

of Management and Budget's (OMB) approval to renew the currently approved information collection (IC) identified as "Request for Revocation of Authority Granted." This information collection notifies the FMCSA of a voluntary request by a motor carrier, freight forwarder, or property broker to amend or revoke its registration of authority granted by the FMCSA. The Paperwork Reduction Act requires the publication of this notice.

DATES: Please submit comments by April 28, 2004.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. Be sure to include the docket number appearing in the heading of this document on your comment. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you would like to be notified when your comment is received, you must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

FOR FURTHER INFORMATION CONTACT: Ms. Marian Mills Lee, (202) 385-2423, Office of Enforcement and Compliance, Federal Motor Carrier Safety Administration, Department of Transportation, 400 Seventh St., SW., Washington, DC, 20590. Office hours are from 7:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Title: Request for Revocation of Authority Granted.

OMB Control Number: 2126-0018.

Background: Title 49 of the United States Code (U.S.C.) authorizes the Secretary of Transportation (Secretary) to promulgate regulations governing the registration of for-hire motor carriers of regulated commodities (49 U.S.C. 13902), surface transportation freight forwarders (49 U.S.C. 13903), and property brokers (49 U.S.C. 13904). The FMCSA carries out this registration program under authority delegated by the Secretary.

Under 49 U.S.C. 13905, each registration is effective from the date specified and remains in effect for such period as the Secretary determines appropriate by regulation. Section 13905(c) grants the Secretary the authority to amend or revoke a registration at the registrant's request. On complaint or on the Secretary's own

initiative, the Secretary may also suspend, amend, or revoke any part of the registration of a motor carrier, broker, or freight forwarder for willful failure to comply with the regulations, an order of the Secretary, or a condition of its registration.

Form OCE-46 is used by transportation entities to voluntarily apply for revocation of their registration authority in whole or in part. The form is used by the FMCSA to seek information on the registrant's docket number, name and address, and the reasons for the revocation request.

Respondents: Motor carriers, freight forwarders, and brokers.

Average Burden Per Response: 15 minutes.

Estimated Total Annual Burden: 250 hours (1,000 motor carriers × 15 minutes/60 minutes).

Authority: 49 U.S.C. 13902, 13903, 13904 and 13905; and 49 CFR 1.73.

Issued on: March 10, 2004.

Annette M. Sandberg,

Administrator.

[FR Doc. 04-6900 Filed 3-26-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2004-17372]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to reinstate the following expired information collection: 49 U.S.C. 5310—Capital Assistance Program for Elderly Persons and Persons With Disabilities and Section 5311—Nonurbanized Area Formula Program
DATES: Comments must be submitted before April 28, 2004.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION: Title: 49 U.S.C. Section 5310—Capital Assistance Program for Elderly Persons and Persons With Disabilities and 49 U.S.C. Section 5311 Nonurbanized Area Formula Program (*OMB Number: 2132-0500*).

Abstract: The Capital Assistance Program for Elderly Persons and Persons

with Disabilities provides financial assistance for the specialized transportation service needs of elderly persons and persons with disabilities. The program is administered by the States and may be used in all areas, urbanized, small urban, and rural. The Nonurbanized Area Formula Program provides financial assistance for the provision of public transportation services in nonurbanized areas and this program is also administered by the States. 49 U.S.C. 5310 and 5311 authorize FTA to review applications for federal financial assistance to determine eligibility and compliance with statutory and administrative requirements.

Information collected during the application stage includes the project budget, which identifies funds requested for project implementation; a program of projects, which identifies subrecipients to be funded, the amount of funding that each will receive, and a description of the projects to be funded; the project implementation plan; the State management plan; a list of annual certifications and assurances; and public hearings notice, certification and transcript. The applications must contain sufficient information to enable FTA to make the findings required by law to enforce the nonurbanized areas and this program is also administered by the States. 49 U.S.C. 5310 and 5311 authorize FTA to review applications for federal financial assistance to determine eligibility and compliance with statutory and administrative requirements. Information collected during the application stage includes the project budget, which identifies funds requested for project implementation; a program of projects, which identifies subrecipients to be funded, the amount of funding that each will receive, and a description of the projects to be funded; the project implementation plan; the State management plan; a list of annual certifications and assurances; and public hearings notice, certification and transcript. The applications must contain sufficient information to enable FTA to make the findings required by law to enforce the program requirements.

Information collected during the project management stage includes an annual financial report, an annual program status report, and pre-award and post-delivery audits. The annual financial report and program status report provide a basis for monitoring approved projects to ensure timely and appropriate expenditure of federal funds by grant recipients.

Estimated Total Annual Burden:
11,775 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued: March 19, 2004.

Rita L. Wells,

Associate Administrator for Administration.

[FR Doc. 04-6966 Filed 3-26-04; 8:45 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted by Mr. Fernando De Leon on behalf of Mr. Robert Steele to NHTSA's Office of Defects Investigation (ODI), dated September 9, 2003, under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety with respect to the front seat back performance on model year (MY) 1994 through 1997 Dodge Ram pickup trucks in low-speed, rear-end crashes. After a review of the petition and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition does not appear to be warranted. The agency accordingly has denied the petition. The petition is hereinafter identified as DP03-006.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher J. Wiacek, Defects Assessment Division, Office of Defects Investigation, NHTSA, 400 Seventh

Street, SW, Washington, DC 20590.
Telephone: (202) 366-7042.

SUPPLEMENTARY INFORMATION: By letter dated September 9, 2003, Mr. Fernando De Leon, on behalf of Mr. Robert Steele, submitted a petition requesting that the agency investigate the performance of the front seat back on MY 1994 through 1997 Dodge Ram pickup trucks (subject vehicles) in low-speed, rear-end crashes. The petitioner alleges that the front seat back can collapse rearward in a rear impact crash as a result of the design and improper manufacturing of the upper outer plate within the recliner mechanism causing the front occupant to sustain injury. The petitioner, an owner of a 1996 Dodge Ram, has not experienced this issue.

ODI requested information from DaimlerChrysler Corporation (DaimlerChrysler), pertaining to the front seatback performance on MY 1994 through 1997 Dodge Ram pickup trucks. The subject vehicles were redesigned for MY 1994 to use the T-300 split bench front seat. According to DaimlerChrysler, beginning with the MY 1998 Dodge Ram pickups, the front seats were significantly revised for the Club Cab model, but the standard cab pickup continued to use T-300 seat recliner design until MY 2002. However, in the standard cab vehicles, the relative position of the seat back to the back of the cab does not permit the seat to collapse completely rearward as in the Club Cab. DaimlerChrysler has produced for sale in the United States 1,193,279 MY 1994 through 1997 Dodge Ram pickups, including 188,097 MY 1994, 267,241 MY 1995, 362,880 MY 1996 and 375,061 MY 1997 vehicles.

ODI has identified a total of 30 incidents where it is alleged the seat back collapsed rearward in a rear impact crash. DaimlerChrysler submitted information about 29 incidents and ODI had received four reports, of which one was unique to ODI. All but two of the incidents occurred in vehicles with the Club Cab body style.

There have been 23 injuries and two deaths allegedly due to the collapse of the front seat back in a crash. The severity of the injuries ranged from minor cuts, bruises and sprains to severe head trauma allegedly due to the occupant striking the rear of the cab after the seat collapsed. There were six reported incidents where there was serious head trauma to the occupant that allegedly resulted in two fatalities. The two fatal incidents involved impacts by large vehicles, which might have contributed to the severity of the injuries.

The petition alleged that the seat backs collapsed during low-speed

impacts. The data gathered by ODI show that one complaint had alleged that the subject vehicle was struck at a speed of 4 to 5 miles per hour (mph) and another at 8 mph while the subject vehicle was at rest. In the other few incidents where the striking speed was stated in the complaint, the speed ranged from 30 to 70 mph. For a majority of the complaints the striking speed was not stated. ODI was unable to determine the severity of the impact for the vehicles that were involved in crashes when photographs were available for review because of the propensity of the struck subject vehicle to roll forward after the impact, thus reducing the crush damage as the driver's foot tends to come off the brake pedal when struck from behind. Though crush damage might appear to be insignificant, this is not necessarily indicative of a low impact speed.

ODI reviewed the complaints it received with respect to comparable full-size pickup trucks built by General Motors (GM) and Ford Motor Company (Ford) in MY 1994 through 1997 in which it is stated the front seat collapsed in a crash. ODI has received one complaint on a GM pickup and none on a Ford, compared with four on the subject vehicles.

ODI also examined reports on the subject vehicles where it is alleged that the seat back collapsed other than in a rear impact. ODI identified a total of 51 such complaints. Of the 51 reports, 14 stated that the seat back collapsed while the vehicle was being driven and one stated that the seat back collapse caused the driver to hit a snow bank. The data show that the complaint count by calendar year for seat backs collapsing without a rear impact crash is steady and does not appear to be increasing with time.

There were approximately 1,300 warranty claims filed on the subject vehicle where the failure was coded as "11-Broken Cracked" and the part description was coded as "recliner." This data is not very helpful because the claims pertain to the front seat recliner as a system and may not specifically relate to the alleged defect.

There was an Engineering Analysis, EA01-019, into an alleged defect with respect to the recliners in 200,000 MY 1992 through 1995 GM full size sport utility vehicles. ODI received reports of 103 incidents in which the recliner bolt allegedly failed, resulting in three crashes and nine injuries. At the closure of that investigation a recall was not ordered by the agency. The failure rate of 51 per 100,000 vehicles for seat back collapse without a rear impact in EA01-019 is significantly greater than the 4 per 100,000 for the subject vehicles.