

of a revitalized Heavy Truck Safety Research Program, which is to be developed in consultation with the American Trucking Association, the FHWA Office of Motor Carriers and the Motor Vehicle Safety Research Advisory Committee. In the recent past, the NHTSA Heavy Vehicle Research Program has followed a research plan which was developed in response to the requirements of Sections 216 and 217 of the Motor Carrier Safety Act of 1984. Significant portions of that work have not been completed. This new plan will define the research work the Agency will undertake on the subject of heavy vehicle safety, in the near and longer term. Interested parties are invited to propose either broad areas of research, or specific topics which warrant study and which would ultimately enhance heavy vehicle safety.

**ADDRESSES:** Timely completion of this strategic plan dictates that all comments be submitted no later than March 3, 1995 in order to be considered as part of the preparation of the plan. The docket on this plan will remain open until May 1, 1995, however, comments received after March 1, 1995 may not be reflected in the final version of the plan. All comments to this Notice should refer to the docket and notice number indicated above, and be submitted to the following: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are 9:30 a.m., to 4 p.m.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert M. Clarke, Heavy Vehicle Research Division, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202) 366-5662.

**SUPPLEMENTARY INFORMATION:** In response to its statutory responsibility to improve motor vehicle safety, the National Highway Traffic Safety Administration has historically conducted a vigorous program of research to identify ways to enhancing the safety design and performance of heavy vehicles. This program parallels and complements the Agency's and the Federal Highway Administration efforts to address the in-use operational safety aspects of motor carrier operations and commercial driver competency. In late 1986 and early 1987, the Agency published two reports (*Truck Occupant Protection*, DOT HS 807 081, and *Heavy Truck Safety Study*, DOT HS 807 109, which are available for review at the NHTSA Technical Reference Division, Room 5110, weekdays between the hours of 9:30 AM and 4:00 PM) in response to a Congressional directive

similar to the one now being addressed. Those reports were developed as part of consensus-building effort with industry and other affected and interested parties to identify priority topics of research. Four such topics were identified: brake system performance, handling/stability/controllability, truck occupant protection, and truck aggressivity in truck/car collisions. Work has since been completed on many of the sub issues that were included under these broad topic headings.

For example, the Agency completed an extensive program of both vehicle performance testing and in-service evaluation of the durability/reliability/maintainability of antilock braking systems for heavy vehicles, which culminated in the development of proposed revisions to the braking performance requirements for heavy vehicles contained in Federal Motor Vehicle Safety Standards (FMVSS) 121 and 135. Likewise, the Agency is working cooperatively with industry, under the auspices of the Society of Automotive Engineers (SAE), to support research whose ultimate goal is the development of a number of consensus Recommended Test Procedures to assess the performance of occupant restraints, the occupant impact attenuation properties of cab interior surfaces/steering wheels, and the structural integrity of truck cabs. That work is nearing completion. Also, the agency culminated a substantial portion of the work it had sponsored on handling/stability over a 10 year period, by developing analysis and testing procedures for assessing the rollover propensity of tractors and trailers, as well as the rearward lateral acceleration amplification tendencies of multiple trailer combination-unit trucks making abrupt lane change maneuvers.

While the agency continues to believe it will be necessary to focus some of its heavy vehicle research resources on braking, handling/stability, and truck occupant protection, it believes there are additional new opportunities to further reduce the number of heavy vehicle crashes, and their consequences, through the application and use of advanced electronics and communications technologies in collision avoidance warning/control system applications, by integrating human factors research findings into heavy vehicle cab system and information display designs, and by continuing to seek practical means of reducing truck aggressivity in car/truck collisions.

Accordingly, the agency seeks comments about the appropriateness of content of the broad areas of research

outlined above, as well as suggestions for the content of programs addressing these subjects. Additional ideas for specific topics of research or broad subject areas which warrant further attention are also sought.

Issued on: January 17, 1995.

**George L. Parker,**

*Associate Administrator for Research and Development.*

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[Docket No. 94-27; Notice 2]

### Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(B) (formerly section 108(c)(3)(C)(i)(II) of the National Traffic and Motor Vehicle Safety Act (the Act)). The petition, which was submitted by G&K Automotive Conversion, Inc. of Santa Ana, California (B&K), a registered importer of motor vehicles, requested NHTSA to decide that a 1985 Ferrari 412 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 its safety features comply with, or are capable of being altered to comply with, those standards based on destructive test information or other evidence the Secretary of Transportation decided in adequate.

NHTA published a notice in the **Federal Register** on April 25, 1994 (59 FR 19745) that contained a thorough description of the petition, and solicited public comments upon it. No comments were received in response to this notice.

Following publication of the notice, NHTSA requested G&K to submit test data or other information to demonstrate that the 1985 Ferrari 412 is capable of being altered to comply with the crashworthiness requirements of Standard Nos. 208 Occupant Crash Protection and 301 Fuel System Integrity G&K was unable to submit this information to NHTSA. Accordingly, NHTSA has concluded that the petition does not clearly demonstrate that the non-U.S. certified 1985 Ferrari 412 is eligible for importation. The petition must therefore be denied under 49 CFR 593.7(e).

In accordance with 49 U.S.C. 30141(b)(1) (formerly section 108(c)(3)(C)(ii) of the Act), NHTSA will not consider a new import eligibility petition covering this vehicle until at

least three months from the date of this notice.

**Authority:** 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: January 17, 1995.

**William A. Boehly,**

*Associate Administrator for Enforcement.*

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**Research and Special Programs Administration**

**Office of Hazardous Materials Safety; Applications for Modification of Exemptions or Applications To Become a Party to an Exemption**

**AGENCY:** Research and Special Programs Administration, DOT.

**ACTION:** List of applications for modification of exemptions or

applications to become a party to an exemption.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier Federal Register publications, they are not repeated here. Requests for modifications of exemptions (e.g. to provide for additional hazardous materials, packaging design changes, additional mode of transportation, etc.) are described in footnotes to the application number. Application

numbers with suffix "X" denote a modification request. Application numbers with the suffix "P" denote a party to request. These applications have been separated from the new applications for exemptions to facilitate processing.

**DATES:** Comments must be received on or before February 7, 1995.

**ADDRESS COMMENTS TO:** Dockets Unit, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption number.

**FOR FURTHER INFORMATION CONTACT:** Copies of the applications are available for inspection in the Dockets Unit, Room 8426, Nassif Building, 400 7th Street SW., Washington, DC.

Application No.	Applicant	Renewal of exemption
9696-X .....	Fluoroware, Inc., Chaska, MN (see footnote (1) .....	9696
10589-X ...	Monsanto, St. Louis, MO (see footnote (2) .....	10589
11021-X ...	Union Pacific System, Omaha, NE (see footnote (3) .....	11021
11281-X ...	E.I. du Pont de Nemours & Company, Inc., Wilmington, DE (see footnote (4) .....	11281
11321-X ...	E.I. du Pont de Nemours & Company, Inc., Wilmington, DE (see footnote (5) .....	11321

(1) To modify exemption to provide for design changes to non-DOT specification rotationally molded teflon PFA packaging for transporting hazardous materials.

(2) To modify the exemption to provide for various changes to Packaging(s) and Safety Control Measures under Item 7.

(3) To modify exemption to provide for additional tank cars GATX 93328 and 93328 constructed to specification DOT113C60W for use in transporting methane, refrigerated liquid, Division 2.1.

(4) To modify the exemption to provide for rail and cargo vessel as additional modes of transportation for transporting Class 8 and Division 6.1 material in uninsulated and portable tanks.

(5) To modify exemption to provide for rail and cargo vessel as additional modes of transportation for use in transporting Division 6.1 material in uninsulated DOT specification cargo tanks and portable tanks.

Application	Applicant	Parties to exemption
2709-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	2709
3126-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	3126
5022-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	5022
5704-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	5704
6293-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	6293
6691-P .....	Raimy Corporation, d/b/a Welders Supply, Erie, PA .....	6691
6691-P .....	Ohio Air Products of Canton, Inc., Canton, OH .....	6691
6691-P .....	Wolfenden Industries, Inc., Cleveland, OH .....	6691
7694-P .....	E-Systems Motek Division, Van Nuys, CA .....	7694
8236-P .....	Howard Ternes Packing Company, Redford, MI .....	8236
8264-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	8264
8265-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	8265
8273-P .....	Howard Ternes Packing Company, Redford, MI .....	8273
8273-P .....	Chrysler Corporation, Center Line, MI .....	8273
8451-P .....	Remington Arms Co., Inc., Wilmington, DE .....	8451
8451-P .....	Owen Oil Tools, Inc., Fort Worth, TX .....	8451
8451-P .....	Organic Technology, Inc., Fort Worth, TX .....	8451
8967-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	8967
9275-P .....	Ungerer & Company, Lincoln Park, NJ .....	9275
9443-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	9443
9723-P .....	ETSS of Ohio, Inc., New Carlisle, OH .....	9723
9723-P .....	Clean Venture, Inc., Elizabeth, NJ .....	9723
9977-P .....	Alliant Techsystems, Inc., New Brighton, MN .....	9977
10097-P ...	Alliant Techsystems, Inc., New Brighton, MN .....	10097
10688-P ...	Kenai Air Alaska, Inc., Kenai, AK .....	10688
10751-P ...	ETI Explosives Technologies International, Inc., Wilmington, DE .....	10751
11189-P ...	Chrysler Corporation, Center Line, MI .....	11189