

State/urbanized area (UZA)	UZA 2000 population	Area comparison to 1990 Census TMAs; population
San Antonio, TX .....	1,327,554	No change.
Austin, TX .....	901,920	No change.
El Paso, TX .....	674,801	No change.
McAllen, TX .....	523,144	Name Change.
Denton—Lewisville, TX .....	299,823	TMA formed by UA merger with Name Change.
Corpus Christi, TX .....	293,925	No change.
Lubbock, TX .....	202,225	New TMA.
State Total .....	12,191,560	
Utah		
Salt Lake City, UT .....	887,650	Reduced in Geographic Area.
Ogden—Layton, UT .....	417,933	Name Change, Increased in Geographic Area.
Provo—Orem, UT .....	303,680	No change.
State Total .....	1,609,263	
Vermont		
State Total.		
Virginia		
Virginia Beach, VA .....	1,394,439	Name Change, Reduced in Geographic Area.
Richmond, VA .....	818,836	TMA formed by UA merger with Name Change.
State Total .....	2,213,275	
Washington		
Seattle, WA .....	2,712,205	TMA formed by UA split with UA merger.
Spokane, WA—ID .....	334,858	Name Change.
State Total .....	3,047,063	
West Virginia		
State Total.		
Wisconsin		
Milwaukee, WI .....	1,308,913	No change.
Madison, WI .....	329,533	No change.
State Total .....	1,638,446	
Wyoming		
State Total.		
Puerto Rico		
San Juan, PR .....	2,216,616	TMA formed by UA merger with Name Change.
Aguadilla—Isabela—San Sebastian, PR .....	299,086	New TMA with Name Change.
State Total .....	2,515,702	
U.S. Totals .....	163,700,187	
U.S. & Puerto Rico Totals .....	166,215,889	

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****[Docket No. NHTSA 2002-11420, Notice 2]****DaimlerChrysler Corporation, Inc.,  
Grant of Application for Decision of  
Inconsequential Noncompliance**

DaimlerChrysler Corporation, Inc., (DaimlerChrysler) has determined that approximately 28,265 of its model year 2002 RS vehicles (Dodge and Chrysler mini-vans) do not meet the labeling requirements of paragraph S5.3 of Federal Motor Vehicle Safety Standard (FMVSS) No. 120 "Tire Selection and Rims for Motor Vehicles Other than Passenger Cars." Pursuant to 49 U.S.C. 30118(d) and 30120(h), DaimlerChrysler

has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR section 573, "Defect and Noncompliance Reports."

Notice of receipt of the application was published, with a 30-day comment period, on February 6, 2002, in the **Federal Register** (67 FR 5640). NHTSA received no comments.

DaimlerChrysler determined that the rim size was inadvertently omitted from the tire size designation included on the certification label affixed to 28,265 of its model year 2002 RS vehicles. The recommended tire size designation for these vehicles is P215/65R16. Due to an error in the printing process, the rim size designation number, specifically the number 16, was inadvertently omitted from the certification label. As a result, the recommended tire size designation on the vehicle's certification

label reads as "P215/65R," rather than "P215/65R16."

DaimlerChrysler believes that the noncompliance is inconsequential to motor vehicle safety for several reasons. First, the noncompliant 2002 RS vehicles were constructed with P215/65R16 tires. DaimlerChrysler believes that most vehicle owners, dealers, and tire service technicians would refer to the vehicles' existing tires (specifically P215/65 R16 tires) to determine the appropriate size for a replacement tire rather than to the certification label. Second, the certification label lists the complete designated rim size, including the rim diameter, appropriate for the P215/65 R16 tires.

The agency believes the true measure of inconsequentiality with respect to the noncompliance with FMVSS No. 120, paragraph S5.3, is whether the tire rim size information is indicated to the consumer on the certification label. Normally, both the tire size and rim

type designations that appear on the vehicle certification label indicate the recommended rim size. In the case of this noncompliance, the rim size is missing only from the tire size designation. Therefore, the consumer can still determine the recommended rim size from the rim type designation on the certification label.

In consideration of the foregoing, NHTSA has decided that the applicant has met its burden of persuasion that the noncompliance described is inconsequential to motor vehicle safety. Accordingly, DaimlerChrysler's application is hereby granted, and the applicant is exempted from the obligation of providing notification of, and a remedy for, the noncompliance. (49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8).

Issued on: July 2, 2002.

**Stephen R. Kratzke,**

*Associate Administrator for Safety Performance Standards.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-12366 Notice 1]

#### General Motors Corporation; Receipt of Application for Determination of Inconsequential Noncompliance

General Motors Corporation (GM) of Warren, Michigan has applied to be exempted from the notification and remedy requirements of the 49 U.S.C. Chapter 301 "Motor Vehicle Safety" for noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 209 "Seat Belt Assemblies," on the basis that the noncompliance is inconsequential to motor vehicle safety. GM has filed a report of noncompliance pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120, and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Pursuant to the requirements of 49 CFR part 556, GM requests exemption from the notification and remedy requirements of 49 U.S.C. sections 30118(d) and 30120(h). This exemption is requested for noncompliance with certain provisions of FMVSS No. 209. Based on its review of an analysis provided by TK Holdings, Inc. (TKH), the seat belt supplier, both GM and TKH

believe that due to redundant emergency locking features of the subject safety belts, combined with the very low number of potentially noncomplying belts, the noncompliance in question is inconsequential to motor vehicle safety.

#### Summary of the Petition

According to GM, certain 2001 and 2002 vehicles that it produced between July 1, 2000 and April 29, 2002 may not meet the requirements of S4.3(j)(1) of FMVSS No. 209. Specifically, it is possible that approximately 90 seat belt assemblies per million (0.009%) produced by TKH between July 1, 2000 and January 14, 2002 for the front outboard seats, might not lock before the webbing extends 25 mm (1 inch) when the retractor assembly is subjected to an acceleration of 7 m/s<sup>2</sup> (0.7 g). For vehicles produced from January 15, 2002 through April 29, 2002, the frequency of the noncompliance declines to approximately 32 assemblies per million (0.003%). The noncompliance occurs because the vehicle-sensitive emergency locking system in a small number of seat belt assemblies can be disabled by atypical handling during transit from TKH to the seat suppliers or during installation in the vehicle seats. The specific noncompliance is discussed in more detail in the April 9, 2002 Part 573 report submitted to NHTSA.

The noncompliance initially was discovered by TKH when seat belt assemblies shipped to Europe for ECE Type Approval were returned because of the noncomplying condition. During inspections of completed seating units at some of the seat assembly plants, a small number of seat belt assemblies were discovered in which the vehicle-sensitive emergency locking system was not functioning. Upon analysis of these parts, TKH determined that there was a possibility that atypical handling during transit could disable this vehicle-sensitive emergency locking function in approximately 58 out of every 1 million retractors. TKH also determined that subsequent handling of the seat belt assemblies at the seat-manufacturing facilities could produce additional incidents on the order of 32 per million retractors, for a total of 90 retractor assemblies per million.

On January 15, 2002, TKH initiated a 100% inspection of the seat belt assemblies upon their arrival at the seat-manufacturing facilities, and some inspections of the seat belts after installation in seats was started on January 30, 2002. During March and April of 2002, upon learning that handling of the seat belt assemblies at

the seat-manufacturing facilities also could disable the vehicle-sensitive emergency locking function, TKH progressively initiated (or reinitiated) a 100% inspection of the seat belts in assembled seats. GM claims that, for seating units produced prior to January 15, 2002, there is a potential noncompliance of 90 belts per million produced, and for seating units produced from January 15, 2002 through April 29, 2002, there is a potential noncompliance of 32 belts per million produced.

Since April 30, 2002, when all seat belts and all seating units have been subjected to a 100% inspection, GM is confident that all vehicles produced include belts assemblies that comply with the emergency locking requirements of FMVSS 209. Further, beginning in April 2002, a design change was made to this emergency locking system to improve the robustness of the mechanism to make sure that it cannot be disabled by handling during shipping or during installation in the seats. TKH intends to end the 100% inspection of seating units and seat belt assemblies after a high level of confidence is established by inspecting the improved assemblies.

Based on the TKH analysis to date, GM estimates that in the approximately 1,870,000 vehicles produced between May 2000 (the earliest vehicle production start date among the affected vehicles) and April 29, 2002, there are approximately 271 noncomplying seat belt assemblies. This represents a combined rate of approximately 0.007%.

#### Availability of the Petition and Other Documents

The petition and other relevant information are available for public inspection in NHTSA Docket No. NHTSA-2002-12366. You may call the Docket at (202) 366-9324 or you may visit the Docket Management in Room PL-401, 400 Seventh Street SW, Washington, DC 20590 (10:00 a.m. to 5:00 p.m., Monday through Friday). You may also view the petition and other relevant information on the internet. To do this, do the following:

(1) Go to the Docket Management System (DMS) Web page of the Department of Transportation (<http://dms.dot.gov/>).

(2) On that page, click on "simple search."

(3) On the next page (<http://dms.dot.gov/searchform.simple.cfm/>), type in the docket number "12366." After typing the docket number, click on "search."