

108 allows a lower beam headlamp to have an intensity of up to 5,000 cd at test point H-V. In summation, Koito stated that the current wording of FMVSS No. 108 does not fully explain its technical legitimacy.

The second comment was from Mr. Steve Johnson, an individual. Mr. Johnson is in favor of denying the petition due to the large margin of noncompliance. He also stated that, when he encountered one of the subject vehicles making a turn about 240 feet away from him, he could not see the turn signal due to the glare from the DRL. When the vehicle had begun to make the turn and the DRL was pointed away from his line of sight, he could then see the turn signal.

The third comment was from Ms. Margaret Coleman, also an individual. Ms. Coleman stated her dislike for DRLs and recommended that the DRLs on the subject vehicles be disconnected. She did not comment on the merits of Toyota's rationale for granting its petition.

The reason for specifying a spacing relationship is to lessen the likelihood of motor vehicle crashes, deaths, and injuries, by ensuring visibility of a vehicle's turn signal lamps in daylight. In this case, Toyota claimed that, although the DRLs on the Celica do not meet the spacing requirements, the visibility of the vehicles is substantially better than vehicles that comply with the permissible spacing requirements. Toyota measured the distance from the DRL's lighted edge to the optical center of the nearest turn signal lamp as 45.6 mm, not the required minimum of 100 mm. Also, the DRL emits more than twice the maximum luminous intensity specified in the standard for being located closer than 100 mm from the turn signal's optical center. However, Toyota found in subjective testing that the turn signals could be readily discerned by a driver in an oncoming vehicle at a distance of 300 feet. It believes that this is better performance than vehicles with compliant DRL/turn signal spacing.

The agency has reviewed Toyota's rationale for granting the petition and does not agree. Toyota produced almost 100,000 vehicles on which the required spacing between the DRL and turn signal is approximately 55 percent below the minimum required distance. The agency notes that the noncompliance would not have occurred if the DRL had an intensity of 2,600 cd or less. However, Toyota chose not to do this.

Toyota based part of its rationale for granting the petition on the subjective evaluations of 20 contractors. We do not

find this type of subjective evaluation persuasive, particularly when noncompliances are far from minimum required levels.

Toyota also discussed an alternative method of measuring the distance between the DRL's lighted edge and the optical center of the turn signal. The above figure outlines these two spacing measurements. Toyota stated that the spacing of 45.6 mm between the DRL's lighted edge and the turn signal's optical center (line C to the optical center) would only be seen when looking along the optical axis of the DRL. In other positions, the DRL's lighted edge (line A) would be seen by observers as being 82 mm from the turn signal's optical center. The agency does not find merit in this rationale. First, the distance measured from line A is 18 mm less than the minimum requirement. This is still a significant difference. Second, although the distance from line C to the turn signal's optical center (45.6 mm) may not best represent the DRL's lighted edge in all conditions, it does represent a worst-case scenario. The intent of the standard is to account for all possible viewing locations. Certainly, there will be situations where opposing drivers will be looking along the optical axis of the subject vehicles' DRL. For example, if a vehicle is attempting to make a left turn in front of oncoming traffic, drivers of the oncoming vehicles may be in a position where the turn signal is not visible. Mr. Johnson described a similar situation in his comments.

In its comments on the petition, Koito stated that the FMVSS No. 108 requirements for DRL/turn signal spacing and intensity are not the same as those in the Canadian standard. It referred to "difficulties in designing a DRL for [the] U.S. and Canadian market." While it is true that, in this case, FMVSS No. 108 is more stringent than CMVSS No. 108, we note that it is still possible to build a vehicle having DRLs that meets both standards albeit using a different type of DRL configuration. In any event, vehicles sold in the United States are required to meet United States standards.

Finally, Koito stated that "the current wording of FMVSS No. 108 does not fully explain its technical legitimacy." Explanation of the rationale for a requirement is not contained in the regulatory language in the standard. Generally, it is found in the preambles to the notice of proposed rulemaking and the final rule in the **Federal Register**. The final rule amending FMVSS No. 108 to add the current spacing requirements was published on December 16, 1993 (58 FR 65673).

In consideration of the foregoing, NHTSA has decided that Toyota has not met its burden of persuasion that the noncompliance it describes is inconsequential to motor vehicle safety, and that it should not be exempted from the notification and remedy requirements of the statute. Accordingly, its application is hereby denied and it must proceed to notify and remedy as required by statute, at no cost to the consumer.

Authority: (49 U.S.C. 30118(d) and 30120(h); delegations of authority at 49 CFR 1.50 and 501.8).

Issued on: April 8, 2004.

Roger A. Saul,

Director, Office of Crashworthiness Standards.

[FR Doc. 04-8500 Filed 4-14-04; 8:45 am]

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

April 8, 2004.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before May 17, 2004, to be assured of consideration.

Bureau of the Public Debt (PD)

OMB Number: 1535-0094.

Form Number: None.

Type of Review: Extension.

Title: Regulations Governing Payments by the Authorized Clearing House Method on Account of United States Securities.

Description: The information is needed in order to make payments to investors in United States Securities by the Automated Clearing House (ACH) method.

Respondents: State, local or tribal government.

Estimated Number of Respondents: 1.

Estimated Burden Hours Per

Respondent: 1 hour.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 1 hour.

OMB Number: 1535–0095.

Form Number: None.

Type of Review: Extension.

Title: Regulations Governing United States Savings Bonds Series E/EE and H/HH.

Description: The regulations mandate the payment of H/HH interest by Direct Deposit (ACH method).

Respondents: Individuals or households, business or other for-profit, not-for-profit institutions, State, local or tribal government.

Estimated Number of Respondents: 1.

Estimated Burden Hours Per

Respondent: 1 hour.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 1 hour.

OMB Number: 1535–0121.

Form Number: PD F 5376 and PD F 5377.

Type of Review: Extension.

Title: PD F 5376: U.S. Treasury Securities State and Local Government Series Change Request; and PD F 5377: U.S. Treasury Securities State and Local Government Series Early Redemption Request.

Description: These forms are used for accounts maintenance changes and early redemption of State and local government series securities.

Respondents: State, local or tribal government.

Estimated Number of Respondents: 3,350.

Estimated Burden Hours Per Respondent:

PD F 5376: 30 min.

PD F 5377: 30 min.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 1,675 hours.

OMB Number: 1535–0130.

Form Number: PD F 5387.

Type of Review: Extension.

Title: Request for Reissue of Series I United States Savings Bonds.

Description: This form is used to request reissue to add coowner or beneficiary, correct error, show change of name.

Respondents: Individuals or households.

Estimated Number of Respondents: 3,000.

Estimated Burden Hours Per Respondent: 30 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 1,500 hours.

OMB Number: 1535–0131.

Form Number: PD F 5394.

Type of Review: Extension.

Title: Application for Disposition of Series I Savings Bonds after the Death of the Registered Owner(s).

Description: This form is used to distribute Series I savings bonds after the death of the registered owner(s).

Respondents: Individuals or households.

Estimated Number of Respondents: 1,000.

Estimated Burden Hours Per Respondent: 45 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 750 hours.

OMB Number: 1535–0132.

Form Number: PD F 5386.

Type of Review: Extension.

Title: Request for Reissue of Series I Savings Bonds by the Representative of the Estate of an Incompetent or Minor.

Description: This form is used by court-appointed or other authorized individual to request reissue on behalf of an incompetent, minor, or other person under a legal disability.

Respondents: Individuals or households.

Estimated Number of Respondents: 1,000.

Estimated Burden Hours Per Respondent: 20 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 330 hours.

OMB Number: 1535–0133.

Form Number: PD F 5385.

Type of Review: Extension.

Title: Request for Payment of Series I Savings Bonds By The representative of the Estate of an Incompetent or Minor.

Description: This form is used by court-appointed or other authorized individual to request payment on behalf of an incompetent, minor, or other person under a legal disability.

Respondents: Individuals or households.

Estimated Number of Respondents: 1,000.

Estimated Burden Hours Per Respondent: 20 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden Hours: 330 hours.

Clearance Officer: Vicki S. Thorpe, (304) 480–6553, Bureau of the Public Debt, 200 Third Street, Parkersburg, West VA 26106–1328.

OMB Reviewer: Joseph F. Lackey, Jr., (202) 395–7316, Office of Management and Budget, Room 10235, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Treasury, PRA Clearance Officer.

[FR Doc. 04–8565 Filed 4–14–04; 8:45 am]

BILLING CODE 4810–39–P

DEPARTMENT OF VETERANS AFFAIRS

Office of Research and Development; Government Owned Invention Available for Licensing

AGENCY: Office of Research and Development.

ACTION: Notice of government owned invention available for licensing.

SUMMARY: The invention listed below is owned by the U.S. Government as represented by the Department of Veterans Affairs, and is available for licensing in accordance with 35 U.S.C. 207 and 37 CFR part 404 and/or CRADA Collaboration under 15 U.S.C. 3710a to achieve expeditious commercialization of results of federally funded research and development. Foreign patents are filed on selected inventions to extend market coverage for U.S. companies and may also be available for licensing.

FOR FURTHER INFORMATION CONTACT:

Technical and licensing information on the invention may be obtained by writing to: Robert W. Potts, Department of Veterans Affairs, Director Technology Transfer Program, Office of Research and Development (12TT), 810 Vermont Avenue, NW., Washington, DC 20420; fax: 202–254–0473; e-mail at bob.potts@hq.med.va.gov. Any request for information should include the Number and Title for the relevant invention as indicated below. Issued patents may be obtained from the Commissioner of Patents, U.S. Patent and Trademark Office, Washington, DC 20231.

SUPPLEMENTARY INFORMATION: The invention available for licensing is: U.S. Provisional Patent Application No. 60/532,889 “Macrophage Migration Inhibitory Factor: A Central Mediator of Inflammation in the Pelvic Viscera”.

Dated: April 8, 2004.

Anthony J. Principi,

Secretary, Department of Veterans Affairs.

[FR Doc. 04–8562 Filed 4–14–04; 8:45 am]

BILLING CODE 8320–01–P

DEPARTMENT OF VETERANS AFFAIRS

Office of Research and Development; Government Owned Invention Available for Licensing and/or Cooperative Research and Development Agreement (CRADA) Collaboration

AGENCY: Office of Research and Development.