

whether replacement lamps for the rear of a vehicle may have the reflex reflectors in a location that is inboard from that in the original lamps, and whether light source modifications are permissible for aftermarket lamps (68 FR 42454). The draft letters would be interpretations of Federal Motor Vehicle Safety Standard No. 108, *Lamps, Reflective Devices, and Associated Equipment*.

We initially provided a comment period of 45 days, until September 2, 2003. Subsequently, in response to a petition from the Specialty Equipment Market Association (SEMA), we extended the comment period to October 2, 2003 (68 FR 51635, August 27, 2003).

NHTSA received two petitions requesting an additional extension of the comment period, to October 31, 2003. The petitioners are the Transportation Safety Equipment Institute (TSEI) and the Truck Trailer Manufacturers Association (TTMA).

TSEI stated that it and its members have devoted a substantial amount of time and effort to consideration of comments. However, that organization stated that it cannot complete its recommendations until its Fall 2003 membership meeting, which will be held on October 9 and 10. According to the petitioner, a large portion of time during this meeting has been reserved for discussion and development of TSEI's position on the agency's draft interpretations by its engineering committee. Thereafter, TSEI expects to complete and submit its comments. The petitioner stated that in order to afford it the opportunity to apply the resources available to it during the October 9 and 10 meeting to complete work on its response, it requests an additional extension of the comment period, until October 31, 2003.

TTMA stated that its Engineering Committee is scheduled to meet on October 14 and 15, and that the agency's notice of draft interpretation will be one of the topics discussed. That organization stated that any comment it makes would best be developed at that time and would include the views of the TTMA membership.

After considering the arguments raised by TSEI and TTMA, we have decided that it is in the public interest to extend the comment period from October 2, 2003 to October 31, 2003, pursuant to the petitioners' requests.

Privacy Act

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 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

Authority: 49 U.S.C. 30111; 49 CFR 501.8(d)(5).

Issued on September 24, 2003.

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[FR Doc. 03–24580 Filed 9–26–03; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2003–16206]

Notice of Receipt of Petition for Decision that Nonconforming 2000, 2001 and 2002 Jaguar S-Type Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2000, 2001 and 2002 Jaguar S-Type passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2000, 2001 and 2002 Jaguar S-Type passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is October 29, 2003.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. 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 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

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**.

J.K. Technologies LLC of Baltimore, Maryland (“J.K.”) (Registered Importer 90–006) has petitioned NHTSA to decide whether nonconforming 2000, 2001 and 2002 Jaguar S-Type passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 2000, 2001 and 2002 Jaguar S-Type passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it compared printed text from dealers and parts lists for both non-U.S. certified 2000, 2001 and 2002 Jaguar S-Type passenger cars and their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.