

FOR FURTHER INFORMATION CONTACT: For details on the Draft Strategic Plan or the public meeting, please contact Joseph Cameron (202-366-2579), Elza Chapa (202-366-0014) or Louise Davis (202-366-1574), NHTSA Office of Plans and Policy. FAX number: 202-366-2559.

Issued: May 12, 1998.

William H. Walsh,

*Associate Administrator for Plans and Policy,
National Highway Traffic Safety
Administration.*

[FR Doc. 98-13155 Filed 5-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3822]

Notice of Receipt of Petition for Decision That Nonconforming 1996- 1998 BMW Z3 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic
Safety Administration, DOT.

ACTION: Notice of receipt of petition for
decision that nonconforming 1996-1998
BMW Z3 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 1996-1998 BMW Z3
passenger cars 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 June 17, 1998.

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 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**.

Champagne Imports of Lansdale,
Pennsylvania ("Champagne")
(Registered Importer 90-009) has
petitioned NHTSA to decide whether
1996-1998 BMW Z3 passenger cars are
eligible for importation into the United
States. The vehicles which Champagne
believes are substantially similar are
1996-1998 BMW Z3 passenger cars that
were manufactured for importation into,
and sale in, the United States and
certified by their manufacturer,
Bayerische Motoren Werke, A.G., as
conforming to all applicable Federal
motor vehicle safety standards.

The petitioner claims that it carefully
compared non-U.S. certified 1996-1998
BMW Z3 passenger cars 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.

Champagne submitted information
with its petition intended to
demonstrate that non-U.S. certified
1996-1998 BMW Z3 passenger cars, 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 1996-1998 BMW Z3
passenger cars are identical to their U.S.
certified counterparts with respect to
compliance with Standards Nos. 102
Transmission Shift Lever Sequence
* * *, 103 *Defrosting and Defogging*

Systems, 104 *Windshield Wiping and
Washing Systems*, 105 *Hydraulic Brake
Systems*, 106 *Brake Hoses*, 109 *New
Pneumatic Tires*, 113 *Hood Latch
Systems*, 116 *Brake Fluid*, 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, 209 *Seat Belt
Assemblies*, 210 *Seat Belt Assembly
Anchorages*, 212 *Windshield Retention*,
216 *Roof Crush Resistance*, 219
Windshield Zone Intrusion, and 302
Flammability of Interior Materials.

Additionally, the petitioner states that
non-U.S. certified 1996-1998 BMW Z3
passenger cars comply with the Bumper
Standard found in 49 CFR Part 581 and
with the Theft Prevention Standard
found in 49 CFR Part 541.

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*: (a) substitution of a lens
marked "Brake" for a lens with a
noncomplying symbol on the brake
failure indicator lamp; (b) installation of
a seat belt warning lamp that displays
the appropriate symbol; (c) recalibration
of the speedometer/odometer from
kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective
Devices and Associated Equipment*: (a)
installation of U.S.-model headlamp
assemblies that incorporate headlamps
with DOT markings; (b) installation of
U.S.-model front and rear sidemarker/
reflector assemblies; (c) installation of
U.S.-model taillamp assemblies.

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.

Standard No. 114 *Theft Protection*:
installation of a warning buzzer
microswitch in the steering lock
assembly and a warning buzzer.

Standard No. 118 *Power Window
Systems*: rewiring of the power window
system so that the window transport is
inoperative when the ignition is
switched off.

Standard No. 208 *Occupant Crash
Protection*: (a) installation of a U.S.-
model seat belt in the driver's position,
or a belt webbing-actuated microswitch
inside the driver's seat belt retractor; (b)

installation of an ignition switch-actuated seat belt warning lamp and buzzer; (c) replacement of the driver's and passenger's side air bags and knee bolsters with U.S.-model components if the vehicle is not so equipped. The petitioner states that the vehicles are equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single pushbutton at both front designated seating positions.

Standard No. 214 *Side Impact Protection*: installation of reinforcing 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.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicles 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 Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, 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: April 12, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3823]

Notice of Receipt of Petition for Decision That Nonconforming 1995 Ferrari F355 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1995 Ferrari F355 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 1995 Ferrari F355 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 June 17, 1998.

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 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**.

J.K. Motors of Kingsville, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1995 Ferrari F355 passenger cars are eligible for importation into the United States. The vehicle which J.K. believes is substantially similar is the 1995 Ferrari F355 that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1995 Ferrari F355 to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1995 Ferrari F355, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1995 Ferrari F355 is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 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*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily