

(2) Public Comment Period (10 a.m. to 10:15 a.m. EDT)

(3) Next Steps and Adjourn

On Thursday, September 5, 2013, from 3:30 p.m. to 5:30 p.m. EDT, the NEMSAC workgroups will meet in breakout sessions at the same location. These sessions are open for public attendance, but their agendas do not accommodate public comment.

Registration Information: This meeting will be open to the public; however, pre-registration is requested. Individuals wishing to attend must register online at <http://events.signup4.com/NEMSACSeptember2013> no later than September 3, 2013. There will not be a teleconference option for this meeting.

Public Comment: Members of the public are encouraged to comment directly to the NEMSAC. Those who wish to make comments on Thursday, September 5 2013, between 3 p.m. and 3:30 p.m. EDT or Friday, September 6, 2013, between 10 a.m. and 10:15 a.m. EDT are requested to register in advance. In order to allow as many people as possible to speak, speakers are requested to limit their remarks to 5 minutes. Written comments from members of the public will be distributed to NEMSAC members at the meeting and should reach the NHTSA Office of EMS no later than September 3, 2013. Written comments may be submitted by either one of the following methods: (1) you may submit comments by email: nemsac@dot.gov or (2) you may submit comments by fax: (202) 366-7149.

A final agenda as well as meeting materials will be available to the public online through www.EMS.gov on or before August 30, 2013.

Issued on: August 8, 2013.

Michael L. Brown,

Acting Associate Administrator for Research and Program Development.

[FR Doc. 2013-19615 Filed 8-12-13; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0003; Notice 2]

Spartan Motor Chassis, Inc.; Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of Denial.

SUMMARY: Spartan Motor Chassis, Inc. (Spartan) has determined that model

year 2011 and 2012 model MM, K2, K3, and SU incomplete vehicles manufactured between January 28, 2011 and June 28, 2011, do not fully comply with paragraph S5.1.4 of Federal Motor Vehicle Safety Standard (FMVSS) No. 121, *Air Brake Systems*. Spartan has filed an appropriate report pursuant to 49 CFR Part 573, Defect and Noncompliance Responsibility and Reports (dated July 13, 2011).

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR Part 556, *Exemption for Inconsequential Defect or Noncompliance*, Spartan has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety. Notice of receipt of the petition was published, with a 30-day public comment period, on February 7, 2012 in the **Federal Register** (77 FR 6190). No comments were received. To view the petition, and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2012-0003."

Contact Information: For further information on this decision contact Mr. James A. Jones, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-5294, facsimile (202) 366-7002.

Summary of Spartans' Analyses: Spartan explains that the noncompliance is the accuracy of the air gauges used in the air brake systems on the subject vehicles do not meet the accuracy requirements identified in FMVSS No. 121 S5.1.4. Spartan explains that the air brake systems operate as designed and meet all other applicable requirements of FMVSS No. 121. In this case, the operator may not be able to detect, by way of the air gauges, the variation between the physical cut-out pressure of the air compressor versus what is shown on the gauge. Although the air pressure within the air systems is controlled by an air governor that is independent of the gauges, rendering the gauges do not provide an accurate indication of the air pressure to the driver.

Spartan additionally states that it has corrected the gauge calibration so that future production will be in compliance.

In summation, Spartan believes that the described noncompliance of its vehicles is inconsequential to motor vehicle safety, and that its petition, to exempt from providing recall

notification of noncompliance as required by 49 U.S.C. 30118 and remedying the recall noncompliance as required by 49 U.S.C. 30120 should be granted.

NHTSA Decision

Requirement Background

Paragraphs S5 of FMVSS No. 121 requires in pertinent part:

S5.1 Required equipment for trucks and buses. Each truck and bus shall have the following equipment: * * *

S5.1.4 Pressure gauge. A pressure gauge in each service brake system, readily visible to a person seated in the normal driving position, that indicates the service reservoir system air pressure. The accuracy of the gauge shall be within plus or minus 7 percent of the compressor cut-out pressure.

The air pressure gauge requirement was adopted during the initial proposal of Standard No. 121 and has been a longstanding requirement of the agency's safety standard that regulates the manufacture of buses and trucks equipped with air brakes. The agency initially proposed that air pressure gauges be visible to the driver seated at the driver's position and have an accuracy of "plus or minus 5 percent" of the air compressor cut-out pressure (see 35 FR 10368). In response to comments, the agency decided to broaden the accuracy of the gauges to "plus or minus 7 percent" of the air compressor cut-out pressure (see 36 FR 3817).

The requirement focuses on two important aspects of motor vehicle safety: 1. Air gauges must be readily visible to the driver seated behind the steering wheel and, 2. Air gauges must accurately display system air pressure to the driver during operation of the vehicle. Readily visible and accurate gauges provide critical feedback to drivers about the condition of the vehicle's air brake system. According to Spartan, with the vehicle's air system fully charged to physical cut-out pressure, the faulty gauges could read as high as 133 psi when they should read 120 psi.

Discussion: The manufacturer of the faulty analog air pressure gauges, Ametek, miscalculated the sweep angle of the pointer-dial resulting in pressure readings that could overshoot by as much as 11 percent of the air compressor cut-out pressure. With the vehicle's air system fully charged to the physical cut-out pressure, the faulty gauges could read as high as 133 psi when they should read 120 psi.

There are three psi readings indicated on the faulty air pressure gauge read-out displays, at 0, 85 and 150 psi, with no

other graduation marks or incremental pressures between these pressures. Since, the gauges lack markings, Spartan argued that vehicle operators may not be able to detect the variance in pressure readings. Spartan, however, did not provide any supporting documentation to show the difference in angle between a properly calibrated gauge and a faulty gauge or any data to demonstrate whether operators, seated at the driver's position, detect the difference in angle.

Spartan also argued that air pressure within the air system is controlled by an air governor that is independent of the gauges rendering the gauges as only an indicator to the operator. The fact that the vehicles may have an air governor that controls air pressure cut-out does not eliminate the need for an accurate gauge for the driver.

The 11 percent error as stated by Spartan is unacceptable for air pressure gauges used in heavy duty air-braked vehicle applications. Because of the large error and overshoot of the faulty gauges, actual low system pressures may appear to the driver to be safe, leaving operators ignorant of the true condition of the vehicle's air brake system. Since the faulty Ametek gauges do not have sufficient markings that specify the normal operating range, it is even more important that the gauges be accurate so that the driver is aware of the service reservoir system air pressures¹.

Drivers rely upon the gauges to provide accurate information, especially in situations that may involve loss of system air, and that detect malfunctioning air system components when service reservoir system air does not appear to fully charge to compressor cut-out. These conditions can create an operational hazard when there is insufficient air pressure for proper functioning of the air brake system. So, it is important that the gauges accurately display pressures, not only at compressor cut-out, but throughout scale. Gauges must accurately display

¹ On March 29, 2013, in a supplemental submission upon NHTSA's request (and incorporated into the official file), Spartan provided a copy of the section of the owner's manual which discusses the operation of the vehicle's pressure gauges. The manual states that the vehicle's normal operating pressure is "100 to 140 psi, which is preset at the factory . . . Before moving the vehicle, be sure both gauges are within normal operating range [emphasis added]." The pictorial, however, shows different gauges than the subject faulty Ametek pressure gauges. The pressure gauges in the pictorial have incremental markings at 0, 50, 65, 100 and 150 psi so that drivers can readily check whether system air pressure is in the normal operating range. For the faulty gauges, with only 3 incremental markings at 0, 85 and 150 psi, the normal operating range is not specified and drivers may not be able to readily determine whether system air is at normal operating pressures.

system air pressure to the driver during operation of the vehicle as intended.

Decision: In consideration of the foregoing, NHTSA has decided that the petitioner has not met its burden of persuasion that the noncompliance described is inconsequential to motor vehicle safety. Accordingly, Spartan's petition is hereby denied, and the petitioner must notify owners, purchasers and dealers pursuant to 49 U.S.C. 30118 and provide a remedy in accordance with 49 U.S.C. 30120.

Authority: 49 U.S.C. 30118, 30120; delegations of authority at CFR 1.95 and 501.8.

Issued on: August 5, 2013.

Nancy Lummen Lewis,

Associate Administrator for Enforcement.

[FR Doc. 2013-19489 Filed 8-12-13; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Designation of 5 individual(s) and 2 entity(-ies) Pursuant to Executive Order 13581, "Blocking Property of Transnational Criminal Organizations"

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Treasury Department's Office of Foreign Assets Control ("OFAC") is publishing the names of 5 individual(s) and 2 entity(-ies) whose property and interests in property are blocked pursuant to Executive Order 13581 of July 24, 2011, "Blocking Property of Transnational Criminal Organizations."

DATES: The designations by the Director of OFAC, pursuant to Executive Order 13581, of the 5 individual(s) and 2 entity(-ies) identified in this notice were effective on July 24, 2013.

FOR FURTHER INFORMATION CONTACT: Assistant Director, Sanctions Compliance and Evaluation, Office of Foreign Assets Control, Department of the Treasury, Washington, DC 20220, tel.: 202/622-2490.

SUPPLEMENTARY INFORMATION:

Electronic and Facsimile Availability

This document and additional information concerning OFAC are available from OFAC's Web site (www.treas.gov/ofac). Certain general information pertaining to OFAC's sanctions programs is available via facsimile through a 24-hour fax-on-demand service, tel.: 202/622-0077.

Background

On July 24, 2011, the President issued Executive Order 13581, "Blocking Property of Transnational Criminal Organizations" (the "Order"), pursuant to, *inter alia*, the International Emergency Economic Powers Act (50 U.S.C. 1701-06). The Order was effective at 12:01 a.m. eastern daylight time on July 25, 2011. In the Order, the President declared a national emergency to deal with the threat that significant transnational criminal organizations pose to the national security, foreign policy, and economy of the United States.

Section 1 of the Order blocks, with certain exceptions, all property and interests in property that are in the United States, that come within the United States, or that are or come within the possession or control of any United States person, of persons listed in the Annex to the Order and of persons determined by the Secretary of the Treasury, in consultation with the Attorney General and the Secretary of State, to satisfy certain criteria set forth in the Order.

On July 24, 2013, the Director of OFAC, in consultation with the Attorney General and the Secretary of State, designated, pursuant to one or more of the criteria set forth in subparagraphs (a)(ii)(A) through (a)(ii)(C) of Section 1 of the Order, 5 individual(s) and 2 entity(-ies) whose property and interests in property are blocked pursuant to the Order.

The listings for these individuals on OFAC's List of Specially Designated Nationals and Blocked Persons appear as follows:

Individual(s)

1. DI LAURO, Marco; DOB 16 Jun 1980; POB Naples, Italy (individual) [TCO].
2. RICCIO, Mario (a.k.a. RICCIO, Mariano); DOB 28 Jun 1991; POB Mugnano di Napoli, Italy (individual) [TCO].
3. MENNETTA, Antonio; DOB 03 Jan 1985; POB Naples, Italy (individual) [TCO].
4. ABETE, Mariano; DOB 03 Apr 1991; POB Naples, Italy (individual) [TCO].
5. GUARINO, Rosario; DOB 26 Jun 1983; POB Naples, Italy (individual) [TCO].

Entities

1. AVUAR OOO (a.k.a. AVUAR LLC), 12/120, Komn 51, Ulitsa Demokraticeskaya, Samara 443031, Russia; National ID No. 1036300456213 (Russia); alt.