wallace") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1998 Jeep Wrangler MPVs manufactured for the European and other foreign markets are eligible for importation into the United States. The vehicle which Wallace believes is substantially similar is the 1998 Jeep Wrangler that was manufactured for sale in the United States and certified by its manufacturer, Chrysler Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1998 Jeep Wrangler to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Wallace submitted information with its petition intended to demonstrate that the non-U.S. certified 1998 Jeep Wrangler, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1998 Jeep Wrangler is identical to its U.S. certified counterpart with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 119 *New Pneumatic Tires*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: inscription of the word "Brake" on the brake failure warning light. Petitioner states that the vehicle conforms to the standard even though it is equipped with an odometer that is calibrated in kilometers, because the

odometer is labeled to show that its reading is in kilometers.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Replacement of the headlight assemblies with U.S.-model components; (b) replacement of the taillights with units that conform to the standard; (c) installation of sidemarkers that conform to the standard; (d) installation of a high mounted stop lamp.

Standard No. 111 *Rearview Mirrors*: inscription of the required warning statement on the passenger side rearview mirror.

Standard No. 114 *Theft Protection*: installation of a warning device that activates whenever the key is left in the ignition and the driver's door is opened.

Standard No. 120 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a seat belt warning system with a flashing light that displays the appropriate symbol; (b) installation of U.S.-model driver's and passenger's side air bags and knee bolsters if the vehicle is not already so equipped. The petitioner states that the vehicle is equipped with Type 2 seat belts in the front and rear outboard designated seating positions and that there are no center seating positions in the vehicle.

Standard No. 301 *Fuel System Integrity*: installation of a rollover valve assembly.

Additionally, the petitioner states that a vehicle identification number plate must be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, 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 February 16, 2000.

Marilynne Jacobs,
Director, Office of Vehicle Safety Compliance.
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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Section 5a Application No. 1 (Sub-No. 10)]

Household Goods Carriers Bureau Committee—Agreement

AGENCY: Surface Transportation Board, DOT.

ACTION: Request for comments.

SUMMARY: The Surface Transportation Board published a document in the **Federal Register** of February 11, 2000, concerning the reply due date. This document contained an incorrect date.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 565-1600.

Correction

In the **Federal Register** February 11, 2000, in Section 5a Application No. 1 (Sub-No. 10), on page 7098, in the third column, correct the "Dates" to read:

DATE: Comments are due by March 27, 2000; replies are due April 26, 2000.

Dated: February 16, 2000.

Vernon A. Williams,

Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-534 (Sub-No. 2X)]

Lake State Railway Company—Abandonment Exemption—in Alpena and Presque Isle Counties, MI

On February 2, 2000, Lake State Railway Company (Lake State) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon: (1) a portion of its main line Huron Subdivision extending from the U.S. Highway 23 crossing in Alpena (milepost 125.2) northward to the end of the main line just north of Metz, MI (milepost 151.25); and (2) its entire Rogers City Branch, which extends northward from Lake State's main line at Posen, MI (milepost 141.8), to Rogers City, MI, where it ends at RCB milepost 11.5, a total distance of 37.55 miles in Alpena and Presque Isle Counties, MI. The line segments traverse