

PART 73—[AMENDED]

1. The authority citation for part 73 continues to read as follows:

Authority: Secs. 303, 48 Stat., as amended, 1082; 47 U.S.C. 154, as amended.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Kansas, is amended adding Channel 290A at Ingalls.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-15478 Filed 6-23-95; 8:45 am]

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47 CFR Part 73

[MM Docket No. 94-57; RM-8467]

Radio Broadcasting Services; Sanger & Sherman, TX

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: The Commission, at the request of Harmon G. Husbands and Durant Broadcasting Corporation, substitutes Channel 281C3 for Channel 281A at Sherman, Texas, and reallocates Channel 281C3 from Sherman to Sanger, Texas, and modifies Station KWSM(FM)'s license to specify Sanger as its community of license. See 59 FR 35894, July 14, 1994. Channel 281C3 can be allotted in compliance with the Commission's minimum distance separation requirements with a site restriction of 10.3 kilometers (6.4 miles) northwest to accommodate petitioners' desired site. The coordinates for Channel 281C3 are 33-25-10 and 97-15-28.

With this action, this proceeding is terminated.

EFFECTIVE DATE: August 3, 1995.

FOR FURTHER INFORMATION CONTACT: Pam Blumenthal, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order*, MM Docket No. 94-57, adopted June 12, 1995, and released June 19, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, ITS, Inc., (202) 857-3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Part 73 of title 47 of the Code of Federal Regulations is amended as follows:

PART 73—[AMENDED]

1. The authority citation for Part 73 continues to read as follows:

Authority: Secs. 303, 48 Stat., as amended, 1082; 47 U.S.C. 154, as amended.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Texas, is amended by adding Sanger, Channel 281C3 and removing Channel 281A at Sherman.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 575**

RIN 2127-AE61

[Docket No. 92-65; Notice 2]

Consumer Information Regulations; Vehicle Stopping Distance

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

ACTION: Final rule.

SUMMARY: This rule amends the Consumer Information Regulations by rescinding the requirement that motor vehicle manufacturers provide information about vehicle stopping distance. Upon reevaluation of the vehicle stopping distance information requirements, NHTSA concludes that this information is of little safety value to consumers and might even be misleading. Rescinding the requirement eliminates an unnecessary Federal regulatory burden on the industry.

DATES: *Effective Date.* The amendment becomes effective July 26, 1995.

Petitions for Reconsideration: Any petitions for reconsideration of this rule must be received by NHTSA no later than July 26, 1995.

ADDRESSES: Petitions for reconsideration of this rule should refer to Docket 92-65; Notice 2 and should be submitted to: Administrator, National Highway Traffic Safety Administration, 400

Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Henrietta Spinner, Office of Market Incentives, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202-366-4802).

SUPPLEMENTARY INFORMATION:**I. Background Information**

Pursuant to the March 4, 1995 directive, "Regulatory Reinvention Initiative," from the President to the heads of departments and agencies, NHTSA has undertaken a review of all its regulations and directives. During the course of this review, the agency identified several requirements and regulations that are potential candidates for rescission. One candidate¹ was the consumer information regulation about a passenger car's or motorcycle's stopping distance performance.² Manufacturers are currently required to provide an information sheet at automobile dealers that specifies each model's stopping distance from at least 60 miles per hour (mph) on dry pavement with (a) fully operational service brakes under light load and maximum load conditions, (b) partially failed service brakes, and (c) inoperative brake power assist unit or brake power unit (i.e., the power assist part of the brake system is disabled).

In the November 1992 notice of proposed rulemaking (NPRM) preceding this rule, NHTSA explained that the information currently supplied by manufacturers pursuant to the stopping distance requirement did not help consumers compare between vehicles, because it did not meaningfully distinguish the relative stopping ability among different makes and models of vehicles. The information's lack of value was confirmed by the agency's dealership audits which found that little, if any, use was being made of the vehicle stopping distance information. The agency further stated that there was no feasible, cost effective method for obtaining stopping distance information that would properly compare differences in stopping ability among various vehicles. Costly and extensive

¹ Prior to the President's directive, NHTSA had previously identified the stopping distance requirement as a candidate for rescission and had published a notice proposing to rescind it (57 FR 54962, November 23, 1992).

² The *Consumer Information Regulations* (49 CFR part 575) are intended to provide prospective purchasers of new motor vehicles with information about vehicle safety performance in several areas. One type of information is the stopping distance of new passenger cars and motorcycles under specified speed, brake, loading, and pavement conditions (49 CFR 575.101).