

manufacturers to modify their dealer notification letters is 250 hours (500 manufacturers \times $\frac{1}{2}$ hour letter modification time). However, the agency estimates that in any given year that 85 percent of the 300 annual recalls are conducted by approximately 50 manufacturers who conduct more than one safety recall per year on a regular basis. The remaining 45 recalls per year (15 percent) are conducted by manufacturers who conduct recalls on an infrequent basis. In year one the agency estimates that all 50 of the manufacturers who conduct recalls on a regular basis along with 45 manufacturers who conduct recalls on an infrequent basis will have to modify their dealer notification letters, resulting in 95 out of the 500 affected manufacturers having to modify their dealer notification letters in year one. In years two through ten 45 of the remaining 405 remaining manufacturers who conduct recalls infrequently will have to modify their dealer notification letters each year. This would result in an annual hour burden of 47.5 hours for the first year (95 affected manufacturers \times $\frac{1}{2}$ hour letter modification time) and 22.5 hours for the second through tenth years (45 affected manufacturers per year \times $\frac{1}{2}$ hour letter modification time).

This burden will be a one-time occurrence because the rule will impose little or no time burden for recalls after the first one a manufacturer conducts after revising its dealer notification letter. Manufacturers are already required by statute to notify their dealers about safety recalls. This rule does not alter the information that a manufacturer is now required to provide to dealers about individual recalls.

The agency expects that for 20 percent of the safety recalls conducted annually—or about 60—the manufacturer will request a delay in sending dealer notification. The agency estimates that the average preparation time for such a letter will be about $\frac{1}{2}$ hour. Accordingly, the total annual hour burden hours for preparing letters requesting a delay in providing dealer notification will be about 30 hours (60 recalls \times $\frac{1}{2}$ hour per recall).

The agency estimates that the total annual hour burden on respondents of the information collection requirement of this final rule will be 30 hours, plus a one-time burden of 250 hours, spread over a period of ten years.

The agency estimates that the hourly labor cost for manufacturers for revising the dealer notification letters will be \$50. With the estimated $\frac{1}{2}$ hour needed to revise the letter for each of 500 manufacturers, the total labor cost of revising the dealer notification letters

would be \$12,500. Since the number of safety recalls per year is approximately 300, not all manufacturers will incur the cost of revising the letter in the same year. If 95 manufacturers modify their dealer notification letters in year one and 45 of the remaining 405 manufacturers modify their dealer notification letters in years two through ten, the cost would be spread over a minimum of ten years. This would result in an annual cost burden of \$2,375 for the first year and \$1,125 per year for the second through tenth years.

As stated earlier, the burden is likely to be a one-time occurrence in most cases, since most manufacturers use form notifications that will only need to be revised once. After a manufacturer has revised its form notification, the cost of subsequent letters will be no greater than that for the notification that a manufacturer is presently required by statute to send to dealers.

The agency estimates that the labor cost to manufacturers for preparation of requests for delay of dealer notification will also be about \$50 per hour. Thus, for 60 such requests per year, with an average preparation time of $\frac{1}{2}$ hour each, the annual labor cost to manufacturers will be approximately \$1,500.

In summary, the agency estimates that the total annual cost to respondents will be approximately \$1,500, plus a one-time-only cost of \$12,500, spread over a period of ten years.

There is no recordkeeping burden associated with this rulemaking.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: November 24, 1997.

Kenneth N. Weinstein,

Associate Administrator For Safety Assurance.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3156]

Notice of Receipt of Petition for Decision That Nonconforming 1973-1975 Volkswagen Type 181 ("The Thing") Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1973-1975 Volkswagen Type 181 ("The Thing")

multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1973-1975 Volkswagen Type 181 ("The Thing") MPVs 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 December 31, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: U.S. Department of Transportation Dockets, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 10 am to 5 pm).

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**.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("Wallace") (Registered Importer 90-005) has petitioned NHTSA to decide whether 1973-1975 Volkswagen Type 181 ("The Thing") MPVs are eligible for importation into the United States. The vehicles which Wallace believes are substantially similar are 1973-1975 Volkswagen Type 181 ("The Thing") MPVs 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 1973-1975 Volkswagen Type 181 ("The Thing") 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.

Wallace submitted information with its petition intended to demonstrate that non-U.S. certified 1973-1975 Volkswagen Type 181 ("The Thing") 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 1973-1975 Volkswagen Type 181 ("The Thing") MPVs are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 124 *Accelerator Control Systems*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 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*: inscription of appropriate words or symbols to identify the controls for the hazard warning signal, the windshield defrosting and defogging system, the lights. The petitioner states that the vehicle is equipped with an odometer that is labeled at the factory as being calibrated in kilometers, precluding the need for any alteration to comply with the standard.

Standard No. 103 *Defrosting and Defogging System*: replacement with a U.S.-model component.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model headlights; (b) installation of U.S.-model front turn signal lamps; (c) installation of U.S.-model taillight assemblies.

Standard No. 111 *Rearview Mirror*: installation of a passenger side rearview mirror.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles other than Passenger Cars*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: (a) Replacement of the seat belts in the front seating positions with U.S.-model components; (b) installation of U.S.-model seat belts in the rear seating positions.

Standard No. 209 *Seat Belt Assemblies*: replacement of all seat belt assemblies supplied with the vehicle.

The petitioner also 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: November 24, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 97-3157]

Notice of Receipt of Petition for Decision That Nonconforming 1996 Audi Avant Quattro Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1996 Audi Avant Quattro passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1996 Audi Avant Quattro that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is December 31, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: U.S. Department of Transportation Dockets, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 10 am to 5 pm].

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.