

Volkswagen disputed Champagne's claim that the 1996 Audi Avant Quattro complies with the Bumper Standard found in 49 CFR Part 581. Volkswagen asserted that the bumpers and their supporting structure on the 1996 Audi Avant Quattro do not conform to the standard. In order to achieve conformance, Volkswagen contended that the vehicle's frame rails must be modified, metallic impact absorbers must be added, and the bumper components must be changed.

Additionally, Volkswagen stated that the 1996 Audi A6 Quattro has been designated a high theft line vehicle under the Theft Prevention Standard at 49 CFR Part 541. Volkswagen contended that the 1996 Audi A6 Quattro received an exemption from the parts marking requirements of the standard on the basis that it is equipped with an anti-theft system which differs from the system found on the 1966 Audi Avant Quattro. As a consequence, Volkswagen asserted that the 1966 Audi Avant Quattro would have to be modified prior to importation so that it is equipped with the same anti-theft system as that found on the 1966 Audi A6 Quattro.

NHTSA accorded Champagne an opportunity to respond to Volkswagen's comment. In its response, Champagne stated that it compared the part numbers for the bumpers and associated structural components on the 1966 Audi Avant Quattro to those on the 1966 Audi A6 Quattro, and found them to be all identical with the exception of those for the impact absorbers. As a consequence, Champagne stated that it would replace any impact absorbers that do not have identical part numbers to those found on the 1966 Audi A6 Quattro. Champagne additionally asserted that it is not necessary to make any frame rail modifications, to perform structural welding, or to make any other component changes to conform the 1966 Audi Avant Quattro to the Bumper Standard. With respect to the Theft Prevention Standard issue raised by Volkswagen, Champagne stated that all 1996 Audi Avant Quattros will be modified prior to importation so that they conform to the standard in a manner that is identical or substantially similar to that of the 1966 Audi A6 Quattro.

NHTSA believes that Champagne's response adequately addresses the comments that Volkswagen has made regarding the petition. NHTSA further notes that those comments raise no issues regarding the capability of the vehicle to comply with the Federal motor vehicle safety standards. Accordingly, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-238 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1996 Audi Avant Quattro passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1996 Audi A6 Quattro passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: March 13, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
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DEPARTMENT OF TRANSPORTATION

Research and Special Program Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applicants for exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before April 17, 1998.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, Room 8421, DHM-30, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION: Copies of the application (See Docket Number) are available for inspection at the New Docket Management Facility, PL-401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW, Washington, DC 20590.

This notice of receipt of applications for new exemptions is published in accordance with Part 107 of the Hazardous Materials Transportations Act (49 U.S.C. 1806; 49 CFR 1.53(e)).

Issued in Washington, DC, on March 12, 1998.

J. Suzanne Hedgepeth,

Director, Office of Hazardous Materials, Exemptions and Approvals.

NEW EXEMPTIONS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12044-N	RSPA-98-3612	Reagent Chemical & Research, Inc., Houston, TX.	49 CFR 179.3	To authorize the transportation in commerce of DOT 111A100W5 tank cars that exceed the authorized load capacity for use in transporting hydrochloric acid, Class 8. (mode 2)

NEW EXEMPTIONS—Continued

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12045-N	RSPA-98-3613	Jefferson Smurfit Corp., Fernandina Beach, FL.	49 CFR 174.67 (i) & (j) ...	To authorize tank cars loaded with chlorine to stand with unloading connections attached after unloading is completed and remain attached to transfer connection without the physical presence of an unloader. (mode 2)
12046-N	RSPA-98-3614	Univ. of Colorado Health Sciences Center, Den- ver, CO.	49 CFR 171 to 178	to authorize the transportation in commerce of various hazardous materials in small quantities inside lab packs without required markings and labelling as essentially non-regulated. (mode 1)

Note: In **Federal Register** Vol. 63, No. 35, Monday, February 13, 1998, Page 9043, Application No. 12038-N, SPA-98-3461 for Duracool Limited, the summary should have appeared as Regulations Affected: 49 CFR 173.304(a), 173.304(d)(3)(ii), 172.301 (a) & (c): To authorize the transportation in commerce of a Division 2.1 liquefied refrigerant gas, in DOT Specification 2Q containers, at a charging pressure in excess of the authorized maximum.

[FR Doc. 98-7025 Filed 3-17-98; 8:45 am]

BILLING CODE 4910-60-M

ACTION: List of applications for modification of exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier **Federal Register** publications, they are not repeated here. Requests for modifications of exemptions (e.g., to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) are described in footnotes to the

application number. Application numbers with the suffix "M" denote a modification request. These applications have been separated from the new applications for exemptions to facilitate processing.

DATES: Comments must be received on or before April 2, 1998.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption number.

FOR FURTHER INFORMATION: Copies of the applications are available for inspection in Dockets Unit, Room 8426, Nassif Building, 400 7th Street SW, Washington, DC.

DEPARTMENT OF TRANSPORTATION

Research and Special Programs
AdministrationOffice of Hazardous Materials Safety;
Notice of Applications for Modification
of Exemption

AGENCY: Research and Special Programs Administration, DOT.

Application No.	Docket No.	Applicant	Modification of exemption
7835-M	Matheson Gas Products, East Rutherford, NJ (See Footnote 1)	7835
8096-M	Scott High Pressure Technology, Plumsteadville, PA (See Footnote 2)	8096
11270-M	The Specialty Chemicals Div. of B.F. Goodrich, Co., Cleveland, OH (See Footnote 3)	11270
11998-M	RSPA-97-3246	Union Tank Car Co., East Chicago, IN (See Footnote 4)	11998
12018-M	RSPA-98-3348	MVE, Inc., New Prague, MN (See Footnote 5)	12018
12041-M	RSPA-98-3480	General Electric Plastics, Pittsfield, MA (See Footnote 6)	12041

(1) To modify the exemption to provide for an additional pallet design for use in transporting compressed gas cylinders.

(2) To modify the exemption to provide for an alternative material to be used in manufacturing non-DOT specification steel cylinders for use in transporting Division 2.2 material.

(3) To modify the exemption to provide for unloading valves to remain open when rail cars are standing with unloading connections attached.

(4) To reissue the exemption originally issued on an emergency basis to authorize the transportation of DOT Specification 105J200W tank cars transporting various hazardous materials not meeting SP B74.

(5) To reissue the exemption originally issued on an emergency basis to authorize the bulk transportation of refrigerated liquids in cargo tanks when mounted on motor vehicles and provide for additional tanks.

(6) To reissue the exemption originally issued on an emergency basis to use an alternate method of testing of certain cylinders for transporting Division 2.3 material.