

Amendatory Text

Title 47 of the Code of Federal Regulations, Part 61 is amended as follows:

PART 61—TARIFFS

1. The authority citation for part 61 continues to read as follows:

Authority: Secs. 1, 4(i), 4(j), 201–205, and 403 of the Communications Act of 1934, as amended; 47 U.S.C. 151, 154(i), 154(j), 201–205, and 403, unless otherwise noted.

2. Section 61.42(b)(3) is revised to read as follows:

§ 61.42 Price cap baskets and service categories.

* * * * *

(b) * * *

(3) The business services basket shall contain analog private lines, including analog voice grade private line, unless provided under contract to a government entity, and terrestrial television transmission service.

* * * * *

Federal Communications Commission.

William F. Caton,

Acting Secretary.

[FR Doc. 95–5786 Filed 3–13–95; 8:45 am]

BILLING CODE 6712–01–M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

49 CFR Part 1

[OST Docket No. 1; Amdt. 1–267]

Organization and Delegation of Powers and Duties Delegations to the Federal Railroad Administrator

AGENCY: Office of the Secretary, DOT.

ACTION: Final rule.

SUMMARY: This rule delegates the Secretary of Transportation's authority to the Federal Railroad Administrator to provide financial assistance for high-speed rail corridor planning and technology improvements, to promulgate necessary safety regulations, and to effectuate the redemption of outstanding obligations and liabilities with respect to the Columbus and Greenville Railway. This rule is necessary to reflect the delegation in the Code of Federal Regulations.

EFFECTIVE DATE: This rule becomes effective March 14, 1995.

FOR FURTHER INFORMATION CONTACT: Gareth W. Rosenau, Attorney, Office of Chief Counsel, Federal Railroad Administration, (202) 366–0620, or Steven B. Farbman, Office of the

Assistant General Counsel for Regulation and Enforcement (C–50), (202) 366–9306, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: This document delegates authority to the Federal Railroad Administrator to implement the “Swift Rail Development Act of 1994,” being Title I—High-Speed Rail of Public Law 103–440 (108 Stat. 4615) (the “Act”). The Act provides for high-speed rail assistance for corridor planning and technology improvements and authorizes appropriations for fiscal years 1995 through 1997. The Act provides for the promulgation of such safety regulations as may be necessary for high-speed rail services. The Act also provides for the redemption of outstanding obligations and liabilities with respect to the Columbus and Greenville Railway under sections 505 and 511 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 825 and 831, respectively). Since this rule relates to departmental management, organization, procedure, and practice, notice and public comment are unnecessary. For the same reason, good cause exists for not publishing this rule at least 30 days before its effective date, as is ordinarily required by 5 U.S.C. 553(d). Therefore, this rule is effective on the date of its publication.

List of Subjects in 49 CFR Part 1

Authority delegations (Government agencies), Organizations and functions (Government agencies).

In consideration of the foregoing, Part 1 of Title 49, Code of Federal Regulations, is amended as follows:

PART 1—[AMENDED]

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

Authority: 49 U.S.C. 322; Public Law 101–552, 28 U.S.C. 2672, 31 U.S.C. 3711(a)(2).

2. Section 1.49 is amended by adding a new paragraph (jj) to read as follows:

§ 1.49 Delegations to Federal Railroad Administrator.

* * * * *

(jj) Exercise the authority vested in the Secretary by the Swift Rail Development Act of 1994, being Title I—High-Speed Rail of Public Law 103–440 (108 Stat. 4615), as it relates to the provision of financial assistance for high-speed rail corridor planning and technology improvements, the promulgation of necessary safety regulations, and the redemption of outstanding obligations and liabilities with respect to the Columbus and

Greenville Railway under Sections 505 and 511 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 825 and 831, respectively).

Issued at Washington, DC this 3rd day of March 1995.

Federico Peña,

Secretary of Transportation.

[FR Doc. 95–6222 Filed 3–13–95; 8:45 am]

BILLING CODE 4910–62–P

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 93–87; Notice 2]

RIN 2127–AF03

Federal Motor Vehicle Safety Standards; Metric Conversion

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

ACTION: Final rule.

SUMMARY: This final rule amends selected Federal Motor Vehicle Safety Standards (FMVSS) by converting English measurements specified in those standards to metric measurements. This rulemaking is the first of several that NHTSA will undertake to implement the statutory Federal policy that the metric system is the preferred system of weights and measures for U.S. trade and commerce. The conversions are not intended to change the stringency of the affected FMVSS.

DATES: This final rule is effective March 14, 1996. Optional early compliance with the changes made in this final rule is permitted beginning March 14, 1995.

Petitions for reconsideration of this final rule must be filed by April 13, 1995.

ADDRESSES: Petitions for reconsideration of this final rule should refer to the docket and notice number cited in the heading of this final rule and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required, that 10 copies be submitted.

FOR FURTHER INFORMATION CONTACT: Mr. Kevin Cavey, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Mr. Cavey's telephone number is: (202) 366–5271.

SUPPLEMENTARY INFORMATION: Section 5164 of the Omnibus Trade and Competitiveness Act (Pub. L. 100–418), makes it United States policy that the metric system of measurement is the

preferred system of weights and measures for U.S. trade and commerce. Through Executive Order 12770, Federal agencies were directed to comply with the Act by adopting a conversion schedule for their programs by September 30, 1992. In the April 21, 1992 **Federal Register** (57 FR 14619), NHTSA published for comment its plan to use the metric system in NHTSA programs and included an implementation schedule to convert the Federal Motor Vehicle Safety Standards (FMVSSs). NHTSA projected simple FMVSS conversions would be completed by June 1994, intermediate conversions by December 1996, and the most complex conversions by December 1997. NHTSA described how it would convert English measurements in the FMVSSs to metric measurements.

In response to the plan, NHTSA received five public comments. NHTSA took all comments into consideration in drafting a notice of proposed rulemaking (NPRM) to convert English measurements in selected FMVSS to metric measurements.

Notice of Proposed Rulemaking

NHTSA published on March 15, 1994 (59 FR 11962) a proposal identifying the standards for which NHTSA believed conversions of English measurements to metric measurements would be simple and proposed the appropriate conversions to the metric system. English measurements in the following Federal Motor Vehicle Safety Standards (49 CFR 571 *et seq.*) were proposed to be converted to the metric system: Standard No. 102, Transmission shift lever sequence, starter interlock, and transmission braking effect; Standard No. 103, Windshield defrosting and defogging systems; Standard No. 104, Windshield wiping and washing systems; Standard No. 107, Reflecting surfaces; Standard No. 110, Tire selection and rims; Standard No. 112, Headlamp concealment devices; Standard No. 114, Theft protection; Standard No. 115, Vehicle identification number—basic requirements; Standard No. 120, Tire selection and rims for motor vehicles other than passenger cars; Standard No. 124, Accelerator control systems; Standard No. 126, Truck-camper loading; Standard No. 205, Glazing materials; Standard No. 206, Door locks and door retention components; Standard No. 207, Seating systems; Standard No. 212, Windshield mounting; and Standard No. 216, Roof crush resistance.

In the NPRM, NHTSA highlighted three issues for public comment: whether conversions should be exact or equivalent; how consumer information

in labels should be converted; and how force measurements should be converted.

Because using values stated in integers would make it easier to make measurements in compliance testing, NHTSA proposed to favor equivalent conversions, not exact conversions. To illustrate the difference between equivalent and exact conversions, an equivalent conversion of two inches would be 50 millimeters, while an exact conversion would be 50.8 millimeters. NHTSA asked the commenters to indicate any instance in which they believed that an equivalent conversion might have a substantive effect on a standard, and requested that the commenters suggest in those instances an exact conversion. With respect to those requirements for which manufacturers have invested in molds and other equipment that produce lettering of very precise sizes, NHTSA proposed exact conversions so that manufacturers would not have to buy new equipment. NHTSA also proposed exact conversions for gross vehicle weight rating (GVWR) measurements, speed measurements in Standard No. 110, Tire selection and rims, and weight load measurements in Standard No. 112, Windshield mounting and retention.

The agency also sought comment on proposed metric conversions of consumer safety information in labels. Certain FMVSSs require labels that state consumer safety information in English measurements. NHTSA was uncertain whether labels with quantitative information stated solely in metric measurements would be understood by American consumers. Therefore, in those instances in which labels or other information are required for consumers' benefit, NHTSA proposed that both the English and metric units be provided. The labels for which dual measurements were proposed were those required by Std. No. 110, Tire selection and rims, Std. No. 120, Tire selection and rims for motor vehicles other than passenger cars, and Std. No. 126, Truck-camper loading. NHTSA also stated its intent to eventually phase out the English measurements on those labels.

Standards Nos. 207, Seating systems and 216, Roof crush resistance establish strength requirements for occupant seats and for the passenger compartment roof, respectively. The force measurements specified in the standards are straightforward enough when stated in English units, since both weight and force are expressed in pounds. However, the metric system expresses mass in kilograms and force in newtons. Consequently, when force pounds are converted to newtons, the force pounds

should be multiplied by 4.448. Thus, in converting Stds. Nos. 207 and 216's English system force measurements to the metric system, NHTSA proposed to specify the steps of the conversion in the regulatory text to minimize the chance of a conversion error.

NHTSA also announced that, in the future, it would convert values (expressed in English measurements) in documents incorporated by reference into the FMVSS, to the metric system, on a document-by-document basis.

Public Comments on the NPRM and NHTSA's Responses

In response to the NPRM, NHTSA received comments from 17 commenters. The commenters generally favored the overall philosophy that NHTSA indicated it would follow in converting English measurements in the FMVSSs to metric measurements. Comments on specific English to metric conversions were offered.

1. "Exact" v. "Equivalent" Conversions

In general, the commenters agreed with NHTSA's proposal to use equivalent, not exact, conversions. However, several commenters favored exact conversions. Flxible Corporation preferred exact conversions, explaining that making equivalent conversions in some instances and exact conversions in others could cause confusion. The National Truck Equipment Association (NTEA) stated that exact conversions should be used to eliminate the possibility of a standard's effectiveness being diminished. However, since neither Flxible nor NTEA cited specific instances in which making equivalent conversions instead of exact conversions would cause confusion or would lessen a standard's effectiveness, NHTSA is not adopting their recommendations.

With respect to the conversion of some requirements, commenters favored exact conversions and sometimes provided reasons. Ford and Thomas Built Buses expressed a strong preference for the 10,000 lb. gross vehicle weight rating (GVWR) for vehicles to be converted to 4536 kg. Thomas Built stated that the 36 kg. difference between the exact (4536 kg.) and equivalent (4500 kg.) conversions could determine whether many of their vehicles, particularly school buses, are subject to certain safety standards. Since vehicle GVWR seems to be an instance in which there would be a substantive change if exact conversions were not made in this final rule, NHTSA is (as proposed) converting GVWRs of 10,000 lbs. to 4536 kg. and GVWRs of 6,000 lbs. to 2722 kg.

Nissan stated that in Std. No. 104, Windshield wiping and washing systems, and Std. No. 216, Roof crush resistance, one inch should be converted to the exact value of 25.4 millimeters, not the equivalent value of 25 millimeters proposed in the NPRM. Nissan also stated that in S4. of Std. No. 216, the movement of the test device should be limited to 127 millimeters, not the 125 millimeters proposed in the NPRM. Since Nissan did not explain why the equivalent conversions proposed for Stds. Nos. 104 and 216 would make substantive changes, NHTSA is not adopting Nissan's suggestion to use the exact conversions.

Volkswagen recommended that NHTSA's metric conversions be made in such a manner that they result in the same values as those in the comparable parts of the Canadian Motor Vehicle Safety Standards (CMVSS). As stated in the NPRM, NHTSA will make conversions in accordance with SAE guideline J916 May 1991, and Federal Standard 376B "Preferred Metric Units for General Use by the Federal Government." Where consistent with these two documents, and if the changes do not make substantive changes to the safety standards, NHTSA will make conversions consistent with the CMVSS.

The National Institute for Standards and Technology (NIST) and Ford recommended that, to be consistent with the CMVSS, in Std. No. 110, Tire selection and rims, 60 mph be converted to the equivalent measurement of 100 km/h, not the exact measurement of 97 km/h proposed in the NPRM. However, Chrysler commented that there is a significant difference between 97 km/h and 100 km/h, and that therefore the exact conversion of 97 km/h should be used. Based on Chrysler's comment that there would be a substantive change in Std. No. 110 if an equivalent conversion of 100 km/h were adopted, NHTSA is converting 60 mph to 97 km/h.

2. "Mass" v. "Weight"

Commenters noted that kilograms are measures of "mass," not "weight." Thus, they recommended that all NPRM references to "weight" be changed to "mass." NHTSA acknowledges that commenters on this issue are technically correct. Thus, in instances in which the safety standards use "weight" to mean "mass" in describing compliance testing conditions and procedures, or in other instances in which the standards are primarily directed to engineers or other technically trained persons, NHTSA is revising "weight" in the regulatory text to "mass." As an example, in a test specified in Std. No. 207, NHTSA

proposed that the load applied be 20 times the "weight" of the seat. In the final rule, Std. No. 207 is amended to refer to the "mass" of the seat.

However, in instances in which the word "weight" is part of a term defined at 49 CFR part 571.3, such as "curb weight," "gross axle weight rating," "gross vehicle weight rating," or "unloaded vehicle weight," NHTSA is not making the change. In the NPRM, since NHTSA did not propose to amend the terms, adopting the terms "curb mass," "gross axle mass rating," or "gross vehicle mass rating," is outside the scope of this rulemaking. NHTSA will consider amending these terms using "mass" in future rulemakings to metrify the safety standards.

NHTSA is also concerned about the effect of changing from "mass" to "weight." For example, it is not known whether the general public would be confused by use of the phrase "Camper mass is _____ kg" rather than "Camper weight," specified in Std. No. 126. In addition, the States use terms such as gross vehicle "weight" rating as the basis for determining which vehicle registration fees, driver's licensing requirements, and restrictions on use of roads are applicable to particular vehicles. Before making a change from "weight" to "mass," NHTSA wants to obtain public comment and will propose any such changes in future metrication rulemakings.

3. Consumer Information

In general, the commenters favored NHTSA's proposal to use dual English and metric measurements for information intended for consumers. Mr. Lawrence Stempnik noted that the technically correct abbreviations for units of measurement were not provided in Std. No. 126, Truck-camper loading. The California Highway Patrol commented that the units of measurement are intended to provide safety information, not a "metric conversion educational program." NHTSA agrees that there should be no ambiguity in the metric units of measurement on labels that provide safety information to consumers. If unfamiliar terms are spelled out instead of abbreviated, there is less ambiguity and confusion. Thus, NHTSA is not adopting Mr. Stempnik's suggestion for the use of abbreviations, and is instead specifying the units of measurement as "Liters" and "cubic meters," as proposed, rather than the abbreviations "L" and "m³."

NIST recommended that dual labeling in English and metric units be required for only a limited time, but did not recommend a particular duration for

that requirement. In the future, when consumers are familiar with metric measurements and there is no safety need for continuing to provide English measurements on labels, NHTSA expects to phase out the requirement for English measurements.

Mack Trucks and the National Truck Equipment Association had recommendations for metric conversions of certification labels specified in 49 CFR parts 567 and 568. Since the NPRM did not propose changes to parts 567 or 568, these conversions are outside the scope of this rulemaking. However, NHTSA will take these comments into consideration during its review of parts 567 and 568 for conversion to metric measurements.

4. Force Measurements

NHTSA proposed to convert force measurements in Std. No. 207, Seating systems, and Std. No. 216, Roof crush resistance, by specifying the steps of the conversion in the regulatory language. Except for the earlier discussed recommendation to specify "mass" instead of "weight," commenters generally agreed with NHTSA's proposal to specify force measurements in terms of kilograms multiplied by 9.8 to obtain newtons of force. For Stds. Nos. 207 and 216, NIST recommended that the kilograms be multiplied by 10 (rather than 9.8) to facilitate calculations of force. NIST's recommendation will not be adopted because NHTSA is not certain that use of a multiplier of 10 would not substantively change the stringency of tests specified in Stds. Nos. 207 and 216.

Thus, in the final rule, for Std. No. 207, NHTSA amends the force measurement language to provide that the seat shall be subjected to a force in newtons equal to 20 times the mass of the seat, measured in kilograms and multiplied by 9.8. For Std. No. 216, NHTSA amends the force measurement language to provide that the vehicle roof shall be subjected to a force in newtons equal to 1½ times the vehicle mass, measured in kilograms and multiplied by 9.8.

5. Use of Incorporated Documents

In addressing whether values in incorporated documents should be converted, commenters urged NHTSA not to convert English measurements in outdated or superseded SAE Recommended Practices or standards, but to adopt the most recent SAE standards, which often specify metric measurements. NHTSA notes that the comments go beyond the scope of this rulemaking. Nevertheless, when NHTSA decides, on a document by document

basis, whether to convert incorporated documents to the metric system, it will consider these views.

Effective Date

Chrysler recommended that the metrication changes take effect one year after issuance of the final rule. Chrysler stated that this lead time was necessary so that manufacturers could make the changes, taking into account that label manufacturers "serve all of the vehicle manufacturers." NHTSA concurs that because this final rule will result in many manufacturers having to change labels, a one year lead time is appropriate. Thus, this final rule will take effect one year after it is published in the **Federal Register**. Manufacturers at their option, may comply with the amendments made by this final rule before the effective date.

Rulemaking Analyses and Notices

1. Executive Order 12866 and DOT Regulatory Policies and Procedures

This action was not reviewed under E.O. 12866, "Regulatory Planning and Review." NHTSA has considered the impact of this rulemaking action under the Department of Transportation's regulatory policies and procedures and determined that it is not "significant." In converting the Federal Motor Vehicle Safety Standards from the English to the metric system, the agency makes conversions that do not substantively change the performance requirements of the FMVSSs. In complying with this final rule, manufacturers providing consumer information (e.g., labeling) may incur one time, additional costs since they would have to change their information to add the metric units. However, the agency believes that the additional costs would be minuscule, since manufacturers already provide consumer information in English units.

NHTSA determines that new labeling requirements in the following three standards would result in minor costs to manufacturers. For Standards Nos. 110 and 120, NHTSA estimates that changing the molds of non-pneumatic tires would initially cost \$300,000 per year for the industry, or a few cents per tire. After the initial changes in the molds, further costs would be negligible. For Standard No. 120, NHTSA estimates that requiring the tire information label to have both English and metric units would increase costs by about one cent per motor vehicle, for vehicles other than passenger cars. The total cost to industry is approximately \$62,000 for the 6.2 million vehicles sold in 1994. For Standard No. 126, since there are only 10,000 truck campers sold

per year, changes to the truck-camper loading label will cost more than a few cents per label, but NHTSA estimates the total cost to industry will be less than \$10,000 a year. In sum, NHTSA estimates that the total costs resulting from changes made by this final rule are \$372,000.

For these reasons, NHTSA determines the impacts of this action are so minor that a full regulatory evaluation for this final rule is not necessary.

2. Small Entity Impacts

The agency has also considered the effects of this rulemaking action under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). I certify that this final rule would not have a significant economic impact on a substantial number of small entities. The rationale for this certification is that converting the FMVSS from the English system to the metric system does not make any substantive change to the performance requirements of any of the Federal Motor Vehicle Safety Standards. Manufacturers that qualify as small businesses that do not now label their products in metric units or provide consumer information in metric units will incur some slight costs to include metric units. However, the agency believes such costs would be minimal, given these manufacturers are currently labeling and providing the consumer information in English units.

3. Environmental Impacts

In accordance with the National Environmental Policy Act of 1969, the agency has considered the environmental impacts of this rule and determined that, it will not have a significant impact on the quality of the human environment.

4. Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

5. Civil Justice Reform

This final rule will not have any retroactive effect. Under 49 U.S.C. section 30103, whenever a Federal motor vehicle safety standard is in effect, a state may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard. 49 U.S.C. section 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards.

That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

In consideration of the foregoing, the Federal Motor Vehicle Safety Standards (49 CFR part 571), are amended as set forth below.

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, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

§ 571.102 [Amended]

2. Section 571.102 is amended by revising S1 and S3.1.2 to read as follows:

§ 571.102 Standard No. 102, Transmission shift lever sequence, starter interlock, and transmission braking effect.

S1. *Purpose and scope.* This standard specifies the requirements for the transmission shift lever sequence, a starter interlock, and for a braking effect of automatic transmissions, to reduce the likelihood of shifting errors, starter engagement with vehicle in drive position, and to provide supplemental braking at speeds below 40 kilometers per hour.

* * * * *

S3.1.2 *Transmission braking effect.* In vehicles having more than one forward transmission gear ratio, one forward drive position shall provide a greater degree of engine braking than the highest speed transmission ratio at vehicle speeds below 40 kilometers per hour.

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§ 571.103 [Amended]

3. Section 571.103 is amended by revising S3; and, in S4.3, revising paragraphs (b)(2)(ii), (e), (g), and (h), to read as follows:

§ 571.103 Standard No. 103, Windshield defrosting and defogging systems.

* * * * *

S3. *Definitions.* *Road load* means the power output required to move a given motor vehicle at curb weight plus 180 kilograms on level, clean, dry, smooth portland cement concrete pavement (or other surface with equivalent coefficient of surface friction) at a specified speed through still air at 20 degrees Celsius,

and standard barometric pressure (101.3 kilopascals) and includes driveline friction, rolling friction, and air resistance.

* * * * *

S4.3 * * *

(b) * * *

(2) * * *

(ii) The engine speed and load shall not exceed the speed and load at 40 kilometers per hour in the manufacturer's recommended gear with road load;

* * * * *

(e) One or two windows may be open a total of 25 millimeters;

(f) * * *

(g) The wind velocity is at any level from 0 to 3 kilometers per hour.

(h) The test chamber temperature and the wind velocity shall be measured, after the engine has been started, at the forwardmost point of the vehicle or a point 914 millimeters from the base of the windshield, whichever is farther forward, at a level halfway between the top and bottom of the windshield on the vehicle centerline.

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§ 571.104 [Amended]

4. § 571.104 is amended by revising, in S3, the paragraph titled "Glazing surface reference line;" and revising S4.1.2, to read as follows:

§ 571.104 Standard No. 104, Windshield wiping and washing systems.

* * * * *

S3 * * *

Glazing surface reference line means the line resulting from the intersection of the glazing surface and a horizontal plane 625 millimeters above the seating reference point, as shown in Figure 1 of SAE Recommended Practice J903a, "Passenger Car Windshield Wiper Systems," May 1966.

* * * * *

S4.1.2 *Wiped area.* When tested wet in accordance with SAE Recommended Practice J903a, May 1966, each passenger car windshield wiping system shall wipe the percentage of Areas A, B, and C of the windshield (established in accordance with S4.1.2.1) that (1) is specified in column 2 of the applicable table following subparagraph S4.1.2.1 and (2) is within the area bounded by a perimeter line on the glazing surface 25 millimeters from the edge of the daylight opening.

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5. In Section 571.104, S4.1.2.1 is amended by revising the title of Table I; the title of Table II; the title of Table III; and the title of Table IV, to read as follows:

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Table I—Passenger Cars of Less Than 1520 Millimeters in Overall Width

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Table II—Passenger Cars of 1520 or More But Less Than 1630 Millimeters in Overall Width

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Table III—Passenger Cars of 1630 or More But Less Than 1730 Millimeters in Overall Width

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Table IV—Passenger Cars of 1730 or More Millimeters in Overall Width

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§ 571.110 [Amended]

6. Section 571.110 is amended by revising, in S3, the definitions "Normal occupant weight," "Production options weight," and "Vehicle capacity weight;" in S4.4.1, revising paragraph (b); in S6, revising the introductory paragraph, and paragraph (b); and revising S7.1, to read as follows:

571.110 Standard No. 110, Tire selection and rims.

* * * * *

S3. * * *

Normal occupant weight means 68 kilograms times the number of occupants specified in the second column of Table I.

* * * * *

Production options weight means the combined weight of those installed regular production options weighing over 2.3 kilograms in excess of those standard items which they replace, not previously considered in curb weight or accessory weight, including heavy duty brakes, ride levelers, roof rack, heavy duty battery, and special trim.

* * * * *

Vehicle capacity weight means the rated cargo and luggage load plus 68 kilograms times the vehicle's designated seating capacity.

* * * * *

S4.4.1 * * *

(b) In the event of rapid loss of inflation pressure with the vehicle traveling in a straight line at a speed of 97 kilometers per hour, retain the deflated tire until the vehicle can be stopped with a controlled braking application.

* * * * *

S6 *Labeling Requirements for Non-Pneumatic Spare Tires or Tire Assemblies.* Each non-pneumatic tire or, in the case of a non-pneumatic tire assembly in which the non-pneumatic tire is an integral part of the assembly, each non-pneumatic tire assembly shall

include, in letters or numerals not less than 4 millimeters high, the information specified in paragraphs S6 (a) and (b). The information shall be permanently molded, stamped, or otherwise permanently marked into or onto the non-pneumatic tire or non-pneumatic tire assembly, or shall appear on a label that is permanently attached to the tire or tire assembly. If a label is used, it shall be subsurface printed, made of material that is resistant to fade, heat, moisture and abrasion, and attached in such a manner that it cannot be removed without destroying or defacing the label on the non-pneumatic tire or tire assembly. The information specified in paragraphs S6 (a) and (b) shall appear on both sides of the non-pneumatic tire or tire assembly, except, in the case of a non-pneumatic tire assembly which has a particular side that must always face outward when mounted on a vehicle, in which case the information specified in paragraphs S6 (a) and (b) shall only be required on the outward facing side. The information shall be positioned on the tire or tire assembly such that it is not placed on the tread or the outermost edge of the tire and is not obstructed by any portion of any non-pneumatic rim or wheel center member designated for use with that tire in this standard or in Standard No. 129.

(a) * * *

(b) MAXIMUM 80 KM/H (50 M.P.H.).

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S7.1 *Vehicle Placarding Requirements.* A placard, permanently affixed to the inside of the vehicle trunk or an equally accessible location adjacent to the non-pneumatic spare tire assembly, shall display the information set forth in S6 in block capitals and numerals not less than 6 millimeters high preceded by the words "IMPORTANT—USE OF SPARE TIRE" in letters not less than 9 millimeters high.

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§ 571.112 [Amended]

7. Section 571.112 is amended by revising S4.5 to read as follows:

§ 571.112 Standard No. 112, Headlamp concealment devices.

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S4.5 Except for cases of malfunction covered by S4.2, each headlamp concealment device shall, within an ambient temperature range of -30 degrees Celsius to +50 degrees Celsius be capable of being fully opened in not more than 3 seconds after actuation of the mechanism described in S4.3.

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§ 571.114 [Amended]

8. Section 571.114 is amended by revising S2 and revising S4.1, to read as follows:

§ 571.114 Standard No. 114, Theft protection.

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S2. *Application.* This standard applies to passenger cars, and to trucks and multipurpose passenger vehicles having a GVWR of 4536 kilograms or less. However, it does not apply to walk-in van-type vehicles.

* * * * *

S4.1 Each truck and multipurpose passenger vehicle having a GVWR of 4536 kilograms or less manufactured on or after September 1, 1983 and each passenger car shall meet the requirements of S4.2, S4.3, S4.4, and S4.5. However, open-body type vehicles that are manufactured for operation without doors and that either have no doors or have doors that are designed to be easily attached to and removed from the vehicle by the vehicle owner are not required to comply with S4.5.

* * * * *

§ 571.115 [Amended]

9. Section 571.115 is amended by revising S4.6 to read as follows:

§ 571.115 Standard No. 115, Vehicle identification number—basic requirements.

* * * * *

S4.6 The VIN for passenger cars, multipurpose passenger vehicles, and trucks of 4536 kilograms or less GVWR shall be located inside the passenger compartment. It shall be readable, without moving any part of the vehicle, through the vehicle glazing under daylight lighting conditions by an observer having 20/20 vision (Snellen) whose eye-point is located outside the vehicle adjacent to the left windshield pillar. Each character in the VIN subject to this paragraph shall have a minimum height of 4 mm.

* * * * *

§ 571.118 [Amended]

10. Section 571.118 is amended by revising S2. to read as follows:

§ 571.118 Standard No. 118, Power-operated window, partition, and roof panel systems.

* * * * *

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, and trucks with a gross vehicle weight rating of 4536 kilograms or less. The standard's requirements for power-operated roof panel systems need not be met for

vehicles manufactured before September 1, 1993.

* * * * *

§ 571.120 [Amended]

11. Section 571.120 is amended by revising the first sentence in S5.1.2; revising in S5.2, the introductory paragraph; revising in S5.3, the introductory paragraph; revising S5.3.2; revising in S7, the introductory paragraph and paragraph (b); and revising S8.1, to read as follows:

§ 571.120 Standard No. 120, Tire selection and rims for motor vehicles other than passenger cars.

* * * * *

S5.1.2 Except in the case of a vehicle which has a speed attainable in 3.2 kilometers of 80 kilometers per hour or less, the sum of the maximum load ratings of the tires fitted to an axle shall be not less than the gross axle weight rating (GAWR) of the axle system as specified on the vehicle's certification label required by 49 CFR part 567.

* * *

* * * * *

S5.2 *Rim marking.* On and after August 1, 1977, each rim or, at the option of the manufacturer in the case of a singlepiece wheel, wheel disc shall be marked with the information listed in paragraphs (a) through (e) of this paragraph, in lettering not less than 3 millimeters high, impressed to a depth or, at the option of the manufacturer, embossed to a height of not less than 0.125 millimeters. The information listed in paragraphs (a) through (c) of this paragraph shall appear on the weather side. In the case of rims of multipiece construction, the information listed in paragraphs (a) through (e) of this paragraph shall appear on the rim base and the information listed in paragraphs (b) and (d) of this paragraph shall also appear on each other part of the rim.

* * * * *

S5.3 *Label information.* Each vehicle manufactured on or after December 1, 1984, shall show the information specified in S5.3.1 and S5.3.2, and in the case of a vehicle equipped with a non-pneumatic spare tire, the information specified in S5.3.3, in the English language, lettered in block capitals and numerals not less than 2.4 millimeters high and in the format set forth following this section. This information shall appear either—

* * * * *

S5.3.2. *Rims.* The size designation and, if applicable, the type designation of Rims (not necessarily those on the vehicle) appropriate for those tires.

Truck Example—Suitable Tire-Rim Choice

GVWR: 7,840 kilograms (17280 pounds)
 GAWR: Front—2,850 kilograms (6,280 pounds) with 7.50–20(D) tires, 20 x 6.00 rims at 520 kPa (75 psi) cold single
 GAWR: Rear—4990 kilograms (11,000 pounds) with 7.50–20(D) tires, 20 x 6.00 rims, at 450 kPa (65 psi) cold dual
 GAWR: 13,280 kilograms (29,279 pounds)
 GAWR: Front—4,826 kilograms (10,640 pounds) with 10.00–20(F) tires, 20 x 7.50 rims, at 620 kPa (90 psi) cold single
 GAWR: Rear—8,454 kilograms (18,639 pounds) with 10.00–20(F) tires, 20 x 7.50 rims, at 550 kPa (80 psi) cold dual.

* * * * *

S7 *Labeling Requirements for Non-Pneumatic Spare Tires or Tire Assemblies.* Each non-pneumatic tire or, in the case of a non-pneumatic tire assembly in which the non-pneumatic tire is an integral part of the assembly, each non-pneumatic tire assembly shall include, in letters or numerals not less than 4 millimeters high, the information specified in paragraphs S7 (a) and (b). The information shall be permanently molded, stamped, or otherwise permanently marked into or onto the non-pneumatic tire or non-pneumatic tire assembly, or shall appear on a label that is permanently attached to the tire or tire assembly. If a label is used, it shall be subsurface printed, made of material that is resistant to fade, heat, moisture and abrasion, and attached in such a manner that it cannot be removed without destroying or defacing the label on the non-pneumatic tire or tire assembly. The information specified in paragraphs S7 (a) and (b) shall appear on both sides of the non-pneumatic tire or tire assembly, except, in the case of a non-pneumatic tire assembly which has a particular side that must always face outward when mounted on a vehicle, in which case the information specified in paragraphs S7 (a) and (b) shall only be required on the outward facing side. The information shall be positioned on the tire or tire assembly such that it is not placed on the tread or the outermost edge of the tire and is not obstructed by any portion of any non-pneumatic rim or wheel center member designated for use with that tire in this standard or in Standard No. 129.

* * * * *

(b) MAXIMUM 80 KM/H (50 M.P.H.).

* * * * *

S8.1 *Vehicle Placarding Requirements.* A placard, permanently affixed to the inside of the spare tire stowage area or equally accessible location adjacent to the non-pneumatic spare tire assembly, shall display the information set forth in S7 in block capitals and numerals not less than 6

millimeters high preceded by the words "IMPORTANT—USE OF SPARE TIRE" in letters not less than 9 millimeters high.

* * * * *

§ 571.124 [Amended]

12. Section 571.124 is amended by revising S5 and revising S5.3 to read as follows:

§ 571.124 Standard No. 124, Accelerator control systems.

* * * * *

S5. *Requirements.* The vehicle shall meet the following requirements when the engine is running under any load condition, and at any ambient temperature between -40 degrees Celsius and +52 degrees Celsius after 12 hours of conditioning at any temperature within that range.

* * * * *

S5.3 Except as provided below, maximum time to return to idle position shall be 1 second for vehicles of 4536 kilograms or less GVWR, and 2 seconds for vehicles of more than 4536 kilograms GVWR. Maximum time to return to idle position shall be 3 seconds for any vehicle that is exposed to ambient air at -18 degrees Celsius to -40 degrees Celsius during the test or for any portion of the 12-hour conditioning period.

* * * * *

§ 571.126 [Amended]

13. Section 571.126 is amended by revising in S4, the paragraph titled "*Cargo weight rating*"; revising in S5.1.1, the introductory paragraph and paragraph (d); and revising in S5.1.2, paragraphs (b) and (e), to read as follows:

§ 571.126 Standard No. 126, Truck-camper loading.

* * * * *

S4. * * *

Cargo weight rating means the value specified by the manufacturer as the cargo-carrying capacity, in pounds and kilograms, of a vehicle, exclusive of the weight of occupants in designated seating positions.

* * * * *

S5.1.1 *Labels.* Each slide-in camper shall have permanently affixed to it, in a manner that it cannot be removed without defacing or destroying it, in a plainly visible location on an exterior rear surface other than the roof, steps, or bumper extension, a label containing the following information in the English language lettered in block capitals and numerals not less than 2.4 millimeters high, of a color contrasting with the background, and in the order shown below and in the form illustrated in Figure 1.

* * * * *

(d) The following statement completed as appropriate: "Camper weight is _____ Kgs. (_____ Lbs.) Maximum When it Contains Standard Equipment, _____ Liters (_____ Gal.) of Water, _____ Kgs. (_____ Lbs.) of Bottled Gas, and _____ Cubic Meters (_____ Cubic Ft.) Refrigerator (or Icebox with _____ Kgs. (_____ Lbs.) of Ice, as applicable). Consult Owner's Manual (or Data Sheet as applicable) for Weights of Additional or Optional Equipment."

"Liters and Gals. of water" refer to the volume of water necessary to fill the camper's fresh water tanks to capacity. "Kgs. and Lbs. of Bottled Gas" refer to the mass of the gas necessary to fill the camper's bottled gas tanks to capacity. The statement regarding a "Refrigerator" or "Icebox" refers to the capacity of the refrigerator with which the vehicle is equipped or the mass of the ice with which the icebox may be filled. Any of these items may be omitted from the statement, if the corresponding accessories are not included with the camper, provided that the omission is

noted in the camper owner's manual as required in paragraph S5.1.2(a).

* * * * *

S5.1.2 * * *

(b) A list of other additional or optional equipment that the camper is designed to carry, and the maximum mass of each if its mass is more than 9 kilograms when installed.

* * * * *

(e) A picture showing the location of the longitudinal center of gravity of the camper within an accuracy of 50 millimeters under the loaded condition specified in paragraph S5.1.1(d), in the manner illustrated in Figure 2. Until October 1, 1973, the phrase "Mount at Aft End of Truck Cargo Area" may be used in Figure 2 instead of "Point That Contacts Rear End of Truck Bed."

* * * * *

14. Section 571.126 is amended by revising Figure 1 at the end of the introductory paragraph in S5.1.1 to read as follows:

MFD. BY: (CAMPER MANUFACTURER'S NAME)
 (MONTH AND YEAR OF MANUFACTURE)
 THIS CAMPER CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE
 CAMPER WEIGHT IS _____ KG (_____ LBS)
 MAXIMUM WHEN IT CONTAINS STANDARD EQUIPMENT, _____ LTRS (_____ GAL) OF WATER, _____ KG (_____ LBS) OF BOTTLED GAS, AND _____ CUBIC METERS (_____ CUBIC FT)
 REFRIGERATOR (OR ICEBOX WITH _____ KG (_____ LBS) OF ICE, AS APPLICABLE). CONSULT OWNER'S MANUAL (OR DATA SHEET AS APPLICABLE) FOR WEIGHTS OF ADDITIONAL OR OPTIONAL EQUIPMENT.
 (VEHICLE IDENTIFICATION NUMBER)

Figure 1. Label for Campers

15. In Section 571.126, Figure 2 at S5.1.1, after the introductory paragraph, is revised to read as follows:

BILLING CODE 4910-59-P

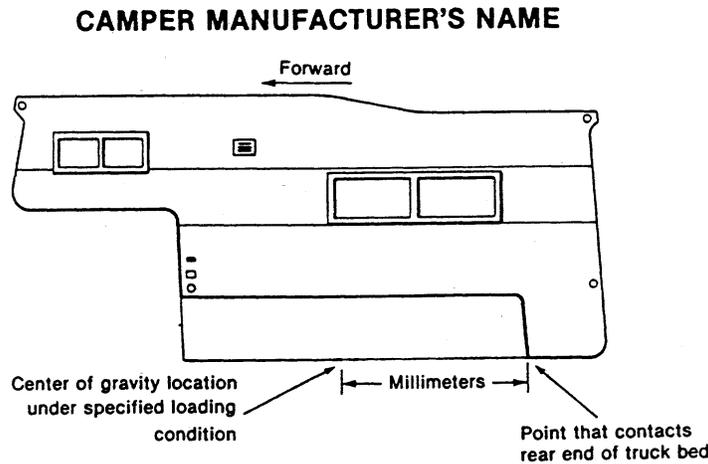


Figure 2.—Camper Center Of Gravity Information

BILLING CODE 4910-59-C

§ 571.205 [Amended]

16. Section 571.205 is amended by revising in S5.1.1.2, paragraph (m); revising S5.1.1.5; revising in S5.1.2.2, paragraph (b); revising in S5.1.2.3, paragraph (b); revising in S5.1.2.9, paragraph (b); and revising in S5.1.2.10, paragraph (b), to read as follows:

§ 571.205 Standard No. 205, Glazing materials.

* * * * *

S5.1.1.2 * * *

(m) For Item 5 safety glazing only: Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.

* * * * *

S5.1.1.5 The phrase “readily removable” windows as defined in ANS Z26, for the purposes of this standard, in buses having a GVWR of more than 4536 kilograms, shall include pushout windows and windows mounted in emergency exists that can be manually pushed out of their location in the vehicle without the use of tools, regardless of whether such windows remain hinged at one side to the vehicle.

* * * * *

S5.1.2.2 * * *

(b) Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.

* * * * *

S5.1.2.3 * * *

(b) Motorcycle windscreens below the intersection of a horizontal plane 380 millimeters vertically above the lowest seating position.

* * * * *

S5.1.2.9 * * *

(b) Glass-plastic specimens shall be exposed to an ambient air temperature of - 40 degrees Celsius (plus or minus 5 degrees Celsius), for a period of 6 hours at the commencement of Test No. 28, rather than at the initial temperature specified in that test. After testing, the glass-plastic specimens shall show no evidence of cracking, clouding, delaminating, or other evidence of deterioration.

* * * * *

S5.1.2.10 * * *

(b) Each manufacturer of glazing materials designed to meet the requirements of paragraphs S5.1.2.4, S5.1.2.5, S5.1.2.6, S5.1.2.7, or S5.1.2.8 may permanently and indelibly mark the lower center of each item of such glazing material, in letters not less than 4.5 millimeters nor more than 6 millimeters high, the following words, GLASS PLASTIC MATERIAL—SEE OWNER'S MANUAL FOR CARE INSTRUCTIONS.

* * * * *

§ 571.206 [Amended]

17. Section 571.206 is amended by revising S4.1.1.1; revising S4.1.1.2; revising S4.1.2; revising S4.2.1.1; revising S4.2.1.2; revising S4.2.2; revising S4.3; and revising S5.3, to read as follows:

§ 571.206 Standard No. 206, Door locks and door retention components.

* * * * *

S4.1.1.1 *Longitudinal Load.* The door latch and striker assembly, when in the fully latched position, shall not separate when a longitudinal load of 11,120 newtons is applied. When in the secondary latch position, the door latch and striker assembly shall not separate when a longitudinal load of 4,450 newtons is applied.

S4.1.1.2 *Transverse Load.* The door latch and striker assembly, when in the fully latched position, shall not separate when a transverse load of 8,900 newtons is applied. When in the secondary latched position, the door latch and striker assembly shall not separate when a transverse load of 4,450 newtons is applied.

* * * * *

S4.1.2 *Door Hinges.* Each door hinge system shall support the door and shall not separate when a longitudinal load of 11,120 newtons is applied. Similarly, each door hinge system shall not separate when a transverse load of 8,900 newtons is applied.

* * * * *

S4.2.1.1 *Longitudinal Load.* Each latch system, when in the latched position, shall not separate when a longitudinal load of 11,120 newtons is applied.

S4.2.1.2 *Transverse Load.* Each latch system, when in the latched position, shall not separate when a transverse load of 8,900 newtons is applied. When more than one latch system is used on a single door, the load requirement may be divided among the total number of latch systems.

S4.2.2 *Door Hinges.* Each door hinge system shall support the door and shall not separate when a longitudinal load of 11,120 newtons is applied, and when a transverse load of 8,900 newtons is applied.

S4.3 *Sliding Doors.* The track and slide combination or other supporting means for each sliding door shall not separate when a total transverse load of 17,800 newtons is applied, with the door in the closed position.

* * * * *

S5.3 *Sliding Doors.* Compliance with S4.3 shall be demonstrated by applying

an outward transverse load of 8,900 newtons to the load bearing members at the opposite edges of the door (17,800 newtons total). The demonstration may be performed either in the vehicle or with the door retention components in a bench test fixture.

§ 571.207 [Amended]

18. Section 571.207 is amended by revising in S4.2, the introductory paragraph, paragraph (a), paragraph (b), and paragraph (d); revising S4.3.2.1; and revising S5.1.2, to read as follows:

§ 571.207 Standard No. 207, Seating systems.

* * * * *

S.4.2 General performance requirements. When tested in accordance with S5., each occupant seat, other than a side-facing seat or a passenger seat on a bus, shall withstand the following forces, in newtons.

(a) In any position to which it can be adjusted—20 times the mass of the seat in kilograms multiplied by 9.8 applied in a forward longitudinal direction;

(b) In any position to which it can be adjusted—20 times the mass of the seat in kilograms multiplied by 9.8 applied in a rearward longitudinal direction;

* * * * *

(d) In its rearmost position—a force that produces a 373 newton meters moment about the seating reference point for each designated seating position that the seat provides, applied to the upper cross-member of the seat back or the upper seat back, in a rearward longitudinal direction for forward-facing seats and in a forward longitudinal direction for rearward-facing seats.

* * * * *

S4.3.2.1 Static force.

(a) Once engaged, the restraining device for a forward-facing seat shall not release or fail when a forward longitudinal force, in newtons, equal to 20 times the mass of the hinged or folding portion of the seat in kilograms multiplied by 9.8 is applied through the center of gravity of that portion of the seat.

(b) Once engaged, the restraining device for a rearward-facing seat shall not release or fail when a rearward longitudinal force, in newtons, equal to 8 times the mass of the hinged or folding portion of the seat in kilograms multiplied by 9.8 is applied through the center of gravity of that portion of the seat.

* * * * *

S5.1.2 If the seat back and the seat bench are attached to the vehicle by different attachments, attach to each component a fixture capable of

transmitting a force to that component. Apply forces, in newtons, equal to 20 times the mass of the seat in kilograms multiplied by 9.8 horizontally through the center of gravity of the seat back, as shown in Figure 2 and apply forces, in newtons, equal to 20 times the mass of the seat in kilograms multiplied by 9.8 horizontally through the center of gravity of the seat bench, as shown in Figure 3.

* * * * *

§ 571.212 [Amended]

19. Section 571.212 is amended by revising S3; revising S5; revising in S6.1, paragraph (b); and revising S6.5, to read as follows:

§ 571.212 Standard No. 212, Windshield mounting.

* * * * *

S3. Application. This standard applies to passenger cars, and to multipurpose passenger vehicles, trucks, and buses having a gross vehicle weight rating of 4536 kilograms or less. However, it does not apply to forward control vehicles, walk-in van-type vehicles, or to open-body type vehicles with fold-down or removable windshields.

* * * * *

S5. Requirements. When the vehicle travelling longitudinally forward at any speed up to and including 48 kilometers per hour impacts a fixed collision barrier that is perpendicular to the line of travel of the vehicle, under the conditions of S6, the windshield mounting of the vehicle shall retain not less than the minimum portion of the windshield periphery specified in S5.1 and S5.2.

* * * * *

S6.1 * * *

(b) Except as specified in S6.2, a multipurpose passenger vehicle, truck or bus is loaded to its unloaded vehicle weight, plus 136 kilograms or its rated cargo and luggage capacity, whichever is less, secured to the vehicle, plus a 50th-percentile test dummy as specified in part 572 of this chapter at each front outboard designated seating position and at any other position whose protection system is required to be tested by a dummy under the provisions of Standard No. 208. Each dummy is restrained only by means that are installed for protection at its seating position. The load is distributed so that the weight on each axle as measured at the tire-ground interface is in proportion to its GAWR. If the weight on any axle when the vehicle is loaded to its unloaded vehicle weight plus dummy weight exceeds the axle's proportional share of the test weight, the remaining

weight is placed so that the weight on that axle remains the same. For the purposes of this section, unloaded vehicle weight does not include the weight of work-performing accessories. Vehicles are tested to a maximum unloaded vehicle weight of 2,495 kilograms.

* * * * *

S6.5 The windshield mounting material and all vehicle components in direct contact with the mounting material are at any temperature between -9 degrees Celsius and +43 degrees Celsius.

* * * * *

§ 571.216 [Amended]

20. Section 571.216 is amended by revising S3; revising S4; revising S5; revising in S6.2, paragraph (d); and revising S6.3 to read as follows:

§ 571.216 Standard No. 216, Roof crush resistance—passenger cars.

* * * * *

S3. Application. This standard applies to passenger cars, and to multipurpose passenger vehicles, trucks and buses with a GVWR of 2722 kilograms or less. However, it does not apply to—

(a) School buses;

(b) Vehicles that conform to the rollover test requirements (S5.3) of Standard No. 208 (§ 571.208) by means that require no action by vehicle occupants; or

(c) Convertibles, except for optional compliance with the standard as an alternative to the rollover test requirements in S5.3 of Standard No. 208.

S4. Requirements.

(a) *Passenger cars.* A test device as described in S5 shall not move more than 125 millimeters, measured in accordance with S6.4, when it is used to apply a force in newtons equal to 1½ times the unloaded vehicle weight of the vehicle, measured in kilograms and multiplied by 9.8 or 22,240 newtons, whichever is less, to either side of the forward edge of a vehicle's roof in accordance with the procedures of S6. Both the left and right front portions of the vehicle's roof structure shall be capable of meeting the requirements, but a particular vehicle need not meet further requirements after being tested at one location.

(b) *Multipurpose passenger vehicles, trucks and buses with a GVWR of 2,722 kilograms or less, manufactured on or after September 1, 1994.* For multipurpose passenger vehicles, trucks and buses with a GVWR of 2,722 kilograms or less, manufactured on or after September 1, 1994, a test device as

described in S5 shall not move more than 125 millimeters, measured in accordance with S6.4, when it is used to apply a force in newtons equal to 1½ times the unloaded vehicle weight of the vehicle, measured in kilograms and multiplied by 9.8, to either side of the forward edge of a vehicle's roof in accordance with the procedures of S6. Both the left and right front portions of the vehicle's roof structure shall be capable of meeting the requirements, but a particular vehicle need not meet further requirements after being tested at one location.

S5. *Test device.* The test device is a rigid unyielding block with its lower surface formed as a flat rectangle 762 millimeters × 1829 millimeters.

* * * * *

S6.2 * * *

(d) The initial contact point, or center of the initial contact area, is on the

longitudinal centerline of the lower surface of the test device and 254 millimeters from the forwardmost point of that centerline.

6.3 (a) *Passenger cars.* Apply force in a downward direction perpendicular to the lower surface of the test device at a rate of not more than 13 millimeters per second until reaching a force in newtons of 1½ times the unloaded vehicle weight of the tested vehicle, measured in kilograms and multiplied by 9.8 or 22,240 newtons, whichever is less. Complete the test within 120 seconds. Guide the test device so that throughout the test it moves, without rotation, in a straight line with its lower surface oriented as specified in S6.2(a) through S6.2(d).

(b) *Multipurpose passenger vehicles, trucks and buses with a GVWR of 2,722 kilograms or less, manufactured on or after September 1, 1994.* For

multipurpose passenger vehicles, trucks and buses with a GVWR of 2,722 kilograms or less, manufactured on or after September 1, 1994, apply force in a downward direction perpendicular to the lower surface of the test device at a rate of not more than 13 millimeters per second until reaching a force in newtons of 1½ times the unloaded vehicle weight of the tested vehicle, measured in kilograms and multiplied by 9.8. Complete the test within 120 seconds. Guide the test device so that throughout the test it moves, without rotation, in a straight line with its lower surface oriented as specified in S6.2(a) through S6.2(d).

* * * * *

21. Section 571.216, is amended by revising Figure 1 at the end of S6.4 to read as follows:

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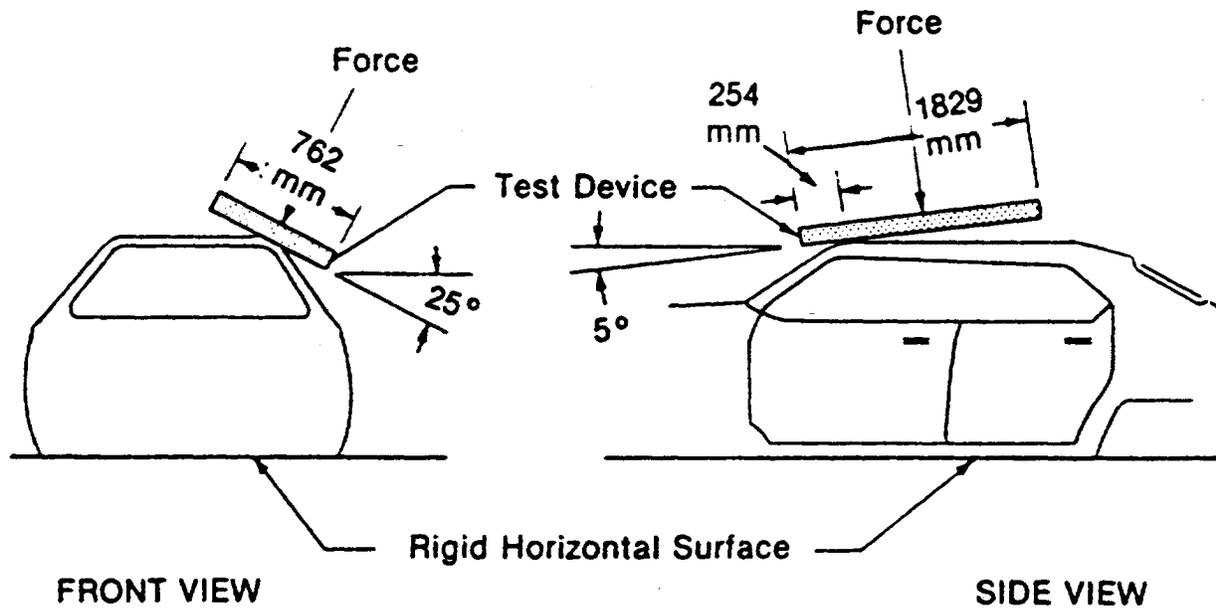


Figure 1.—Test Device Location And Application To The Roof

Issued on: March 8, 1995.

Ricardo Martinez,
Administrator.

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BILLING CODE 4910-59-C