

should not complicate reporting since manufacturers already have to review field reports to sort them by model and model year.

To accomplish this goal, and to allow efficient analysis of these non-dealer field reports, we have developed a naming convention for them and have included an appropriate template on our website. That template will include fields to allow identification of the manufacturer submitting the field report, the make, model, and model year(s) of the vehicle(s) covered by the field report, and the component(s) or system(s) addressed in the report. If a non-dealer field report refers to more than one system or component category, the manufacturer must identify each such category, up to five such categories.

While ordinarily a field report will address a single make/model of vehicle, we recognize that on occasion a field report may address more than one make/model. For example, a General Motors field report could address a possible problem with a component of the fuel system and specifically mention certain Buick and Pontiac passenger cars. In order to assure consistency and to simplify reporting, we have decided that, for vehicles, when a field report refers to more than one model built on a single platform (as defined in Section 579.4(c)), in the submission of field reports it should be identified by that platform rather than by one or more of the particular makes/models referred to in the field report. In the relatively rare case where a field report refers to makes/models built on more than one platform, in order to allow us to effectively use the information, manufacturers will be required to submit multiple copies, one for each platform.

If a field report refers to more than one model year (or production year) of a given make/model or platform, the manufacturer shall submit it as though it applied to the earliest model year covered by the report. (However, when identifying the field report using the template, each model year covered by the report shall be specified.) We are making appropriate amendments in the sections on field reports to implement these changes.

Electronic submissions of field reports must be submitted as one report per file, so that we will be able to identify and review them individually. However, where a number of files are involved, manufacturers may "Zip" the files together.

4. Designation of Types of Trailers and Medium-Heavy Trucks and Buses

TTMA requested that we consider requiring trailer manufacturers to identify the "model" of trailers using the DOT VIN code designation, and provided a list of nine "models." We have accepted this suggestion, but note that the "models" described by TTMA are more properly considered "types." We are making an appropriate amendment to Section 579.24, adding a "type" field to the template, and amending the definition of "type" in Section 579.4(c) to specify, for trailers, that it refers to one of the ten separate categories, the nine suggested by TTMA (van trailer, flatbed, trailer converter dolly, lowbed, dump, tank, dry bulk, live stock, boat, auto transporter, and other), plus recreational trailers.

We had previously required manufacturers to identify the "type" of light vehicles and of child restraint systems. The TTMA request has led us to conclude that it would also be appropriate to also require manufacturers of medium-heavy vehicles and buses to identify the "type" of such vehicle. Viewed broadly, these types include truck, tractor, school bus as defined in 49 CFR 571.3, transit bus (a bus for local travel), coach (a bus for intercity travel), recreational vehicle (a motor vehicle other than a trailer that is designed and equipped for leisure travel), emergency vehicle (a motor vehicle, other than a light vehicle, designed for emergency service, such as fire fighting, ambulance, rescue, police use, and similar applications), and other (a medium heavy vehicle or bus not otherwise included in the types listed above). Therefore, we are making appropriate amendments to Sections 579.22 and 579.4(c), and to the template for this category of vehicles.

5. Tires

At the workshop, some tire manufacturers asked that they be allowed to use the DOT standardized plant code that NHTSA assigns (see 49 CFR 574.5(a) and 574.6(b)) for tires produced for sale in the United States as an identification of the plant where a tire was manufactured when they submit information required by Section 579.26(a) and (c). We have concurred with this. If a tire manufacturer so chooses, it may reference the two-character DOT alphanumeric codes for U.S.-located production plants. However, the full plant name must be provided for foreign tire production plants.

6. Correction of Section 579.23(c)

The reporting requirements for motorcycle manufacturers cover 20 specific systems or components identified by codes 01–20 in Section 579.23(b)(2). Section 579.23(c) erroneously refers to "codes 01 through 22 in paragraph (b)(2) of this section." We are correcting the reference to "22" in subsection (c) to "20."

X. Privacy Act Statement

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit <http://dms.dot.gov>.

XI. Rulemaking Analyses

Regulatory Policies and Procedures. Executive Order 12866, "Regulatory Planning and Review" (58 FR 51735, October 4, 1993) provides for making determinations whether a regulatory action is "significant" and therefore subject to Office of Management and Budget (OMB) review and to the requirements of the Executive Order. The Order defines as "significant regulatory action" as one that is likely to result in a rule that may:

- (1) Have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or Tribal governments or communities;
- (2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another agency;
- (3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs or the rights and obligations of recipients thereof; or
- (4) Raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in the Executive Order.

We have considered the impact of this rulemaking under E.O. 12866 and the Department of Transportation's regulatory policies and procedures. This rulemaking has been determined to be significant by the Office of Management and Budget under E.O. 12866 because of congressional interest. For the same reason, this action has also been determined to be significant under DOT's regulatory policies and