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Marlene Markison,

Associate Administrator for Injury Control Operations & Resources.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-20386]

Insurance Cost Information Regulation

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

ACTION: Notice of Availability.

SUMMARY: This notice announces publication by NHTSA of the 2005 text and data for the annual insurance cost information booklet that all car dealers must make available to prospective purchasers, pursuant to 49 CFR 582.4. This information is intended to assist prospective purchasers in comparing differences in passenger vehicle collision loss experience that could affect auto insurance costs.

ADDRESSES: Interested persons may obtain a copy of this booklet by contacting the U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. [Docket hours are from 10 a.m. to 5 p.m.]

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Chief, Consumer Standards Division, NHTSA, 400 Seventh Street SW., Washington, DC 20590 (202-366-0846).

SUPPLEMENTARY INFORMATION: Pursuant to section 201(e) of the Motor Vehicle Information and Cost Savings Act, 15 U.S.C. 1941(e), on March 5, 1993, 58 FR 12545, the National Highway Traffic Safety Administration (NHTSA) amended 49 CFR Part 582, *Insurance Cost Information Regulation*, to require all dealers of automobiles to distribute to prospective customers information that compares differences in insurance costs of different makes and models of passenger cars based on differences in damage susceptibility.

Pursuant to 49 CFR 582.4, all automobile dealers are required to make available to prospective purchasers booklets that include this comparative information as well as certain mandatory explanatory text that is set out in section 582.5. Early each year, NHTSA produces this booklet updating

the Highway Loss Data Institute's (HLDI) December Insurance Collision Report.

NHTSA is mailing a copy of the 2005 booklet to each dealer that the Department of Energy uses to distribute the "Gas Mileage Guide." Dealers will have the responsibility of reproducing a sufficient number of copies of the booklet to assure that they are available for retention by prospective purchasers by May 11, 2005. Dealers who do not receive a copy of the booklet within 15 days of the date of this notice should contact Ms. Rosalind Proctor of NHTSA's Office of International Policy, Fuel Economy and Consumer Programs (202) 366-0846 to receive a copy of the booklet and to be added to the mailing list. Dealers may also obtain a copy of the booklet through the NHTSA Web page at: <http://www.nhtsa.dot.gov/cars/problems/studies/InsCost>. (49 U.S.C. 32302; delegation of authority at 49 CFR 1.50(f).)

Issued on: April 1, 2005.

Roger A. Saul,

Director, Crashworthiness Standards.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition To Modify an Exemption of a Previously Approved Antitheft Device; General Motors Corporation

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

ACTION: Grant of a petition to modify an exemption from the Parts Making Requirements of a previously approved antitheft device.

SUMMARY: This notice grants in full GM's second petition to modify the exemption of the previously approved antitheft device for the Cadillac DeVille vehicle line beginning with model year (MY) 2006. This notice also acknowledges GM's notification that the nameplate for the Cadillac DeVille vehicle line will be changed to Cadillac DTS beginning with the 2006 model year. NHTSA is granting GM's petition to modify the exemption because it has determined that, based on substantial evidence provided by GM, that the modified antitheft device described in GM's petition is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-making requirements.

DATES: The exemption granted by this notice is effective beginning with model year (MY) 2006.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2290.

SUPPLEMENTARY INFORMATION: On April 27, 1990, NHTSA published in the **Federal Register** a notice granting in part the petition from GM for an exemption from the parts-making requirements of the Theft Prevention Standard (49 CFR Part 541) for the MY 1991 Cadillac DeVille vehicle line. The DeVille was equipped with the "PASS-Key" antitheft device (*see* 55 FR 17854). On June 2, 1999, NHTSA published in the **Federal Register** a notice granting in full GM's petition for modification of the previously approved antitheft device for the Cadillac DeVille vehicle line beginning with the 2000 model year. The DeVille was equipped with the "PASS-Key III" antitheft device (*see* 64 FR 29736). On February 15, 2005, GM submitted a second petition to modify an exemption of its existing antitheft device. GM's submission is a complete petition, as required by 49 CFR 543.9(d), in that it meets the general requirements contained in 49 CFR 543.5 and the specific content requirements of 49 CFR 543.6 GM's petition provides a detailed description of the identity, design and location of the components of the antitheft system proposed for installation beginning with the 2006 model year.

GM's petition also informed the agency of its planned nameplate change for the Cadillac DeVille to the Cadillac DTS nameplate beginning with the 2006 model year. GM stated that the Cadillac DeVille will continue to be built on the existing "K" car platform from which the Cadillac DeVille line is currently built.

GM stated that the current antitheft device ("PASS-Key III") installed on the Cadillac DeVille vehicle line provides protection against unauthorized starting and fueling of the vehicle engine.

GM stated that the antitheft device is designed to be active at all times without direct intervention by the vehicle operator, and that no specific or discrete security system action is necessary to achieve protection of the device. The device is fully armed immediately after the vehicle has been turned off and the key has been removed.