

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on April 1, 2005.

Marlene Markison,

Associate Administrator for Injury Control Operations & Resources.

[FR Doc. 05-7203 Filed 4-8-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 10, 2004, Vol.69, No.237, Pages 71871-71872.

DATES: Comments must be submitted on or before May 11, 2005.

FOR FURTHER INFORMATION CONTACT: Ron Filbert at the National Highway Traffic Safety Administration, Office of Injury Control Operations & Resources (NTI-200), 202-366-2701. 400 Seventh Street, SW., Rm. 5125, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Uniform Criteria for State Observational Surveys of Seat Belt Use- Sec. 157.

OMB Number: 2127-0597.

Type of Request: Extension to a previously approved collection of information.

Abstract: This collection would require the respondents, which are the States, the District of Columbia, and Puerto Rico to provide seat belt use survey information to NHTSA before they receive grant money. To be eligible for Incentive grant funding, the surveys must be completed by the end of the calendar year and submitted to NHTSA by March 1 of the following calendar year.

Affected Public: The 50 States, The District of Columbia, & Puerto Rico.

Estimated Total Annual Burden: 17,972.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on April 1, 2005.

Marlene Markison,

Associate Administrator for Injury Control Operations & Resources.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information

Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 10, 2004, Vol.69, No.237, Pages 71871-71872.

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SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 23 CFR, Part 1345, Occupant Protection Incentive Grant—Section 405.

OMB Number: 2127-0600.

Type of Request: Extension to a previously approved collection of information.

Abstract: An occupant protection incentive grant is available to states that can demonstrate compliance with at least four of six criteria. Demonstration of compliance requires submission of copies of relevant seat belt and child passenger protection statutes, plan and /or reports on statewide seatbelt enforcement and child seat education programs and possibly some traffic court records.

Affected Public: The 50 States, the District of Columbia, Puerto Rico, American Samoa, Guam, Northern Marianas and Virgin Islands.

Estimated Total Annual Burden: 1,736.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A Comment to OMB is most effective if

OMB receives it within 30 days of publication.

Issued in Washington, DC, on April 1, 2005.

Marlene Markison,

Associate Administrator for Injury Control Operations & Resources.

[FR Doc. 05-7205 Filed 4-8-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-20386]

Insurance Cost Information Regulation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Notice of Availability.

SUMMARY: This notice announces publication by NHTSA of the 2005 text and data for the annual insurance cost information booklet that all car dealers must make available to prospective purchasers, pursuant to 49 CFR 582.4. This information is intended to assist prospective purchasers in comparing differences in passenger vehicle collision loss experience that could affect auto insurance costs.

ADDRESSES: Interested persons may obtain a copy of this booklet by contacting the U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. [Docket hours are from 10 a.m. to 5 p.m.].

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Chief, Consumer Standards Division, NHTSA, 400 Seventh Street SW., Washington, DC 20590 (202-366-0846).

SUPPLEMENTARY INFORMATION: Pursuant to section 201(e) of the Motor Vehicle Information and Cost Savings Act, 15 U.S.C. 1941(e), on March 5, 1993, 58 FR 12545, the National Highway Traffic Safety Administration (NHTSA) amended 49 CFR Part 582, *Insurance Cost Information Regulation*, to require all dealers of automobiles to distribute to prospective customers information that compares differences in insurance costs of different makes and models of passenger cars based on differences in damage susceptibility.

Pursuant to 49 CFR 582.4, all automobile dealers are required to make available to prospective purchasers booklets that include this comparative information as well as certain mandatory explanatory text that is set out in section 582.5. Early each year, NHTSA produces this booklet updating

the Highway Loss Data Institute's (HLDI) December Insurance Collision Report.

NHTSA is mailing a copy of the 2005 booklet to each dealer that the Department of Energy uses to distribute the "Gas Mileage Guide." Dealers will have the responsibility of reproducing a sufficient number of copies of the booklet to assure that they are available for retention by prospective purchasers by May 11, 2005. Dealers who do not receive a copy of the booklet within 15 days of the date of this notice should contact Ms. Rosalind Proctor of NHTSA's Office of International Policy, Fuel Economy and Consumer Programs (202) 366-0846 to receive a copy of the booklet and to be added to the mailing list. Dealers may also obtain a copy of the booklet through the NHTSA Web page at: <http://www.nhtsa.dot.gov/cars/problems/studies/InsCost>. (49 U.S.C. 32302; delegation of authority at 49 CFR 1.50(f).)

Issued on: April 1, 2005.

Roger A. Saul,

Director, Crashworthiness Standards.

[FR Doc. 05-7207 Filed 4-8-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition To Modify an Exemption of a Previously Approved Antitheft Device; General Motors Corporation

AGENCY: National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

ACTION: Grant of a petition to modify an exemption from the Parts Making Requirements of a previously approved antitheft device.

SUMMARY: This notice grants in full GM's second petition to modify the exemption of the previously approved antitheft device for the Cadillac DeVille vehicle line beginning with model year (MY) 2006. This notice also acknowledges GM's notification that the nameplate for the Cadillac DeVille vehicle line will be changed to Cadillac DTS beginning with the 2006 model year. NHTSA is granting GM's petition to modify the exemption because it has determined that, based on substantial evidence provided by GM, that the modified antitheft device described in GM's petition is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-making requirements.

DATES: The exemption granted by this notice is effective beginning with model year (MY) 2006.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2290.

SUPPLEMENTARY INFORMATION: On April 27, 1990, NHTSA published in the **Federal Register** a notice granting in part the petition from GM for an exemption from the parts-making requirements of the Theft Prevention Standard (49 CFR Part 541) for the MY 1991 Cadillac DeVille vehicle line. The DeVille was equipped with the "PASS-Key" antitheft device (*see* 55 FR 17854). On June 2, 1999, NHTS published in the **Federal Register** a notice granting in full GM's petition for modification of the previously approved antitheft device for the Cadillac DeVille vehicle line beginning with the 2000 model year. The DeVille was equipped with the "PASS-Key III" antitheft device (*see* 64 FR 29736). On February 15, 2005, GM submitted a second petition to modify an exemption of its existing antitheft device. GM's submission is a complete petition, as required by 49 CFR 543.9(d), in that it meets the general requirements contained in 49 CFR 543.5 and the specific content requirements of 49 CFR 543.6 GM's petition provides a detailed description of the identity, design and location of the components of the antitheft system proposed for installation beginning with the 2006 model year.

GM's petition also informed the agency of its planned nameplate change for the Cadillac DeVille to the Cadillac DTS nameplate beginning with the 2006 model year. GM stated that the Cadillac DeVille will continue to be built on the existing "K" car platform from which the Cadillac DeVille line is currently built.

GM stated that the current antitheft device ("PASS-Key III") installed on the Cadillac DeVille vehicle line provides protection against unauthorized starting and fueling of the vehicle engine.

GM stated that the antitheft device is designed to be active at all times without direct intervention by the vehicle operator, and that no specific or discrete security system action is necessary to achieve protection of the device. The device is fully armed immediately after the vehicle has been turned off and the key has been removed.