

period, (3) exclude buses with a GVWR of more than 3,860 kilograms (8,500 pounds), (4) specify that all attachments to the vehicle upper interior components are to remain in place during compliance testing, and (5) make other changes to the test procedure to clarify some areas of confusion. This rule corrects minor errors in the previous final rule.

Since the publication of the April 1997 final rule, NHTSA received two petitions for reconsideration from: (1) The American Automobile Manufacturers Association (AAMA) and (2) ASC, Incorporated. NHTSA will respond to those petitions through a notice to be published in the **Federal Register** later this year.

II. Summary of the Corrections

NHTSA has discovered a few discrepancies between the preamble and the regulatory text of the April 1997 final rule that require corrections. NHTSA is making those corrections through this notice.

The corrections are not substantive. The first correction is in the wording of 49 CFR 571.201, S2. "Application" to make the section to be consistent with the statement in the preamble of the final rule. It is clearly stated in the preamble that requirements of S6 do not apply to buses with a GVWR of more than 3,860 kilograms (8,500 pounds). The regulatory text incorrectly indicates, however, that the requirements of S6 do not apply to buses with a GVWR of 3,860 kilograms (8,500 pounds) or less. As indicated by the preamble, NHTSA intended that buses with a GVWR greater than 3,860 kilograms (8,500 pounds) be excluded

from the requirements of S6. The second correction amends 49 CFR 571.201, S8.12(a)(1) to clarify the location of the rearmost head center of gravity for the front outboard seating position (CG-F2) and make the regulatory text consistent with the definition of the seating reference point. As published, S8.12(a)(1) called for locating the head center of gravity with the seat in its rearmost adjustment position. NHTSA notes that a seat may be capable of adjustment to positions both forward and rearward of the normal design positions used for driving or riding. The agency did not intend that an extreme rearward adjustment, which is outside the range of adjustment for normal use by drivers or passengers, be used for locating the head center of gravity. Accordingly, S8.12(a)(1) is being corrected so that location of the head center of gravity may be based on the seat being adjusted to its rearmost normal design position.

As stated above, these amendments are effective upon publication of this notice. These amendments are merely technical corrections of the final rule that was published on April 8, 1997. They impose no new substantive requirements. Therefore, NHTSA finds for good cause that any notice of proposed rulemaking and opportunity for comment on these amendments are not necessary. Because of the non-substantive nature of the amendments, NHTSA also finds for good cause that making the rule effective upon publication is in the public interest.

List of Subjects in 49 CFR Part 571

Imports, Incorporation by reference, Motor vehicle safety, Motor vehicles.

Accordingly, 49 CFR Part 571 is corrected by making the following correcting amendments:

PART 571—[AMENDED]

1. The authority citation for part 571 of title 49 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

2. S2 and S8.12(a)(1) of 49 CFR 571.201 are corrected to read as follows:

§ 571.201 Standard No. 201; Occupant protection in interior impact.

* * * * *

S2. *Application.* This standard applies to passenger cars and to multipurpose passenger vehicles, trucks, and buses with a GVWR of 4,536 kilograms or less, except that the requirements of S6 do not apply to buses with a GVWR of more than 3,860 kilograms.

* * * * *

S8.12 * * *

(a) * * *

(1) *Location of rearmost CG-F (CG-F2).* For front outboard designated seating positions, the head center of gravity with the seat in its rearmost normal design driving or riding position (CG-F2) is located 160 mm rearward and 660 mm upward from the seating reference point.

* * * * *

Issued on December 4, 1997.

Ricardo Martinez,
Administrator.

[FR Doc. 97-34052 Filed 12-31-97; 8:45 am]

BILLING CODE 4910-59-P