

FINAL THEFT RATES OF MODEL YEAR 2001 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 2001—
Continued

No.	Manufacturer	Make/model (line)	Thefts 2001	Production (Mfr's) 2001	2001 theft rate (per 1,000 vehicles produced)
203	Quantum Tech	Cavalier	1	2,417	0.4137
204	Honda	Insight	1	3,426	0.2919
205	Aston-Martin	DB-7/Vantage/Coupe/Volante	0	348	0.0000
206	Rolls-Royce	Bentley Azure	0	100	0.0000
207	Rolls-Royce	Bentley Continental R	0	22	0.0000
208	Rolls-Royce	Bentley Continental T	0	8	0.0000
209	General Motors	Cadillac Funeral Coach/Hearse	0	2,203	0.0000
210	Ferrari	360	0	723	0.0000
211	Ferrari	456	0	64	0.0000
212	Ferrari	550	0	290	0.0000
213	Lamborghini	DB132/144 Diablo	0	150	0.0000
214	Rolls-Royce	Corniche	0	45	0.0000
215	Rolls-Royce	Park Ward	0	28	0.0000
216	Rolls-Royce	Silver Seraph	0	51	0.0000
217	Mitsubishi	² Nativa	0	1,653	0.0000

¹ This vehicle was manufactured under the Chrysler nameplate for sale in a U.S. Territories only (Guam, American Samoa, Puerto Rico) and the Virgin Islands, (St. Thomas & St. Croix).

² This vehicle was manufactured for sale only in Puerto Rico and represents the U.S. version of the Montero Sport line.

Issued on: September 12, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03-23874 Filed 9-17-03; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 571 and 596

[Docket NHTSA-03-15438]

RIN 2127-AH99

Federal Motor Vehicle Safety Standards; Child Restraint Systems; Child Restraint Anchorage Systems Phase-In Reporting Requirements; Correction

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to a final rule (Docket NHTSA-03-15438) that was published Friday, June 27, 2003. The rule responded to petitions for reconsideration of final rules pertaining to Federal Motor Vehicle Safety

Standard (FMVSS) No. 225, Child Restraint Anchorage Systems.

EFFECTIVE DATE: September 19, 2003.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: The final rule that is the subject of this correction responded to petitions for reconsideration of the agency's March 1999 final rule establishing Federal Motor Vehicle Safety Standard No. 225, *Child Restraint Anchorage Systems* (49 CFR 571.225), and of the agency's previous responses to petitions, published in August 1999 and July 2000.

Need for Correction

As published, the final rule contains errors that are in need of clarification. One error leads to unclear regulatory text that the agency wants to correct prior to October 1, when 49 CFR part 571 is annually revised. Other errors are more minor and will be corrected in a subsequent **Federal Register** document that responds to petitions for reconsideration received on the June 27, 2003 final rule (68 FR 38208).

Correction of Publication.

■ Accordingly, the publication on June 27, 2003 (68 FR 38208, FR Doc. 03-15953) amending FMVSS No. 225 is corrected as follows:

§ 596.5 [Corrected]

■ On page 38231 in the first column, in instruction 4, line 2, the phrase "introductory test" [sic] is removed.

■ On page 38231 in the first column, § 596.5, "Response to inquiries" is corrected to read:

§ 596.5 Response to inquiries.

At anytime during the production years ending August 31, 2000, August 31, 2001, August 31, 2002, and August 31, 2005, each manufacturer shall, upon request from the Office of Vehicle Safety Compliance, provide information identifying the vehicles (by make, model and vehicle identification number) that have been certified as complying with Standard No. 225 (49 CFR 571.225). The manufacturer's designation of a vehicle as a certified vehicle is irrevocable.

Issued on September 12, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03-23880 Filed 9-18-03; 8:45 am]

BILLING CODE 4910-59-P