required field of view for all passenger cars, trucks, multipurpose passenger vehicles, buses, and low-speed vehicles rated at 10,000 pounds or less, gross vehicle weight, as specified in the Cameron Gulbransen Kids Transportation Safety Act of 2007 (75 FR 76186). NHTSA's proposal would specify an area immediately behind each vehicle and require that the driver must be able to see that area when the vehicle's transmission is in reverse, thereby minimizing the likelihood of a vehicle striking a pedestrian while performing a backing maneuver. The agency is announcing two separate public events to obtain additional public input related to this proposal. In a separate document appearing elsewhere in today's edition of the **Federal Register**, the agency is correcting various minor errors regarding metric conversions, section cross references and other matters.

The purpose of the first public event, a public technical workshop, is to provide interested parties an opportunity to discuss technical issues relevant to the test procedure. We are holding the workshop after our preliminary evaluation of comments suggests that various test procedure comments could be better presented using a "hands-on" approach. The workshop will be held in a lab environment. The agency will provide a vehicle and various test equipment to aid parties in demonstrating compliance testing concerns relevant to the proposed rule.

The purpose of the second meeting, a public hearing, is to provide the public with an opportunity to present oral comments regarding NHTSA's proposal. The agency wants to give the public this additional opportunity to express their views on effective ways of meeting the mandate in the Cameron Gulbransen Kids Transportation Safety Act.

Technical Workshop Procedures

To ensure that all interested persons have the benefit of the discussions at the workshop, we will arrange for a written transcript of the workshop. It will be placed in the public docket for this rulemaking. You may make arrangements for copies of the transcript directly with the court reporter.

Because the technical workshop will be located in a lab environment, NHTSA requests that the number of those attending from each affiliation be held to a minimum. For security purposes, photo identification is required to enter NHTSA's vehicle research test center.

Public Hearing Procedures

Once NHTSA establishes how many people have registered to speak at the public hearing, it will allocate an appropriate amount of time to each participant, allowing time for necessary breaks. In addition, we will reserve a block of time for anyone else in the audience who wants to give testimony. For planning purposes, each speaker should anticipate speaking for approximately ten minutes, although we may need to shorten that time if there is a large turnout. We will accommodate your requested presentation time to the extent we can, consistent with the other requests we receive. We request that you bring three copies of your statement or other material so that it can be placed into the docket.

To accommodate as many speakers as possible, we prefer that speakers not use technological aids (*e.g.,* audio-visuals, computer slideshows). However, if you plan to do so, you must notify the contact person in the **FOR FURTHER INFORMATION CONTACT** section above in advance of the meeting and make advance arrangements with that person regarding the use of any aids in order to facilitate set-up.

NHTSA will conduct the public hearing informally; thus, technical rules of evidence will not apply. Panel members may ask clarifying questions during the oral presentations, but will not respond to presentations at that time. We will arrange for a written transcript of the meeting. You may make arrangements for copies of the transcripts directly with the court reporter.

This meeting will be held in the media room at the Department of Transportation West Building. Therefore, each participant must register with building security personnel and be escorted to the meeting room by the contact person in the **FOR FURTHER INFORMATION CONTACT** section, or someone delegated by him for this purpose. Please arrive at the security desk sufficiently in advance of the expected time of your presentation to allow for the time necessary to obtain security clearance. The length of time will depend on the size of the audience seeking to attend the meeting.

Public Comments

Persons wishing to submit written comments related to the proposal or either public event may do so on or before the new comment closing date announced in this document. The agency will consider all comments received before the close of business on the new comment closing date announced in the **DATES** section of this preamble. The comments will be available for examination in the docket at the above address both before and after that date.

To minimize the interval between the issuance of the final rule and the original statutory deadline, the agency does not expect to be able to consider any late comments. Rulemaking action may proceed at any time after the comment due date. Any comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rulemaking.

The NHTSA will continue to file relevant material as it becomes available in the docket after the closing date. It is recommended that interested persons continue to examine the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the public docket should enclose, in the envelope with their comments, a self-addressed stamped postcard. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Issued on: February 24, 2011.

Joseph S. Carra,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2011–4736 Filed 2–28–11; 11:15 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 571 and 585

[Docket No. NHTSA–2010–0162]

RIN 2127–AK43

Rear Visibility; Federal Motor Vehicle Safety Standard, Rearview Mirrors; Federal Motor Vehicle Safety Standard, Low-Speed Vehicles; Phase-in Reporting Requirements

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

ACTION: Notice of proposed rulemaking; corrections.

SUMMARY: In December 2010, we published a notice of proposed rulemaking proposing to amend the agency's Federal motor vehicle safety standard on rearview mirrors to improve the ability of a driver of a vehicle to detect pedestrians in the area immediately behind the vehicle and thereby minimize the likelihood of the

vehicle's striking a pedestrian while the vehicle is moving backward. This document corrects various minor errors regarding metric conversions, section cross references and other matters. In a separate document appearing in today's edition of the **Federal Register**, the agency reopens the comment period for the proposal and announces plans for holding two public meetings regarding the proposal.

DATES: The corrections made in this document are effective upon publication.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may call Mr. Markus Price, Office of Crash Avoidance Standards (*Phone:* 202–366–0098; *Fax:* 202–366–7002). For legal issues, you may call Mr. Steve Wood, Assistant Chief Counsel for Vehicle Rulemaking and Harmonization, (*Phone:* 202–366–2992; FAX: 202–366–3820). You may send mail to these officials at: National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On December 7, 2010, NHTSA published in the **Federal Register** (75 FR 76186) a notice of proposed rulemaking (NPRM) to expand the required field of view for all passenger cars, trucks, multipurpose passenger vehicles, buses, and low-speed vehicles rated at 10,000 pounds or less, gross vehicle weight. Specifically, NHTSA proposed to specify an area immediately behind each vehicle that the driver must be able to see when the vehicle's transmission is in reverse. It appears that, in the near term, the only technology available with the ability to comply with this proposal would be a rear visibility system that includes a rear-mounted video camera and an in-vehicle visual display. Adoption of this proposal would significantly reduce fatalities and injuries caused by backover crashes involving children, persons with disabilities, the elderly, and other pedestrians. This proposal was issued in response to the Cameron Gulbransen Kids Transportation Safety Act of 2007, which directs NHTSA to issue a final rule amending the agency's Federal motor vehicle safety standard on rearview mirrors to improve the ability of a driver to detect pedestrians in the area immediately behind his or her vehicle and thereby minimize the likelihood of a vehicle striking a pedestrian while its driver is backing the vehicle.

We provided a 60-day comment period that ended February 7, 2011. In a separate document appearing elsewhere in today's edition of the **Federal Register**, the agency reopens the comment period for the proposal and announces plans for holding two public meetings regarding the proposal.

Correction of Errors

In FR Doc. 2010–30353, beginning on page 76186 in the **Federal Register** of Tuesday, December 7, 2010, the following corrections are made:

1. On page 76187, in the first column, Section VII of the Table of Contents references a subsection "Potential Alternatives". There is no such subsection; all discussion of alternatives appears in the subsection "Comparison of Regulatory Alternatives". Correct version of VII of the Table of Contents is:

VII. Proposal to Mandate Improved Rear Visibility
- A. Proposed Specifications
- i. Improved Rear Field of View
- ii. Visual Display Requirements
- a. Rearview Image Size
- b. Image Response Time
- c. Image Linger Time
- d. Visual Display Luminance
- e. Other Aspects of Visual Display
- iii. Requirements for External System Components
- B. Proposed Compliance Tests
- i. Ambient Lighting Conditions
- ii. Rear Visibility Test Object
- iii. Rear Visibility Compliance Test Procedures
- a. Rear Field of View Test Procedure
- b. Rearview Image Size Test Procedure
- C. Proposed Effective Date and Phase-In Schedule
- D. Summary of Estimated Effectiveness, Costs and Benefits of Available Technologies
- E. Comparison of Regulatory Alternatives
- i. System Effectiveness
- ii. Costs
- iii. Benefits
- iv. Net Benefits
- v. Cost Effectiveness

2. On page 76234, figure 6 is corrected to read as follows:

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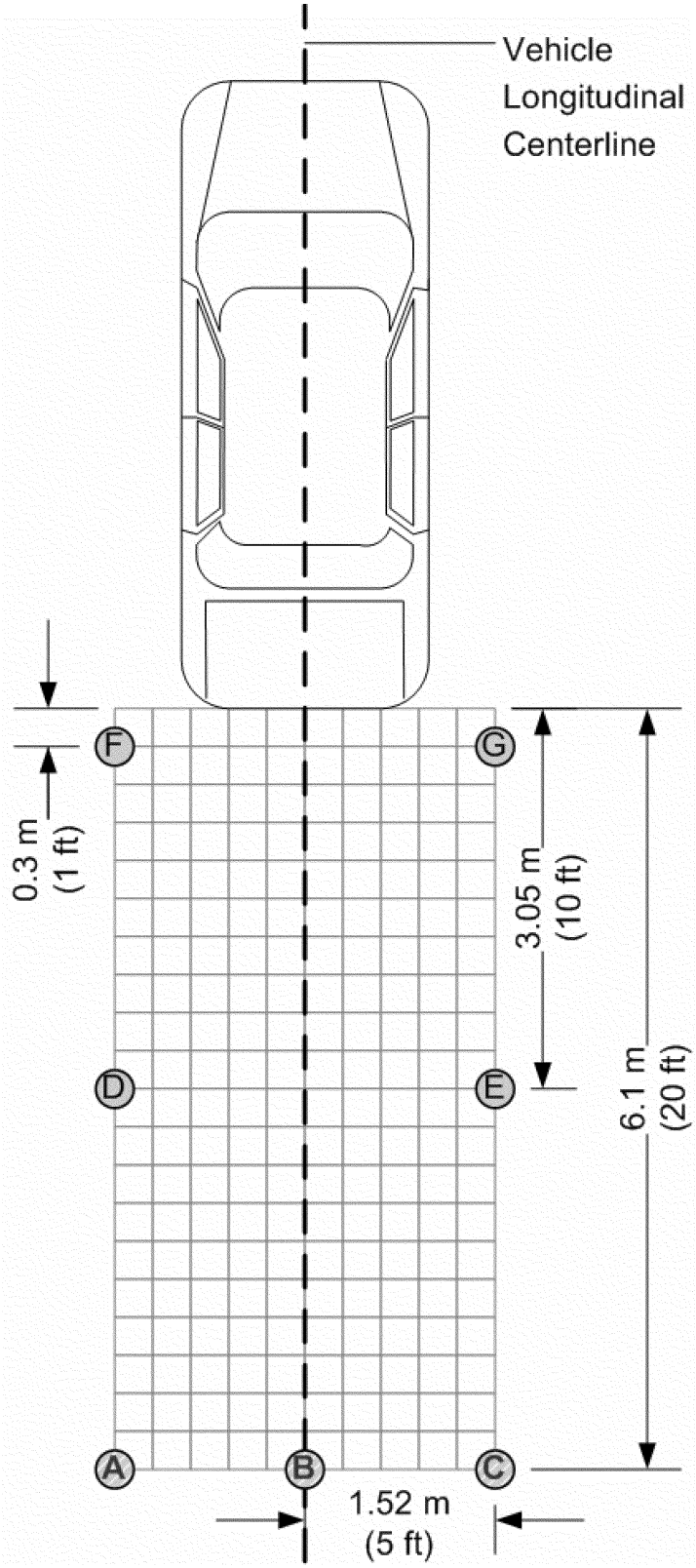

Figure 6. Countermeasure Performance Test Area Illustration and Required Test Object Locations

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3. On page 76244, in the third column, the introductory language of S5.5.1.1 references "S14.1 through

S14.2.3". The correct reference is to "S14.1 through S14.3.3".

4. On page 76245, in the first column, the introductory language of S5.5.1.2 references "S14.1 through S14.2.3". The correct reference is to "S14.1 through S14.3.3".

5. On page 76245, in the first column, the introductory language of S5.5.2 references "S14.2.1 through S14.2.3". The correct reference is to "S14.3.1 through S14.3.3".

6. On page 76245, in the third column, the third line of S6.2(a) contains the weight figure of "4.536 kg". The correct weight figure is "4,536 kg".

7. On page 76245, in the third column, the third line of S6.2(b) contains the weight figure of "4.536 kg". The correct weight figure is "4,536 kg".

8. On page 76246, in the first column, the sixth line of S6.2.3.2 contains the weight figure of "4.536 kg". The correct weight figure is "4,536 kg".

9. On page 76246, in the first column, the sixth line of S6.2.3.3 contains the weight figure of "4.536 kg". The correct weight figure is "4,536 kg".

10. On page 76245, in the third column, the introductory language of S6.2.1.1 references "S14.1 through S14.2.3". The correct reference is to "S14.1 through S14.3.3".

11. On page 76245, in the third column, the introductory language of S6.2.1.2 references "S14.1 through S14.2.3". The correct reference is to "S14.1 through S14.3.3".

12. On page 76246, in the first column, the introductory language of S6.2.2 references "S14.2.1 through S14.2.3". The correct reference is to "S14.3.1 through S14.3.3".

13. On page 76246, in the first column, the introductory language of S6.2.3.2 contains the percentage figure of "33 percent". The correct percentage is "10 percent".

14. On page 76246, in the first column, the introductory language of S6.2.3.3 contains the percentage figure of "67 percent". The correct percentage is "40 percent".

15. On page 76246, in the third column, the third line of S14.1.4 references "S14.1.5(a) through (d)". The correct reference is to "S14.1.4(a) through (d)".

16. On page 76246, in the third column, the first line of S14.1.4(a) references "cylinders G and F". The correct reference is to "cylinders F and G".

17. On page 76246, in the third column, the sixth line of S14.1.4(a) references "cylinders E and D". The correct reference is to "cylinders D and E".

18. On page 76247, in the first column, the eighth line of S14.1.4(a) contains the distance figure of "0.9 m". The correct distance figure is "3.05 m".

19. On page 76247, in the first column, the third line of S14.1.4(c) contains the distance figure "1.5 m". The correct distance figure is "1.52 m".

20. On page 76247, in the first column, the fourth line of S14.1.4(c) contains the direction "left". The correct direction is "right".

21. On page 76247, in the first column, the third line of S14.1.4(d) contains the distance figure "1.5 m". The correct distance figure is "1.52 m".

22. On page 76247, in the first column, the fourth line of S14.1.4(d) contains the direction "right". The correct direction is "left".

23. On page 76247, in the third column, the sixth and seventh lines of S14.3.3 contain the temperature range "176° ± 5° F (60° ± 3° C)". The correct temperature range is "176° ± 5° F (80° ± 3° C)".

24. On page 76248, Figure 5 is corrected to read as follows:

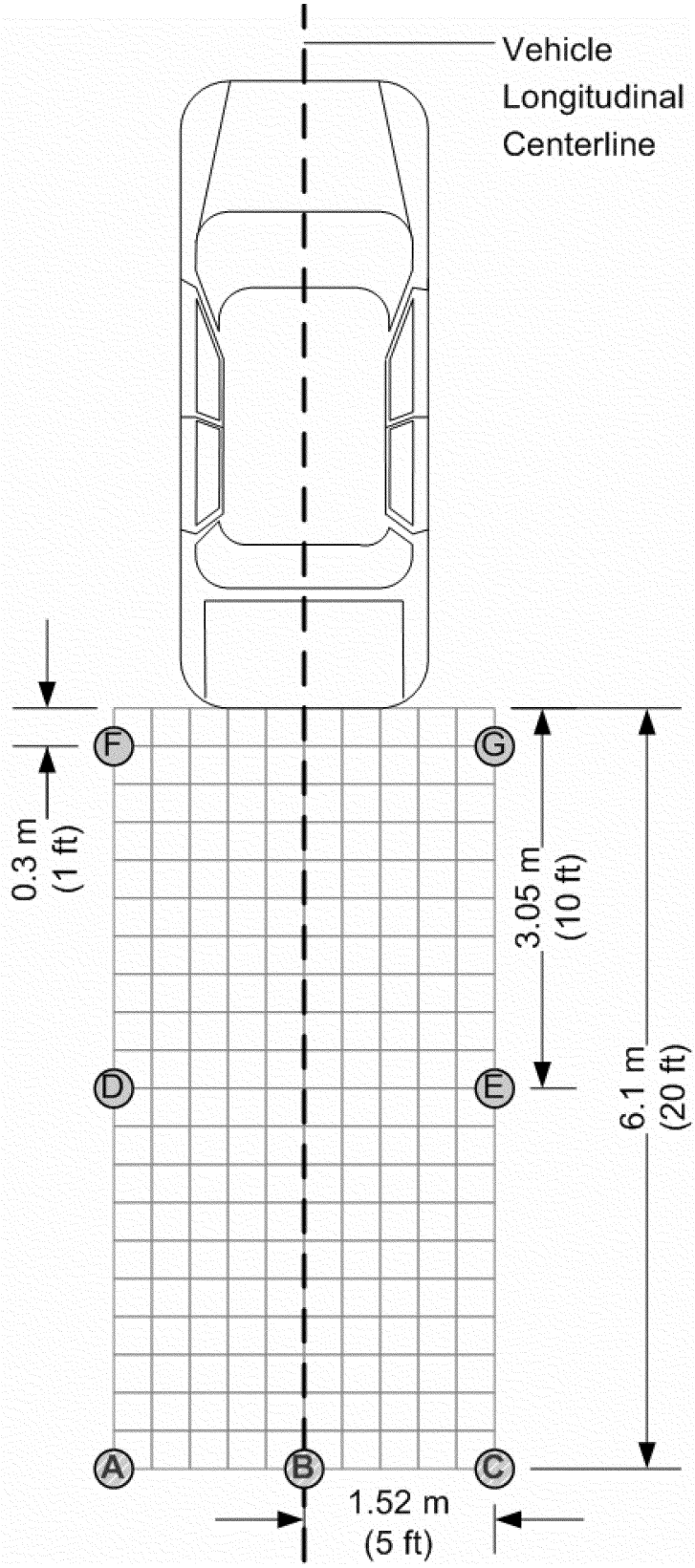

FIGURE 5: TEST CYLINDER LOCATIONS (Units in meters)

Issued on: February 24, 2011.

Joseph S. Carra,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2011–4737 Filed 2–28–11; 11:15 am]

BILLING CODE 4910–59–C