

and knee bolsters, and with Type 2 seat belts in all designated seating positions.

Standard No. 214 *Side Impact*

*Protection*: installation of door beams.

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.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1993, 1995, and 1996 Porsche Carrera 2-door passenger cars must be reinforced to comply with the Bumper Standard found in 49 CFR Part 581.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., 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: June 13, 1996.

Marilynne Jacobs,

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 96-15524 Filed 6-18-96; 8:45 am]

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#### [Docket No. 96-34; Notice 2]

#### **Decision That Nonconforming 1985 Audi 200 Quattro Passenger Cars are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1985 Audi 200 Quattro passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1985 Audi 200 Quattro passenger cars 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 a vehicle originally manufactured for importation

into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1985 Audi 5000S Turbo), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of June 19, 1996.

**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) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) petitioned NHTSA to decide whether 1987 Audi 200 Quattro passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15334) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Volkswagen of America, Inc. ("Volkswagen"), the United States representative of Audi A.G., the vehicle's manufacturer. In this

comment, Volkswagen stated that vehicle identification number (VIN) assigned to the specific vehicle that the petitioner seeks to import identifies that vehicle as a 1985 Audi 200 Quattro. Volkswagen further stated that in the 1985 model year, it imported into the United States a front wheel drive vehicle (the Audi 5000S Turbo) that was built on the same platform as the Audi 200 Quattro (all wheel drive) that was sold in Europe for the same model year. After being apprised of this comment, the petitioner acknowledged that the petition was in error, and that Volkswagen properly identified the vehicle's model year. In view of this correction, this notice identifies the vehicle that is the subject of the petition as the "1985 Audi 200 Quattro," and the substantially similar comparison vehicle as the "1985 Audi 5000S Turbo."

Volkswagen's only other comment was that the petition properly identified the standards to which the vehicle would have to be conformed to be eligible for importation into the United States. No other comments were received in response to the notice. Based on its review of the information submitted by the petitioner, 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-160 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 a 1985 Audi 200 Quattro is substantially similar to a 1985 Audi 5000S Turbo originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is 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: June 13, 1996.

Marilynne Jacobs,

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 96-15525 Filed 6-18-96; 8:45 am]

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**[Docket No. 96-36; Notice 2]****Decision That Nonconforming 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen Multi-Purpose Passenger Vehicles are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen multi-purpose passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen MPVs not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The decision is effective as of June 19, 1996.

**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) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. § 1397(c)(3)(A)(i)(II)) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive

test data or such other evidence as NHTSA decides to be adequate.

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 determination in the Federal Register.

Europa International, Inc. of Santa Fe, New Mexico ("Europa") (Registered Importer No. R-91-002) petitioned NHTSA to decide whether 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen MPVs are eligible for importation into the United States. NHTSA published notice of the petition on April 9, 1996 (61 FR 15864) to afford an opportunity for public comment. As described in the notice of the petition, Europa claimed that 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen MPVs have safety features that comply with Standard Nos. 102 *Transmission Shift Lever Sequence*. \* \* \* (based on visual inspection and operation), 103 *Defrosting and Defogging Systems* (based on inspection and information in owner's manual describing operation of the system), 104 *Windshield Wiping and Washing Systems* (based on operation), 106 *Brake Hoses* (based on visual inspection of certification markings), 107 *Reflecting Surfaces* (based on visual inspection), 113 *Hood Latch Systems* (based on information in owner's manual describing operation of secondary latch mechanism), 116 *Brake Fluids* (based on vendor certification and information in owner's manual describing fluids installed at factory as "DOT 4 plus"), 119 *New Pneumatic Tires for Vehicles other than Passenger Cars* (based on visual inspection of certification markings), 124 *Accelerator Control Systems* (based on inspection revealing two accelerator return springs), 201 *Occupant Protection in Interior Impact* (based on test data and certification of vehicle to European standard), 202 *Head Restraints* (based on Standard No. 208 test data for 1993 model year vehicle with same head restraint, certification of vehicle to European standard, and head restraint measurements), 204 *Steering Control Rearward Displacement* (based on test film), 205 *Glazing Materials* (based on visual inspection of certification

markings), 207 *Seating Systems*, (based on test results and certification of vehicle to European standard), 209 *Seat Belt Assemblies* (based on wiring diagram of seat belt warning system and visual inspection of certification markings), 211 *Wheel Nuts, Wheel Discs and Hubcaps* (based on visual inspection), 214 *Side Impact Protection* (based on test results for identically equipped 1995 model year vehicle), 219 *Windshield Zone Intrusion* (based on test results and certification information for identically equipped 1993 model year vehicle), and 302 *Flammability of Interior Materials* (based on composition of upholstery and treatment of fabric with flameproof spray).

The petitioner also contended that 1990 through 1996 Mercedes-Benz Type 463 Short Wheel Base V-8 Gelaendewagen MPVs are capable of being altered to comply with the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) installation of a speedometer/odometer calibrated in miles per hour.

Standard No. 105 *Hydraulic Brake Systems*: placement of warning label on brake fluid reservoir cap. The petitioner states that the vehicle's parking brake was tested and met the requirements of the standard.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model sealed beam headlamps; (b) installation of U.S.-model side marker lamps and reflectors; (c) installation of a high mounted stop lamp on vehicles manufactured after September 1, 1993. The petitioner asserted that testing performed on the taillamp reveals that it complies with the standard, even though it lacks a DOT certification marking, and that all other lights are DOT certified.

Standard No. 111 *Rearview Mirrors*: inscription of the required warning statement on the convex surface of the passenger side rearview mirror.

Standard No. 114 *Theft Protection*: installation of a warning buzzer in the steering lock electrical circuit.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar.

Standard No. 118 *Power-Operated Window Systems*: rewiring of the power window system so that the window transport is inoperative when the front doors are open.

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

placard. The petitioner asserted that even though the tire rims lack a DOT certification marking, they comply with the standard, based on their manufacturer's certification that they comply with the German TUV regulations, as well as their certification by the British Standards Association and the Rim Association of Australia.

**Standard No. 206 Door Locks and Door Retention Components:** installation of a push-pull locking mechanism on all door locks.

**Standard No. 208 Occupant Crash Protection:** installation of a complying driver's side air bag and a seat belt warning system. The petitioner asserted that the vehicle conforms to the standard's injury criteria at the front passenger position based on a test report from the vehicle's manufacturer. The petitioner additionally submitted a letter from an engineering concern stating that no difference in occupant restraint characteristics would be anticipated between the Short Wheel Base Gelaendewagen and the Long Wheel Base models that NHTSA has previously decided to be eligible for importation. This representation was based on the observation that the only structural differences in the two vehicles are found well behind the frontal crush zone, and that no structural deformation occurs in that area. The letter further stated that the Short Wheel Base Gelaendewagen is 297 pounds lighter than the Long Wheel Base model, representing a weight difference of less than 5 percent. The letter stated that this weight difference would not be expected to cause performance variation in Standard 208 crash tests. The petitioner stated that it intends to meet automatic restraint phase-in requirements for vehicles manufactured after September 1, 1995 by importing other vehicles equipped with passenger-side automatic restraints.

**Standard No. 210 Seat Belt Assembly Anchorages:** insertion of instructions on the installation and use of child restraints in the owner's manual for the vehicle. The petitioner submitted a letter from an engineering concern describing tests performed on a Gelaendewagen to the requirements of this standard. Based on the results of these tests, the petitioner asserted that the vehicle complies with the standard.

**Standard No. 212 Windshield Retention:** application of cement to the windshield's edges. The petitioner asserted that the vehicle complies with the standard based on test results for a Gelaendewagen that NHTSA previously decided to be eligible for importation.

**Standard No. 301 Fuel System Integrity:** installation of a rollover valve.

The petitioner asserted that the vehicle complies with the standard based on test results for a Gelaendewagen that NHTSA previously decided to be eligible for importation.

No comments were received in response to the notice of the petition. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final determination must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VCP-14 is the vehicle eligibility number assigned to vehicles admissible under this determination.

#### Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1990-1996 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen MPVs are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. § 30141(a)(1) (B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on June 13, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.  
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#### [Docket No. 96-35; Notice 2]

#### Decision That Nonconforming 1995 Mercedes-Benz C220 Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1995 Mercedes-Benz C220 passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1995 Mercedes-Benz C220 passenger cars 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 a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards

(the U.S.-certified version of the 1995 Mercedes-Benz C220), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of the date of its publication in the Federal Register.

#### 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) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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.

Champagne Imports, Inc. of Lansdale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1995 Mercedes-Benz C220 passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15335) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.