

In consideration of the foregoing, 49 CFR part 571 is amended as follows:

## **PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS**

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

**Authority:** 49 U.S.C. 322, 30111, 30162; delegation of authority at 49 CFR 1.50.

2. Section 571.114 is amended by revising S1, S4.2.1, and S4.2.2, and adding new paragraphs S5 through S5.3, to read as follows:

### **§ 571.114 Standard No. 114; Theft protection.**

**S1 Purpose and Scope.** This standard specifies requirements primarily for theft protection to reduce the incidence of crashes resulting from unauthorized operation of a motor vehicle. It also specifies requirements to reduce the incidence of crashes resulting from the rollaway of parked vehicles with automatic transmissions as a result of children moving the shift mechanism out of the "park" position.

\* \* \* \* \*

**S4.2.1(a)(1)** Except as provided in S4.2.2(a) and (b), the key-locking system required by S4.2 in each vehicle which is manufactured prior to September 1, 1996, and which has an automatic transmission with a "park" position shall, when tested under the test procedures in S5(a), prevent removal of the key:

(i) Whenever the shift lever or other shifting mechanism is fully placed in any designated shift position other than "park," unless the transmission or transmission shift mechanism become locked in "park" as the direct result of removing the key; and

(ii) Whenever the shift lever or other shifting mechanism is fully placed in the park position, unless the transmission or transmission shift mechanism are locked in park or become locked in "park" as the direct result of removing the key.

(2) Except as provided in S4.2.2(a) and (b), the key-locking system required by S4.2 in each vehicle which is manufactured on or after September 1, 1996, and which has an automatic transmission with a "park" position shall, when tested under the procedures in S5(b), prevent removal of the key unless the transmission or transmission shift lever is locked in "park" or becomes locked in "park" as the direct result of removing the key.

(3) Each vehicle shall not move more than 150 mm on a 10 percent grade when the transmission or transmission shift lever is locked in "park."

**S4.2.2(a)** Notwithstanding S4.2.1, provided that steering is prevented upon the key's removal, each vehicle specified therein may permit key removal when electrical failure of this system (including battery discharge) occurs or may have a device which, when activated, permits key removal. The means for activating any such device shall be covered by a non-transparent surface which, when installed, prevents sight of and activation of the device. The covering surface shall be removable only by use of a screwdriver or other tool.

(b) Notwithstanding S4.2.1, each vehicle specified therein may have a device which, when activated, permits moving the transmission shift lever from "park" after the removal of the key. The device shall either be operable:

(1) By the key, as defined in S3; or

(2) By another means, provided that steering is prevented when the key is removed from the ignition, and provided that the means for activating the device is covered by a non-transparent surface which, when installed, prevents sight of and activation of the device. The covering surface shall be removable only by use of a screwdriver or other tool.

\* \* \* \* \*

### **S5. Compliance Test Procedure for vehicles with automatic transmissions.**

#### **S5.1 Test Conditions.**

(a) The vehicle shall be tested at curb weight plus 91 kg (including the driver).

(b) Except where specified otherwise, the test surface shall be level.

#### **S5.2 Test procedure for vehicles manufactured before September 1, 1996.**

(a) Drive the vehicle forward and stop with the service brakes. Apply the parking brake (if present). Try to remove the ignition key from each possible key position.

(b) Repeat the procedure in S5.2(a) with the transmission shift mechanism in each forward drive shift detent position.

(c) Drive the vehicle backward and stop with the service brakes. Apply the parking brake. Try to remove the ignition key from each possible key position.

(d) Move the transmission shift mechanism to the "neutral" detent position. Try to remove the ignition key from each possible key position.

(e) Drive the vehicle forward up a 10 percent grade and stop it with the service brakes. Apply the parking brake. Move the shift mechanism to the "park" position. Apply the service brakes. Release the parking brake. Release the service brakes. Remove the key. Verify that the transmission shift mechanism

or transmission is locked in "park." Verify that vehicle movement was less than or equal to 150 mm after release of the service brakes.

#### **S5.3 Test procedure for vehicles manufactured on or after September 1, 1996.**

(a) Move the transmission shift mechanism to any position where it will remain without assistance, including a position between the detent positions, except for the "park" position. Try to remove the key from each possible key position in each such shift position.

(b) Drive the vehicle forward up a 10 percent grade and stop it with the service brakes. Apply the parking brake (if present). Move the shift mechanism to the "park" position. Apply the service brakes. Release the parking brake. Release the service brakes. Remove the key. Verify that the transmission shift mechanism or transmission is locked in "park." Verify that vehicle movement was less than or equal to 150 mm after release of the service brakes.

Issued on June 1, 1995.

**Ricardo Martinez,**  
Administrator.

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## **INTERSTATE COMMERCE COMMISSION**

### **49 CFR Part 1023**

[Ex Parte No. MC-100 (Sub-No. 6)]

### **Single State Insurance Registration**

**AGENCY:** Interstate Commerce Commission.

**ACTION:** Final rule.

**SUMMARY:** The Commission is revising the receipt provisions of its regulations pertaining to registration by motor carriers with states. Pursuant to a court remand, the Commission has reexamined provisions permitting motor carriers to make copies of registration receipts. Under the revised rules, states will issue official copies of receipts, and motor carrier copying will be prohibited.

**EFFECTIVE DATE:** July 7, 1995.

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**SUPPLEMENTARY INFORMATION:** In a decision in *Single State Insurance Registration*, 9 I.C.C.2d 610 (1993), Notice published at 58 FR 28932 on