

**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, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1982 Kawasaki KZ550B motorcycles are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the version of the 1982 Kawasaki KZ550A 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 1982 Kawasaki KZ550B 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 1982 Kawasaki KZ550B, 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 1982 Kawasaki KZ550B is identical to its U.S. certified

counterpart with respect to compliance with Standards Nos. 106 *Brake Hoses*, 111 *Rearview Mirrors*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, and 122 *Motorcycle Brake Systems*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of U.S.- model headlamp assemblies.

Standard No. 120 *Tire Selection and Rims for Vehicles Other Than Passenger Cars*: installation of a label that displays the recommended tire size, rim size, and cold inflation pressure.

Standard No. 123 *Motorcycle Controls and Displays*: installation of a U.S. model speedometer calibrated in miles per hour.

The petitioner also states that a certification label will be affixed to the vehicle that meets the requirements of 49 CFR Part 565.

Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., 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: September 30, 1996.

Marilynne Jacobs,

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 96-25360 Filed 10-2-96; 8:45 am]

**BILLING CODE 4910-59-P**

[Docket No. 96-103; Notice 1]

**Notice of Receipt of Petition for Decision That Nonconforming 1993 Pontiac Trans Sport Multi-Purpose Passenger Vehicles Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1993 Pontiac Trans Sport multi-purpose

passenger vehicles (MPVs) are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1993 Pontiac Trans Sport manufactured for the German market 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 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 November 4, 1996.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 a.m. to 4 p.m.].

**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, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether a 1993 Pontiac Trans Sport MPV manufactured for the German market is eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1993 Pontiac Trans Sport that was manufactured for 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 1993 Pontiac Trans Sport 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 1993 Pontiac Trans Sport, 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 1993 Pontiac Trans Sport 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*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Brake Fluid*, 118 *Power-Operated Window Systems*, 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*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1993 Pontiac Trans Sport comply with the Bumper Standard found in 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 an ECE symbol on the brake failure indicator lamp; (b) labeling of the odometer to reflect its calibration in kilometers per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of U.S.-model front and rear sidemarker/reflector assemblies.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

The petitioner also states that a certification label 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 Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., 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. If NHTSA decides that non-U.S. certified 1993 Pontiac Trans Sport MPVs are eligible for importation into the United States, that decision will be made with respect to all such vehicles, and not be limited to those manufactured for the German market.

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: September 30, 1996.  
Marilynne Jacobs,  
Director, Office of Vehicle Safety Compliance.  
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### Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 33073]

**Coach USA, Inc.—Control Exemption—  
American Sightseeing Tours, Inc.;  
California Charters, Inc.; Texas Bus  
Lines, Inc.; Gulf Coast Transportation,  
Inc.; and K-T Contract Services, Inc.**

AGENCY: Surface Transportation Board.

<sup>1</sup>The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (1995), abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board

**ACTION:** Notice of filing of petition for exemption.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier that controls 10 motor passenger carriers, seeks to be exempted, under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(5), to acquire control of five other motor passenger carriers.

**DATES:** Comments must be filed by November 4, 1996. Petitioner may file a reply by November 12, 1996.

**ADDRESSES:** Send an original and 10 copies of comments referring to STB Finance Docket No. 33073 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423. In addition, send one copy of comments to petitioner's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** Coach seeks an exemption to acquire stock control over five motor passenger carriers that operate both in interstate and intrastate commerce: American Sightseeing Tours, Inc., d/b/a ASTI (MC-252353) (primarily charter operations from the Miami/Ft. Lauderdale, FL area); California Charters, Inc. (CCI) (MC-241211) (primarily charter operations from the Los Angeles, Long Beach, and San Diego, CA area); Texas Bus Lines, Inc. (TBL) (MC-37640) (primarily charter operations from the Houston, TX area and regular-route service between Houston and Galveston, TX); Gulf Coast Transportation, Inc., d/b/a Gray Line Tours of Houston (GCTI) (MC-201397) (primarily charter operations from Texas); and K-T Contract Services, Inc. (K-T) (MC-218583) (primarily charter operations from the Las Vegas, NV area and regular-route service between Las Vegas and both Phoenix, AZ and Reno/Carson City, NV). TBL and 50% of CCI are owned by one individual, Mr. Scott Keller, and TBL owns 50% of K-T.<sup>2</sup>

Coach states that each of the five carriers accounts for a relatively small market share, and, aside from charter

(Board) effective January 1, 1996. This notice relates to a control transaction that is subject to Board jurisdiction under 49 U.S.C. 14303.

<sup>2</sup>The stock of ASTI, CCI, TBL, and GCTI was placed in separate, independent voting trusts with different trustees to avoid any unlawful control. The stock of K-T was left as is because Coach will not acquire the remaining 50% of K-T's stock from Kerrville Bus Company, Inc., unless and until this petition is granted.