

*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, 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 the 1990–1993 Mercedes-Benz 250E and 1994–1995 E250 comply with the Bumper Standard found in 49 CFR Part 581.

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 an ECE 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 which incorporate headlamps with a DOT marking; (b) installation of U.S.-model front and rear sidemarker/reflector taillamp 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 Mirrors*: replacement of the passenger side rear view mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: installation of a 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. 206 *Door Locks and Door Retention Components*: replacement of the rear door locks and locking buttons with U.S.-model parts.

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 1990–1993 models are equipped with driver’s side air bags and knee bolsters and that 1994–1995 models are equipped with both driver’s and passenger’s side air bags and knee bolsters. The petitioner further states that all models are equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single push button at both front designated seating positions, with combination lap and shoulder restraints that release by means of a single push button at both rear outboard designated seating positions, and with a lap belt in the rear center designated seating position.

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.

Additionally, the petitioner states that an alarm system identical to that found on U.S.-certified models will be installed on each 1990–1993 Mercedes-Benz 250E and 1994–1995 E250 prior to importation so that the vehicle meets the Theft Prevention Standard found at 49 CFR part 541.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., 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: March 18, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 98–7456 Filed 3–20–98; 8:45 am]

BILLING CODE: 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–3629]

Decision That Nonconforming 1974–1975 Volkswagen Type 181 (“The Thing”) Multi-Purpose Passenger Vehicles Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1974–1975 Volkswagen Type 181 (“The Thing”) multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1974–1975 Volkswagen Type 181 (“The Thing”) MPVs 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 vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified version of 1974–1975 Volkswagen Type 181 (“The Thing”) MPVs), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective March 23, 1998.

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**.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("Wallace") (Registered Importer 90-005) petitioned NHTSA to decide whether 1973-1975 Volkswagen Type 181 ("The Thing") MPVs are eligible for importation into the United States. NHTSA published notice of the petition under Docket No. NHTSA 97-3156 on December 1, 1997 (62 FR 63599) 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 Volkswagen AG, the vehicle's manufacturer. In this comment, Volkswagen stated that the petitioner had identified, at a minimum, the standards to which non-U.S. certified 1973-1975 Volkswagen Type 181 ("The Thing") MPVs would have to be conformed to be eligible for importation. In addition, Volkswagen contended that some of those vehicles would have to be equipped with laminated windshields to meet Standard No. 205, *Glazing Materials*. Noting that its analysis of the vehicle identification number (VIN) for the vehicle that is the subject of the petition revealed that vehicle to have been manufactured for the German Army and not for consumer use, Volkswagen observed that the vehicle may not comply with Standard Nos. 124, *Accelerator Control Systems*, and 302 *Flammability of Interior Materials*. In addition, Volkswagen noted that the vehicle may have to be altered to comply with Standard No. 104, *Windshield Wiping and Washing Systems*.

NHTSA accorded Wallace an opportunity to respond to Volkswagen's comments. In its response, Wallace asserted that all of the issues raised by Volkswagen concern minor alterations that would not render the vehicle ineligible for importation. Additionally, Wallace stated that if NHTSA decides to

grant import eligibility to non-U.S. certified 1973-1975 Volkswagen Type 181 ("The Thing") MPVs, it will inspect every vehicle it imports under that decision to assure compliance with each of the standards addressed in Volkswagen's comments.

NHTSA believes that Wallace's response adequately addresses the issues that Volkswagen has raised regarding the petition. NHTSA further notes that the modifications described by Wallace, which have been performed with relative ease on thousands of motor vehicles imported over the years, would not preclude non-U.S. certified 1973-1975 Volkswagen Type 181 ("The Thing") MPVs from being found "capable of being readily altered to comply with applicable motor vehicle safety standards."

NHTSA has accordingly decided to grant the petition. Although the petition requested NHTSA to decide that 1973-1975 Volkswagen Type 181 ("The Thing") MPVs are eligible for importation, the agency is limiting this decision to 1974 and 1975 models alone. NHTSA regards all 1973 models as motor vehicles that are "at least 25 years old," within the meaning of 49 U.S.C. 30112(b)(9), which permits them to be imported and sold regardless of whether they complied with all applicable Federal motor vehicle safety standards in effect on their date of manufacture.

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-239 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 1974-1975 Volkswagen Type 181 ("The Thing") MPVs not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1974-1975 Volkswagen Type 181 ("The Thing") MPVs 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 18, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 98-7457 Filed 3-20-98; 8:45 am]

BILLING CODE 4910-59-P

UNITED STATES ENRICHMENT CORPORATION

Sunshine Act Meeting

AGENCY: United States Enrichment Corporation.

SUBJECT: Board of Directors Meeting.

TIME AND DATE: 8:00 a.m., Wednesday, March 25, 1998.

PLACE: USEC Corporate Headquarters, 6903 Rockledge Drive, Bethesda, Maryland 20817.

STATUS: The Board meeting will be closed to the public.

MATTER TO BE CONSIDERED:

- Review of commercial, operational and financial issues of the Corporation.

CONTACT PERSON FOR MORE INFORMATION: Joseph Tomkowicz, 301-564-3345.

Dated: March 18, 1998.

William H. Timbers, Jr.,

President and Chief Executive Officer.

[FR Doc. 98-7574 Filed 3-19-98; 10:23 am]

BILLING CODE 8720-01-M

DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0262]

Agency Information Collection Activities Under OMB Review

AGENCY: Veterans Benefits Administration, Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C., 3501 *et seq.*), this notice announces that the Veterans Benefits Administration (VBA), Department of Veterans Affairs, has submitted the collection of information abstracted below to the Office of Management and Budget (OMB) for review and comment. The PRA submission describes the nature of the information collection and its expected cost and burden; it includes the actual data collection instrument.

DATES: Comments must be submitted on or before April 22, 1998.

FOR FURTHER INFORMATION OR A COPY OF THE SUBMISSION CONTACT: Ron Taylor, Information Management Service (045A4), Department of Veterans Affairs, 810 Vermont Avenue, NW,