

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: (a) Installation of U.S.-model headlamps; (b) installation of U.S.-model side markers; (c) installation of U.S.-model tail lamp assemblies which incorporate rear sidemarker lights; (d) installation of a U.S.-model high mounted stop light assembly if the vehicle is not already so equipped.

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

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

Standard No. 114 Theft Protection: activation of the warning buzzer.

Standard No. 118 Power Window Systems: reprogramming of the power window system so that the windows will not operate with the ignition off.

Standard No. 201 Occupant Protection in Interior Impact: inspection of each vehicle to ensure that appropriate components have been installed to meet the requirements of the standard, and replacement of any component that is not a U.S.-model part. The petitioner states that the manufacturer has identified the vehicle as meeting the upper interior head impact requirements of the standard.

Standard No. 208 Occupant Crash Protection: (a) Activation of the seat belt warning buzzer by reprogramming the unit; (b) inspection of all vehicles and replacement of the driver's and passenger's side air bags, control units, sensors, and seat belts with U.S.-model components on vehicles that are not already so equipped. Petitioner states that the front and rear outboard designated seating positions have combination lap and shoulder belts that are self-tensioning and that release by means of a single red pushbutton. Petitioner further states that the vehicles are equipped with a seat belt warning lamp that is identical to the lamp installed on U.S.-certified models.

Standard No. 301 Fuel System Integrity: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

The petitioner states that the bumpers and bumper support structure on all vehicles must be inspected and, where necessary, replaced with U.S.-model bumper shocks, reinforcements, and pads to meet the Bumper Standard found in 49 CFR Part 581.

The petitioner also states that a vehicle identification plate must be affixed to the vehicles near the left

windshield post and a reference and certification label must be affixed in the area of the left front door post to meet the requirements of 49 CFR Part 565.

The petitioner states that because anti-theft devices are installed on the vehicles, they are with exempt from the parts marking requirements of the Theft Prevention Standard at 49 CFR Part 541

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 a.m. to 5 p.m.]. 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: July 18, 2002.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance. [FR Doc. 02-18756 Filed 7-24-02; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-12731]

Notice of Receipt of Petition for Decision That Nonconforming Left-Hand Drive Japanese Market 1997 Jeep Grand Cherokee Multipurpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming left-hand drive (LHD) Japanese Market 1997 Jeep Grand Cherokee multipurpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that LHD 1997 Jeep Grand Cherokee MPVs manufactured for sale in Japan that were

not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is August 26, 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**.

Auto Enterprises of Warren Michigan (Registered Importer 93-013) has petitioned NHTSA to decide whether LHD 1997 Jeep Grand Cherokee MPVs originally manufactured for sale in Japan are eligible for importation into the United States. The vehicles which Auto Enterprises believes are

substantially similar are 1997 Jeep Grand Cherokee MPVs that were manufactured for 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 LHD Japanese Market 1997 Jeep Grand Cherokee MPVs 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.

Auto Enterprises submitted information with its petition intended to demonstrate that non-U.S. certified LHD Japanese Market 1997 Jeep Grand Cherokee MPVs, 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 LHD Japanese Market 1997 Jeep Grand Cherokee MPVs are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 101 *Controls and Displays*, 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic and Electric Brake Systems*, 106 *Brake Hoses*, 111 *Rearview Mirrors* (noting that the required warning statement is inscribed on the passenger-side rearview mirror), 113 *Hood Latch Systems*, 114 *Theft Protection* (noting that an audible alarm is activated when the ignition key is left in the ignition lock and the driver's door is open), 116 *Motor Vehicle Brake Fluids*, 118 *Power Window Systems* (noting that the power window transport is not activated when the ignition is switched off) 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 120 *Tire Selection and Rims for Vehicles other than Passenger Cars* (noting the presence of an OEM Export label in the door jamb that contains the required tire and rim information), 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*, 208 *Occupant Crash Protection* (noting that the vehicle is equipped with a safety belt warning buzzer and dash panel light, with U.S.-model driver's and passenger's side air bags, and with Type 2 seat belts in all front and rear outboard seating positions), 209 *Seat Belt*

Assemblies, 210 *Seat Belt Assembly Anchorage*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified LHD Japanese Market 1997 Jeep Grand Cherokee MPVs comply with the Bumper Standard found in 49 CFR part 581, and with the Vehicle Identification Number (VIN) plate requirement of 49 CFR part 565.

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

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: replacement of the left and right headlamps, front markers, and front park lamps with U.S.-model components.

The petitioner states that all vehicles must be inspected prior to importation for compliance with the Theft Prevention Standard found in 49 CFR part 541, and that U.S.-model anti-theft devices must be installed on all vehicles lacking that equipment.

The petitioner also states that a certification label must be affixed to the left front door jamb to meet the requirements of 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 a.m. to 5 p.m.]. 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: July 18, 2002.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 02-18757 Filed 7-24-02; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-2002-11270, Notice No. 02-07]

Modification to Safety Advisory Concerning the Retesting of Cylinders Without Calibration of Test Equipment

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Modification of a safety advisory notice.

SUMMARY: On July 9, 2002, Research and Special Programs Administration (RSPA; we) published a safety advisory notice in the **Federal Register** (67 FR 45582) advising the public that we are investigating the alleged improper marking of DOT-specification cylinders and/or tube trailers by BKC Industries, Inc. 2117 Will Suitt Road, Creedmore, NC 27522. This safety advisory notice modifies the July 9, 2002 safety advisory notice.

FOR FURTHER INFORMATION CONTACT:

Raymond LaMagdelaine, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, Telephone: (202) 366-4700, Fax: (202) 366-2784; or Mark Toughiry, Office of Hazardous Materials Technology, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, Telephone: (202) 366-4545, Fax: (202) 366-3650.

SUPPLEMENTARY INFORMATION: The cylinders and tube trailers at issue in the July 9, 2002 safety advisory and in this safety advisory notice were marked by BKC industries, Inc. with the retester identification number (RIN) D236 and stamped with a retest date between August 1998 and October 2001. In the previous safety advisory notice, RSPA recommended that filled cylinders and tube trailers should be vented or otherwise safely discharged and then taken to a DOT-authorized cylinder retest facility for retesting. In addition, we recommended that the cylinders and tube trailers not be filled, refilled, or used for the their intended purpose until they had been reinspected, retested and recertified by a DOT-authorized facility.

Upon further review of this matter, we believe that the cylinders and tube trailers subject to the safety advisory notice may continue in service provided each cylinder and tube trailer is thoroughly inspected by external visual