

ANNEX A.—CALENDAR YEAR 2001 RECALLS AFFECTING VEHICLES IMPORTED BY REGISTERED IMPORTERS—Continued

Make	Model	Year	Recall No.
SUZUKI	GRAND VITARA	2000	01V146000
TOYOTA	AVALON	2001	01V072000
TOYOTA	CAMRY	1998	01V012000
TOYOTA	CAMRY	1999	01V012000
TOYOTA	CAMRY	2000	01V012000
TOYOTA	CAMRY	2001	01V012000
TOYOTA	CAMRY	2001	01V072000
TOYOTA	SIENNA	2001	01V072000
TOYOTA	TACOMA	2001	01V186000
VOLKSWAGEN	PASSAT	1999	00V414000
VOLKSWAGEN	PASSAT	2000	00V147000
VOLKSWAGEN	PASSAT	2000	01V157000
VOLKSWAGEN	PASSAT	2001	01V157000
VOLVO	ACL	1999	02V037002
VOLVO	C70	1998	00V405000
VOLVO	C70	1999	00V405000
VOLVO	C70	2000	00V405000
VOLVO	S40	2001	01V169000
VOLVO	S70	1998	00V405000
VOLVO	S70	1999	00V405000
VOLVO	S70	2000	00V405000
VOLVO	V40	2001	01V169000
VOLVO	V70	1998	00V405000
VOLVO	V70	1999	00V405000
VOLVO	V70	2000	00V405000
VOLVO	V70	2001	01V100000
VOLVO	V70	2001	01V101000
VOLVO	VN	1998	01V093000
VOLVO	VN	1999	01V093000
VOLVO	VNL	2000	00V232003

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety
Administration

[Docket No. NHTSA-2002-12140]

Notice of Receipt of Petition for
Decision that Nonconforming 1997 and
1998 Ferrari 456 GT and GTA
Passenger Cars Are Eligible for
ImportationAGENCY: National Highway Traffic
Safety Administration, DOT.ACTION: Notice of receipt of petition for
decision that nonconforming 1997 and
1998 Ferrari 456 GT and GTA Passenger
Cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1997 and 1998 Ferrari 456 GT and GTA passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United

States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is June 3, 2002.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.].

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 shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is

capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Anna, California ("G&K") (Registered Importer 90-007) has petitioned NHTSA to decide whether 1997 and 1998 Ferrari 456 GT and GTA passenger cars are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are 1997 and 1998 Ferrari 456 GT and GTA passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1997 and 1998 Ferrari 456 GT and GTA passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that non-U.S. certified 1997 and 1998 Ferrari 456 GT and GTA passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1997 and 1998 Ferrari 456 GT and GTA passenger cars are identical to their U.S. certified counterparts 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*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 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*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

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

Standard No. 101 *Controls and Displays*: (a) Substitution of the word "Brake" for the ECE warning symbol on the markings for the brake failure indicator lamp; (b) replacement of the speedometer with one calibrated in miles per hour. The petitioner states that the entire instrument cluster will be replaced with a U.S.-model component, resulting in the seat belt warning symbol and other warning emblems reading appropriately in English.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker assemblies; (c) installation of U.S.-model high-mounted stop light.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: inscription of the required warning statement on the face of the passenger side rearview mirror, or replacement of the mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: installation of a warning buzzer microswitch in the steering lock assembly, and a warning buzzer with associated wiring.

Standard No. 118 *Power Window Systems*: installation of a relay in the power window control circuit so that the window transport mechanism is inoperative when the ignition switch is in the "off" position.

Standard No. 208 *Occupant Crash Protection*: Replacement of the driver's and passenger's side air bags, knee bolsters, dual air bag control unit, air bag crash sensor, seat belt warning buzzer, and driver's seat belt latch including microswitch with U.S.-model components. The petitioner states that the vehicles are equipped with Type 2 combination lap and shoulder belts which are identical to those installed on the U.S. certified counterpart vehicles. According to the petitioner, these seat belts are automatic, self-tensioning, and capable of being released by means of a single red push button.

Standard No. 214 *Side Impact Protection*: installation of reinforcing bars in the doors.

The petitioner states that the front and rear bumpers of the vehicle will be modified with steel or replaced with U.S.-model bumper assemblies to meet the requirements of the Bumper Standard found in 49 CFR part 581.

The petitioner also states that all vehicles will be inspected prior to importation to ensure that all required anti-theft devices identical to those found on the U.S. certified counterpart vehicles are installed. Any modifications necessary to achieve compliance with the Theft Prevention Standard in 49 CFR part 541 will be made at that time.

In addition, the petitioner states that a vehicle identification number (VIN) plate must be affixed to the vehicles so that it is readable from outside the driver's windshield pillar, and a reference and certification label must be affixed to the edge of the driver's side door or to the latch post nearest the driver to meet the requirements of 49 CFR part 565.

The petitioner lastly states that a certification label will be affixed to the driver's side doorjamb to meet the

requirements of the vehicle certification regulations in 49 CFR part 567.

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. [Docket hours are from 9 am to 5 pm]. 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: April 30, 2002.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 02-11051 Filed 5-2-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34173]

Fillmore & Western Freight Service, LLC—Lease and Operation Exemption—Ventura County Transportation Commission

Fillmore & Western Freight Service, LLC (F&W), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease and operate a line of railroad owned by the Ventura County Transportation Commission (VCTC) between approximately milepost 403.2 at Ventura and milepost 435.1 at Rancho Camulos, a total distance of approximately 31.9 miles in Ventura County, CA.¹

F&W indicates that it intends to consummate the transaction on or soon after the April 10, 2002 effective date of

¹ F&W states that The Union Pacific Railroad Company currently provides freight service over a portion of the line. Also, an affiliate of F&W presently provides excursion passenger service and specialized rail related services to the motion picture industry over a portion of the line, and provides maintenance on the line under contract with VCTC.