

ANNEX A.—FISCAL YEAR 99 RECALLS AFFECTING VEHICLES IMPORTED BY REGISTERED IMPORTERS—Continued

Make	Model	Year	Recall No.
PLYMOUTH	BREEZE	1998	99V24400
PLYMOUTH	BREEZE	1999	99V24400
PLYMOUTH	GRAND VOYAGER	1991	99V18900
PLYMOUTH	GRAND VOYAGER	1992	99V18900
PLYMOUTH	GRAND VOYAGER	1993	99V11300
PLYMOUTH	GRAND VOYAGER	1993	99V18900
PLYMOUTH	GRAND VOYAGER	1994	99V11300
PLYMOUTH	GRAND VOYAGER	1995	99V11300
PLYMOUTH	GRAND VOYAGER	1996	99V21600
PLYMOUTH	GRAND VOYAGER	1999	99V11600
PLYMOUTH	NEON	1998	99V00100
PLYMOUTH	PROWLER	1999	99V24500
PLYMOUTH	SUNDANCE	1992	99V21200
PLYMOUTH	SUNDANCE	1993	99V21200
PLYMOUTH	SUNDANCE	1994	99V21200
PLYMOUTH	VOYAGER	1991	99V18900
PLYMOUTH	VOYAGER	1992	99V18900
PLYMOUTH	VOYAGER	1993	99V11300
PLYMOUTH	VOYAGER	1993	99V18900
PLYMOUTH	VOYAGER	1994	99V11300
PLYMOUTH	VOYAGER	1995	99V11300
PLYMOUTH	VOYAGER	1996	99V21600
PLYMOUTH	VOYAGER	1999	99V11600
PONTIAC	BONNEVILLE	1999	99V07200
PONTIAC	BONNEVILLE	1999	99V08900
PONTIAC	FIREBIRD	1999	99V23900
PONTIAC	GRAND AM	1999	98V32000
PONTIAC	GRAND PRIX	1995	98V30600
PONTIAC	MONTANA	1999	99V07100
PONTIAC	SUNFIRE	1996	98V31900
PONTIAC	SUNFIRE	1997	98V31900
PONTIAC	SUNFIRE	1999	99V21800
PREVOST	H3-45	1999	98V23900
PREVOST	H3-45	1999	99V09200
SAAB	9000	1994	99V10900
SUBARU	LEGACY	1998	99V04000
SUBARU	LEGACY	1999	99V04000
VOLKSWAGEN	JETTA	1999	99V02200
VOLKSWAGEN	JETTA	1999	99V25100
VOLKSWAGEN	PASSAT	1998	99V13100
VOLKSWAGEN	PASSAT	1998	99V24800
VOLKSWAGEN	PASSAT	1999	99V13100
VOLKSWAGEN	PASSAT	1999	99V24800
VOLVO	850	1997	99V23500
VOLVO	AUTOCAR	1998	99V07800
VOLVO	S70	1998	99V23500
VOLVO	S70	1998	99V23600
VOLVO	V70	1998	98V25400
VOLVO	V70	1998	99V23500
VOLVO	V70	1998	99V23600

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6525]

Notice of Receipt of Petition for Decision that Nonconforming 1994 Saab 9000 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1994 Saab 9000 passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1994 Saab 9000 passenger car 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 January 10, 2000.

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 9 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 a 1994 Saab 9000 passenger car is eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1994 Saab 9000 passenger car 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 1994 Saab 9000 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.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1994 Saab 9000, 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 1994 Saab 9000 is identical to its U.S. certified counterpart with respect to compliance with Standard 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 the vehicle conforms to the Bumper Standard found at 49 CFR Part 581.

Petitioner also contends that the vehicle is 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 to show distance in miles and speed in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies; (d) installation of a high mounted stop lamp if the vehicle is not already so equipped.

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 and a warning buzzer microswitch in the steering lock assembly.

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 side air bag and knee bolster with U.S.-model components on vehicles that are not already so equipped. The petitioner states that the vehicle is equipped with combination lap and shoulder belts that adjust by means of an automatic retractor and release by means of a single push button at the front outboard seating positions, with combination lap and shoulder restraints that release by means of a single push button at the rear outboard seating positions, and with a lap belt in the rear center designated seating position.

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

Standard No. 301 *Fuel System Integrity*: installation of a rollover valve in the fuel tank vent line.

The petitioner also states that all vehicles will be inspected prior to importation to ensure that they are equipped with anti-theft devices in compliance with the Theft Prevention Standard found in 49 CFR Part 541 and modified if necessary.

The petitioner also states that a vehicle identification plate must be affixed to the vehicle 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 Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. 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: December 6, 1999.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
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