

Federal Motor Vehicles Safety Standard No. 218, Motorcycle Helmets, which establishes minimum performance requirements for helmets designed for use by motorcyclists and other motor vehicle users. Standard No. 218 requires that each helmet shall be labeled permanently and legibly (\$5.6), in a manner such that the label(s) can be read easily without removing padding or any other permanent part.

Description of the Need for the Information and Proposed Use of the information—NHTSA requires labeling information to ensure that helmet owners have important safety information. The information currently provided on the helmet from the labels includes that manufacturer's name or identification, model, size, month and year of manufacture, shell and liner construction of the helmet. The owners will also receive important information on caring for the helmet from the labels. Finally, the DOT symbol signifies the manufacturer's certification that the helmet meets all the requirements in the standard. Labeling is necessary for NHTSA to identify the helmet, particularly, if the helmet failed the compliance tests.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—NHTSA estimates that 32 manufacturers of motorcycle helmets offer their products for sale in the United States. The frequency of response to the collection of information depends on the number of helmets that each manufacturer sells.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—Currently, 32 manufacturers produce, on the average, a total of approximately 1,600,000 motorcycle helmets a year. NHTSA estimates that the total annual information collection burden on all manufacturers is 5,333 hours. NHTSA estimates that "annualized costs on all manufacturers is \$640,000."

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: January 17, 2001.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-8591; Notice 1]

Bridgestone/Firestone, Inc., Receipt of Application for Decision of Inconsequential Noncompliance

Bridgestone/Firestone, Inc., has determined that approximately 33,000 P235/75R15 Widetrack Wintertrax tires produced in the Sao Paulo, Brazil plant and 1,400 P235/75R15 Lemans A/T tires produced in the Decatur, Illinois plant do not meet the labeling requirements mandated by Federal Motor Vehicle Safety Standard (FMVSS) No. 109, "New Pneumatic Tires."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Bridgestone/Firestone has petitioned for a determination that the noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

The noncompliance with Section 4.2.1(c) relates to maximum load rating for a particular tire size. The Sao Paulo plant produced 33,000 P235/75R15 Widetrack Wintertrax tires from April 2000 through October 2000. The affected tires had the maximum load mismatched. The actual marking was: Max Load 650 Kg (1433 lbs.) @ 300 Kpa (44 psi). The correct marking should have been: Max Load 920 Kg (2029 lbs.) @ 300 Kpa (44 psi).

The affected P235/75R15 Widetrack Wintertrax tires meet all requirements of FMVSS No. 109 except the markings pertaining to maximum load rating.

The noncompliance with Section 4.3.4(a) relates to the maximum inflation pressure of the tire. The Decatur plant produced 1,400 P235/75R15 Lemans A/T tires during DOT weeks 36, 37 and 38 of the year 2000. The affected tires had the inflation pressure (English units only) mismatched on the sidewall opposite the DOT serial number. The actual marking was: Max Load 990 Kg (2183 lbs.) @ 340 Kpa (41 psi). The correct marking should have been: Max Load 990 Kg (2183 lbs.) @ 340 Kpa (50 psi). Bridgestone/Firestone states that this was a single mold issue and the markings in that mold have been corrected.

The affected P235/75R15 Lemans A/T tires meet all requirements of FMVSS

No. 109. They have the correct inflation in metric units, and the recommended operation inflation pressure is defined by the placard on the vehicle door or within the owner manual.

Bridgestone/Firestone, Inc., submits that the noncompliance is inconsequential as it relates to motor vehicle safety.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: (February 21, 2001).

(49 U.S.C. 301118, 301120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: January 17, 2001.

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Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-8133; Notice 2]

Panoz Auto Development Company; Grant of Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

This notice grants the application by Panoz Auto Development Company of Hoschton, Georgia, for a temporary exemption from paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The basis of the application is that compliance will cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

Notice of receipt of the application was published on October 25, 2000, and an opportunity afforded for comment (65 FR 63913).

Panoz received NHTSA Exemption No. 93-5 from S4.1.4 of Standard No.