complex rulemakings that are the subject of the instant request, we believe a further extension of the reply comment deadline for the *Minority/ Female Ownership Notice* and the *Attribution Notice* is warranted. Because there may be benefit to a concurrent schedule for the three proceedings, we also, on our own motion, extend the reply comment deadline for the *TV Ownership Further Notice*.

4. Accordingly, it is ordered that the Motion for Extension of Time filed in MM Docket Nos. 94–150, 92–51, 87–154, 94–149 and 91–140 by the Minority Media and Telecommunications Council IS granted to the extent detailed above.

5. It is further ordered that the time for filing reply comments in the three above-captioned proceedings is extended to July 10, 1995.

6. This action is taken pursuant to authority found in Sections 4(i) and 303(r) of the Communications Act of 1934, as amended, 47 U.S.C. §§ 154(i) and 303(r), and Sections 0.204(b), 0.283, and 1.45 of the Commission's Rules, 47 CFR §§ 0.204(b), 0.283, and 1.45.

Federal Communications Commission.

Roy J. Stewart,

Chief, Mass Media Bureau.

[FR Doc. 95–16072 Filed 6–29–95; 8:45 am]

BILLING CODE 6712–01–M

47 CFR Part 73

[MM Docket No. 95–87, RM–8644]

Radio Broadcasting Services; Hatfield, AR

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition for rule making filed by John Harle, requesting the allotment of FM Channel 281C2 to Hatfield, Arkansas, as that community's first local aural transmission service. Coordinates used for this proposal are 34–31–04 and 94–23–46.

DATES: Comments must be filed on or before August 18, 1995, and reply comments on or before September 18, 1995.

ADDRESSES: Secretary, Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner, as follows: John Harle, 951 Redan, Houston, TX 77009.

FOR FURTHER INFORMATION CONTACT: Nancy Joyner, Mass Media Bureau, (202) 418–2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Notice of Proposed Rule Making*, MM Docket No. 95–87, adopted June 8, 1995, and released June 27, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC's 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 contractors, International Transcription Service, Inc., (202) 857–3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

Provisions of the Regulatory Flexibility Act of l980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, See 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

John A. Karousos,

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

[FR Doc. 95–16117 Filed 6–29–95; 8:45 am]

BILLING CODE 6712–01–F

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 572

[Docket No. 74–14; Notice 96]

RIN 2127–AF41

Anthropomorphic Test Dummy; Occupant Crash Protection

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

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes modifications to the Hybrid III test dummy, which is specified by the agency for use in compliance testing under Standard No. 208, Occupant crash protection. The agency is proposing minor modifications to the femurs and ankles to improve biofidelity, and is considering specifying use of a neck shield. The changes would have practically no effect on Standard No. 208 test results, but would make the compliance test dummy more useful to vehicle manufacturers in the more severe impact conditions of some research and vehicle development programs. This rulemaking results from petitions submitted by Ford, Toyota, Honda and Nissan.

DATES: Comments must be received by August 29, 1995.

ADDRESSES: Comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are 9:30 a.m.-4 p.m., Monday through Friday.)

FOR FURTHER INFORMATION CONTACT: Mr. Stanley Backaitis, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366–4912. Fax: (202) 366–4329.

SUPPLEMENTARY INFORMATION: Standard No. 208, *Occupant Crash Protection*, currently permits the use of either the Hybrid III test dummy or the older Hybrid II dummy in compliance testing. Effective September 1, 1997, however, the Standard will specify the use of only a single dummy, the Hybrid III dummy.

NHTSA adopted the Hybrid III dummy as an alternative to the older dummy in a final rule published in the **Federal Register** (51 FR 26688) on July 25, 1986. That rulemaking resulted from a petition submitted by General Motors (GM). The specifications for the Hybrid III dummy appear in subpart E of 49 CFR part 572.

The Hybrid III dummy is the most human like test dummy currently available and represents a number of advances over the earlier dummy. Among other things, the Hybrid III dummy has a more humanlike seated posture, head, neck, chest, and lumbar spine designs that meet biofidelic impact response requirements, and the capability of monitoring almost four times as many injury-indicating parameters as compared with the Hybrid II dummy. NHTSA decided to specify exclusive use of the Hybrid III dummy in a final rule published in the **Federal Register** (58 FR 59189) on November 8, 1993.

The Hybrid III dummy has seen widespread use in recent years. A number of manufacturers have used that dummy for Standard No. 208 certification purposes. Moreover, many manufacturers use this advanced

dummy in their research and developmental testing. Finally, NHTSA uses the Hybrid III dummy in its New Car Assessment Program (NCAP). This program involves testing new cars and trucks by crashing them into a fixed collision barrier at 35 mph, which is five mph faster and 36 percent more severe than the crash test specified in Standard No. 208. NCAP results are made available to consumers as the tests are completed each model year, and insurance and consumer organizations use the results as the basis for information they publish.

In using the Hybrid III dummy, vehicle manufacturers have identified three areas in which they believe the dummy should be improved. Two of these areas were identified by Ford in a petition for rulemaking submitted in March 1991, and the third was identified in petitions submitted by Toyota, Honda and Nissan between September 1993 and April 1994.

One of the requests in Ford's petition was for NHTSA to increase the ankle dorsiflexion motion of the Hybrid III dummy. That company argued that the current dummy's ankles have a lower rotation range compared to human ankles. Ford believes that this can cause unrealistic transfer of crash forces through the lower leg and knee to the femur, adversely affecting the femur response.

Ford's other request was for the agency to specify the use of a soft foam neck shield for the Hybrid III dummy. That company believes that the dummy's neck is too small in cross section for air bag applications and that portions of a deploying air bag can get caught around the neck and in the concave sections of the bottom of the dummy head. According to Ford, when this occurs, the dummy's head snaps rearward in an unhumanlike manner, and unrealistic head and neck responses are measured by the dummy instrumentation. That manufacturer stated that this problem can be avoided by using a special purpose shield around the dummy's neck when testing with an air bag.

Toyota, Honda and Nissan petitioned NHTSA to increase femur flexion ranges in the dummy. They argued that this change is needed to avoid unhumanlike femur-to-pelvic bone interaction, or hip lock. According to these petitioners, hip lock produces acceleration spikes throughout the dummy in general, and in the thorax in particular, resulting in overly high chest g's for the unrestrained (air bag only), passenger-side test condition. Several manufacturers, including Ford, Chrysler, Mazda and Mitsubishi, submitted letters supporting the basic intent of the Toyota/Honda/Nissan petitions, although not necessarily all of the specific arguments.

NHTSA notes that, until it received these petitions, it was unaware that any manufacturers had these concerns about the Hybrid III dummy. These issues were not raised during the rulemaking to add the dummy as a compliance option for Standard No. 208. Moreover, the agency had not encountered any of the alleged problems during Standard No. 208 compliance tests or evaluations of the dummy in sled tests.

NHTSA also notes that, in evaluating the petitions, the agency was aware that manufacturers use the Hybrid III dummy in contexts other than the test conditions specified in Standard No. 208. To fully understand the problems alleged by the petitioners, the agency had to consider the test conditions under which the problems arise.

The test conditions vary according to the purposes for which the dummy is used. For the agency to specify the Hybrid III dummy in Standard No. 208, it is only necessary for the dummy to be biofidelic and otherwise appropriate for the specific injury criteria and impact conditions specified in that standard. And, to the extent that the Hybrid III dummy is used for NCAP purposes, it is necessary for it to be appropriate for those test conditions. The agency understands, however, that manufacturers wish to be able to use the same dummy for a third purpose, for research and vehicle development. In these applications, the dummies are often exposed to much more severe conditions than specified in Standard No. 208 or experienced under NCAP.

NHTSA granted each of the petitions for rulemaking and conducted extensive analysis, including a test program, of the issues raised in the petitions. Among other things, the agency consulted with the Society of Automotive Engineers (SAE) Human Biomechanics and Simulations Committee concerning the hip lock issue.

The agency has prepared a Technical Assessment which presents the agency's analysis of the issues raised by the petitioners. A copy of that document is being placed in the docket for this rulemaking. While the conclusions of that document are summarized below, persons who are interested in the details of the agency's analysis are encouraged to read the Technical Assessment.

As discussed in the Technical Assessment, the agency's analysis shows that motion ranges of the Hybrid III hip joint and ankle have minor biomechanical shortcomings that can easily be improved with minimal design modifications.

With respect to the hip joint, the current dummy design is within generally accepted biomechanical limits for femur free motion range. However, the hip joint design needs modification to assure the same motion range between the right and left femurs. Moreover, to the extent that the dummy is used in impact environments where the dummy will be forced to exceed these limits, i.e., environments more severe than that of the Standard No. 208 test procedure or the NCAP test procedure, it is desirable to prevent metal to metal contact from occurring between the femur and the pelvic bone. Such contact can cause spurious test results. An SAE Task Force has identified modifications in the design of the femurs that would address forced motion range needs of the dummy's hip joints and eliminate the possibility of either metal to metal or hard contact impacts at maximum femur flexion. Agency testing indicates that the dummy femur-hip joint modification will result in somewhat reduced chest responses for those test exposures in which the hip joint and the ankle are forced to exceed the available motion ranges, i.e., test exposures considerably more severe than Standard No. 208 testing.

With respect to the ankle, the agency's analysis shows that modifying the ankle to allow 45 degrees of dorsiflexion instead of the current 30 degrees would be anthropometrically in the correct direction.

NHTSA has tentatively concluded that the specifications for the Hybrid III dummy should be changed to incorporate these minor femur and ankle modifications. As part of these changes, a calibration test would be added for hip joint-femur flexion.

The proposed modifications would have practically no effect on the dummy impact responses for either Standard No. 208 or NCAP testing. The agency believes, however, that the modifications would provide a more realistic assessment of the effectiveness of occupant protection systems under more severe impact conditions. Changing the part 572 specifications to incorporate these modifications would help ensure that manufacturers can use the same dummies for Standard No. 208 certification testing and for research and vehicle development testing.

NHTSA believes the evidence is less clear with respect to whether a neck shield should be specified for the Hybrid III dummy. The agency has evaluated the neck shield recommended by Ford. As discussed in the agency's

Technical Assessment, the use of the neck shield generates responses of a slightly stiffer neck but does not appear to produce significant differences in the dummy's head kinematics or overall impact responses. The agency specifically requests comments on whether use of the neck shield should be specified. Commenters supporting use of a neck shield are requested to discuss why they believe such use would produce different results. Depending on the comments, the agency may or may not specify use of a neck shield. However, use of a neck shield is reflected in the proposed regulatory text.

NHTSA notes that it contemplates either adding a neck shield to the Hybrid III dummy for purposes of all Standard No. 208 compliance testing or declining to add a neck shield and not providing a manufacturer option in this area. To ensure comparability of test results, the agency believes that all vehicles should, to the extent possible, be tested in the same manner.

NHTSA is proposing to make the amendments effective 30 days after publication of a final rule. However, the agency is requesting comments on whether a later effective date would be more appropriate, and, if so, whether optional compliance should be permitted 30 days after publication of a final rule.

The agency believes that the proposed dummy modifications are so minor that they would not have any significant effect on Standard No. 208 test results, and that it may therefore be in the public interest to make the amendments effective 30 days after issuance of a final rule. Such an effective date would assume that manufacturers do not need to conduct any testing to recertify their vehicles using the modified dummy. The agency requests comments on this assumption and on whether there are any reasons to specify a later effective date, such as September 1, 1997.

To the extent a later effective date were to be specified, the agency could permit optional compliance 30 days after publication of a final rule. Under this scenario, manufacturers could, for an interim period, certify their vehicles using either the earlier or modified Hybrid III dummy. NHTSA notes, however, that it would generally prefer to avoid multiple dummy options, to reduce the complexity and costs of compliance testing. In compliance testing, the agency would want to use the dummy option specified by the manufacturer, and would therefore need to maintain two versions of the Hybrid III dummy. This problem could be avoided by specifying a single date on which the dummy modifications would become effective. The agency requests comments, however, on whether other factors would outweigh this concern and should lead to the combination of a later effective date with optional compliance 30 days after publication of a final rule.

As indicated earlier in this document, the specifications for the Hybrid III dummy appear in subpart E of 49 CFR part 572. The proposed regulatory text reflects the modifications to the dummy that are under consideration by the agency. However, many of the specifications for the Hybrid III dummy are set forth in drawings which are incorporated by reference. Copies of the new or revised drawings, including a revised User's Manual (referred to in Part 572.31(a)(4) as Disassembly, Inspection, Assembly and Limbs Adjustment Procedures for the Hybrid III Dummy), that would be incorporated by reference are being placed in the docket for this rulemaking.

NHTSA notes that it has a policy of ensuring that the dummies specified in part 572 can be manufactured by any manufacturer wishing to do so. The agency is therefore considering whether any persons have proprietary rights in the dummy modifications proposed in this document and, if they do, how the agency can ensure that any manufacturer can produce the modified Hybrid III dummy. NHTSA specifically requests comments on this issue. With respect to the dummy drawings that are being placed in the docket in connection with this proposal, the agency has taken steps to ensure that, if incorporated by reference as part of a final rule, the drawings could be freely used by all persons. See letter dated June 1, 1995 to Mr. Muir Parker, President and CEO of First Technology Safety Systems, a copy of which is being placed in the docket.

Rulemaking Analyses and Notices

A. Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has considered the impact of this rulemaking action under E.O. 12866 and the Department of Transportation's regulatory policies and procedures. This rulemaking document was not reviewed under E.O. 12866, ''Regulatory Planning and Review.'' This action has been determined to be ''non-significant'' under the Department of Transportation's regulatory policies and procedures. The proposed amendments would not require any vehicle design changes but would instead only require minor modifications in the test dummies used to evaluate a vehicle's compliance with Standard No. 208. The agency believes that the proposed femur and ankle modifications would not affect the cost of new dummies. The cost of modifying existing dummies would be about $4,400 per dummy for the femurs, and about $610 for the ankles. The cost of a neck shield is about $145. Therefore, the impacts of the proposed amendments would be so minimal that a full regulatory evaluation is not required.

B. Regulatory Flexibility Act

NHTSA has also considered the impacts of this notice under the Regulatory Flexibility Act. I hereby certify that this proposed rule would not have a significant economic impact on a substantial number of small entities. Modifications to dummy designs affect motor vehicle manufacturers, few of which are small entities. As described above, there would be no significant economic impact on those vehicle manufacturers that are small entities. Further, since no price increases would be associated with the proposed rule, small organizations and small governmental units would not be affected in their capacity as purchasers of new vehicles.

C. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (P.L. 96–511), there are no requirements for information collection associated with this proposed rule.

D. National Environmental Policy Act

NHTSA has also analyzed this proposed rule under the National Environmental Policy Act and determined that it would not have a significant impact on the human environment.

E. Executive Order 12612 (Federalism)

NHTSA has analyzed this proposal in accordance with the principles and criteria contained in E.O. 12612, and has determined that this proposed rule would not have significant federalism implications to warrant the preparation of a Federalism Assessment.

F. Civil Justice Reform

This proposed rule would not have any retroactive effect. Under 49 U.S.C. 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, except to the extent that the state requirement imposes a higher level of performance and applies only to vehicles procured

for the State's use. 49 U.S.C. 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.

Submission of Comments

Interested persons are invited to submit comments on the proposal. It is requested but not required that 10 copies be submitted.

All comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. 49 CFR part 512.

All comments received before the close of business on the comment closing date indicated above for the proposal will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Comments received too late for consideration in regard to the final rule will be considered as suggestions for further rulemaking action. Comments on the proposal will be available for inspection in the docket. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and 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 rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

List of Subjects in 49 CFR Part 572

Motor vehicle safety, Incorporation by reference.

In consideration of the foregoing, it is proposed that 49 CFR Part 572 be amended as follows:

PART 572—[AMENDED]

1. The authority citation for Part 572 of Title 49 would continue to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

Subpart E—Hybrid III Test Dummy

2. Section 572.31 would be amended by revising paragraphs (a)(1), (a)(3), (a)(4), (b) and (e) to read as follows:

§ 572.31 General description.

(a) * * *

(1) The Anthropomorphic Test Dummy Parts List, dated (a date would be inserted), and containing 13 pages, and a Parts List Index, dated (a date would be inserted), containing 8 pages.

* * * * *

(3) A General Motors Drawing Package identified by GM Drawing No. 78051–218, revision S, and subordinate drawings.

(4) Disassembly, Inspection, Assembly and Limbs Adjustment Procedures for the Hybrid III dummy, dated (a date would be inserted).

* * * * *

(b) The dummy is made up of the following component assemblies:

Drawing No.	Revision
78051–61 head assembly—complete	(T)
78051–90 neck assembly—complete.	(A)
78051–89 upper torso assembly—complete	(K)
78051–70 lower torso assembly—without pelvic instrumentation assembly, drawing No. 78051–59	(E)
86–5001–001 leg assembly—complete (LH)	(A)
86–5001–002 leg assembly—complete (RH)	(A)
78051–123 arm assembly—complete (LH)	(D)
78051–124 arm assembly—complete (RH)	(D)

* * * * *

(e) The weights, inertial properties and centers of gravity location of component assemblies shall conform to those listed in drawing 78051–338, revision T.

* * * * *

3. Section 572.33 would be amended by moving Figures 20, 21 and 22 to the end of the section and adding a heading preceding Figure 20, revising paragraph (b) introductory text, and revising Figures 20 and 21, to read as follows:

§ 572.33 Neck.

* * * * *

(b) When the neck and head assembly (consisting of the parts 78051–61, revision T; –84; –90, revision A; –96; –98; –303, revision E; –305; –306; –307, revision X) which has a neck transducer (drawing 83–5001–008) installed in conformance with § 572.36(d) and a neck shield as shown in Figures 20 and 21, is tested in accordance with paragraph (c) of this section, it shall have the following characteristics:

* * * * *

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Figures to § 572.33

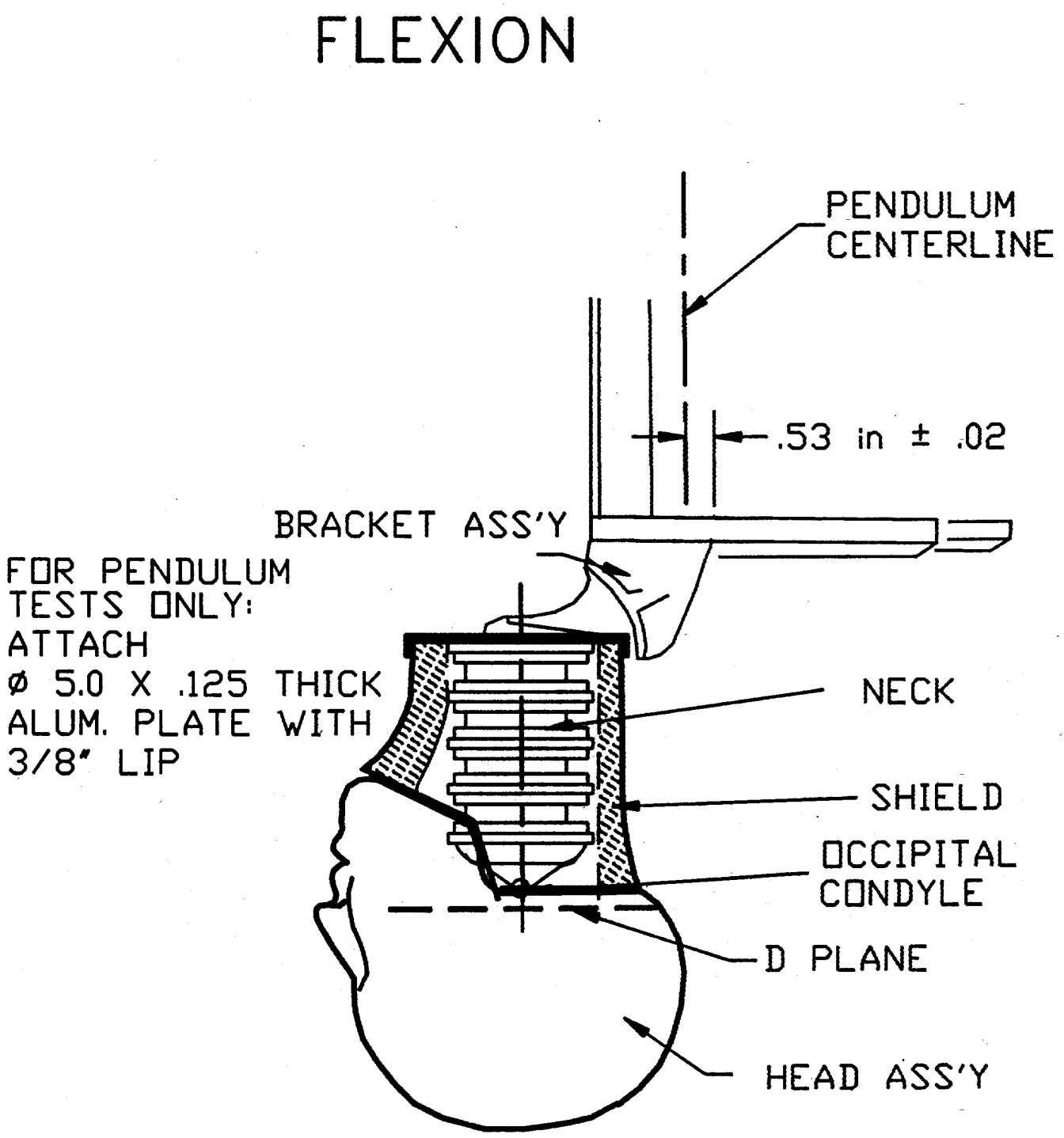

FIGURE 20

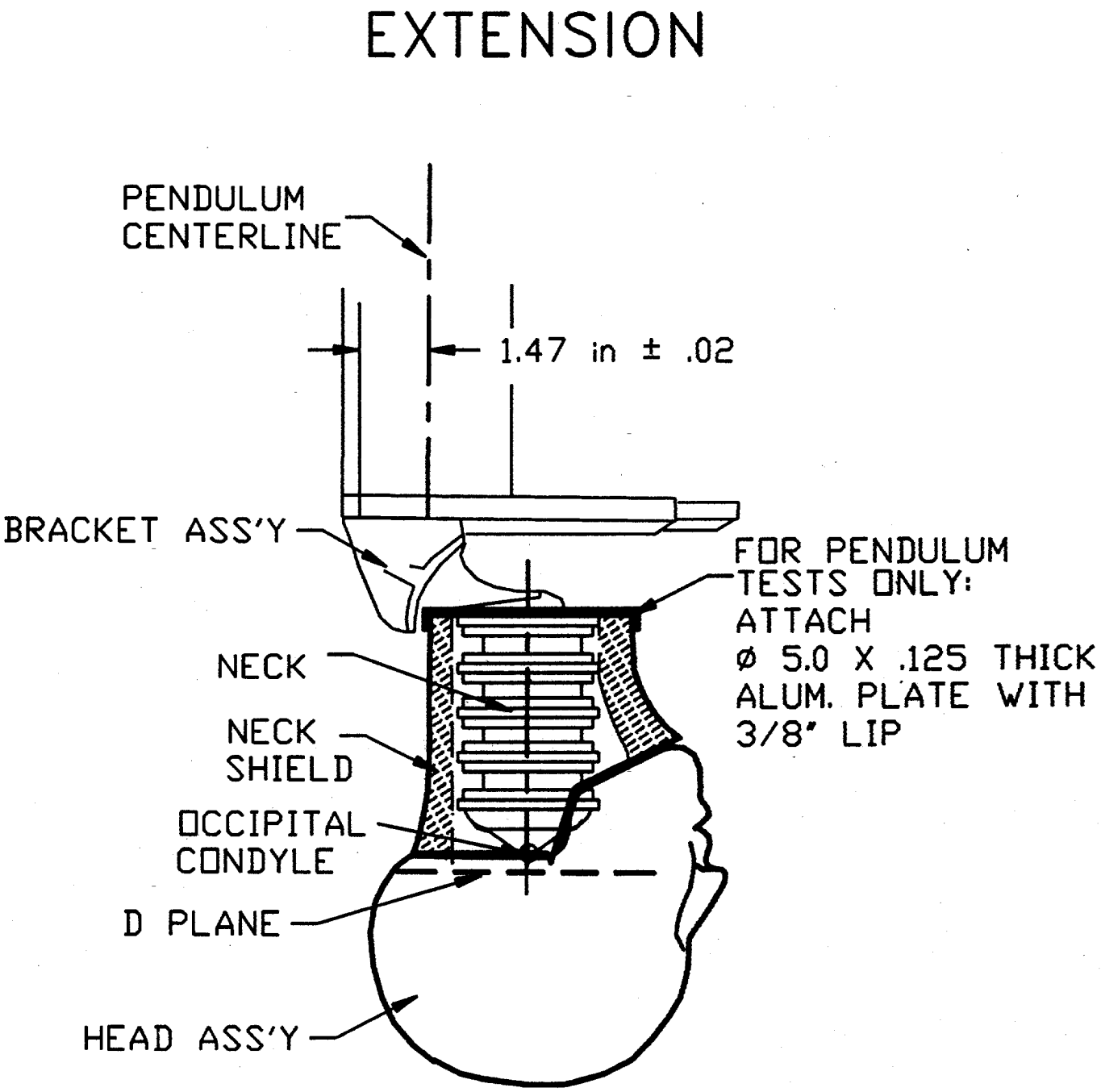

FIGURE 21

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* * * * *

4. Section 572.35 would be amended by moving Figure 24 to the end of the section and adding a heading preceding Figure 24; revising paragraphs (a) through (c); and adding Figures 25 through 27, to read as follows:

§ 572.35 Limbs.

(a) The limbs consist of the following assemblies: leg assemblies 86–5001–001, revision F and –002, revision F, and arm assemblies 78051–123, revision D and –124, revision D, and shall conform to the drawings subtended therein.

(b) *Femur impact response.* (1) When each knee of the leg assemblies is impacted in accordance with paragraph (b)(2) of this section, at 6.9 ft/sec 0.10 ft/sec by the pendulum defined in § 572.36(b), the peak knee impact force, which is a product of pendulum mass and acceleration, shall have a minimum value of not less than 1060 pounds and a maximum value of not more than 1300 pounds.

(2) *Test procedure.* (i) The test material consists of leg assemblies (86–5001–001, revision A) left and (–002, revision A) right with upper leg assemblies (78051–46) left and (78051–47) right removed. The load cell simulator (78051–319, revision A) is used to secure the knee cap assemblies (79051–16, revision B) as shown in Figure 24).

(ii) Soak the test material in a test environment at any temperature between 66 degrees F to 78 degrees F and at a relative humidity from 10% to 70% for a period of at least four hours prior to its application in a test.

(iii) Mount the test material with the leg assembly secured through the load cell simulator to a rigid surface as shown in Figure 24. No contact is permitted between the foot and any other exterior surfaces.

(iv) Place the longitudinal centerline of the test probe so that at contact with the knee it is collinear within 2 degrees with the longitudinal centerline of the femur load cell simulator.

(v) Guide the pendulum so that there is no significant lateral, vertical or rotational movement at time zero.

(vi) Impact the knee with the test probe so that the longitudinal centerline of the test probe at the instant of impact falls within .5 degrees of a horizontal line parallel to the femur load cell simulator at time zero.

(vii) Time zero is defined as the time of contact between the test probe and the knee.

(c) *Hip joint-femur flexion.* (1) When each femur is rotated in the flexion direction in accordance with paragraph (c)(2) of this section, the femur rotation from its initial horizontal orientation at an applied 50 lbs-ft of torque will not be less than 20 deg. and not more than 34 deg., and at 250 lbs-ft of torque not less than 44 deg. and not more than 52 deg.

(2) *Test procedure.*

(i) The test material consists of the assembled dummy, part No. 78051–218 (rev. S) except that (1) leg assemblies (86–5001–001 and 002) are separated from the dummy by removing the ⅜–16 Socket Head Cap Screw (SHCS) (78051–99) but retaining the structural assembly of the upper legs (78051–43 and –44), (2) the abdominal insert (78051–52) is removed and (3) the instrument cover plate (78051–13) in the pelvic bone is replaced by a rigid pelvic bone stabilizer insert (Figure 25a) and firmly secured.

(ii) Seat the dummy on a rigid seat fixture (Figure 25) and firmly secure it to the seat back by bolting the stabilizer insert and the rigid support device (Figure 25b) to the seat back of the test fixture (Figures 26 and 27) while maintaining the pelvis (78051–58) ''B'' plane horizontal.

(iii) Insert a suitable rod (lever arm) into femur shaft opening of the upper leg structure assembly (78051–43/44) and firmly secure it using the ⅜–16 SHCS.

(iv) Apply a suitable force to the lever arm to lift it parallel to the midsagittal plane at a rotation rate of 5 to 10 deg. per second while maintaining the ½ in. shoulder bolt longitudinal centerline horizontal throughout the range of motion until the 250 lbs-ft torque level is reached. Record the applied force (torque) and angle of rotation of the femur with suitable sensors.

(v) Operating environment and temperature are the same as specified in paragraph (b)(3) of this section.

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Figures to § 572.35

* * * * *

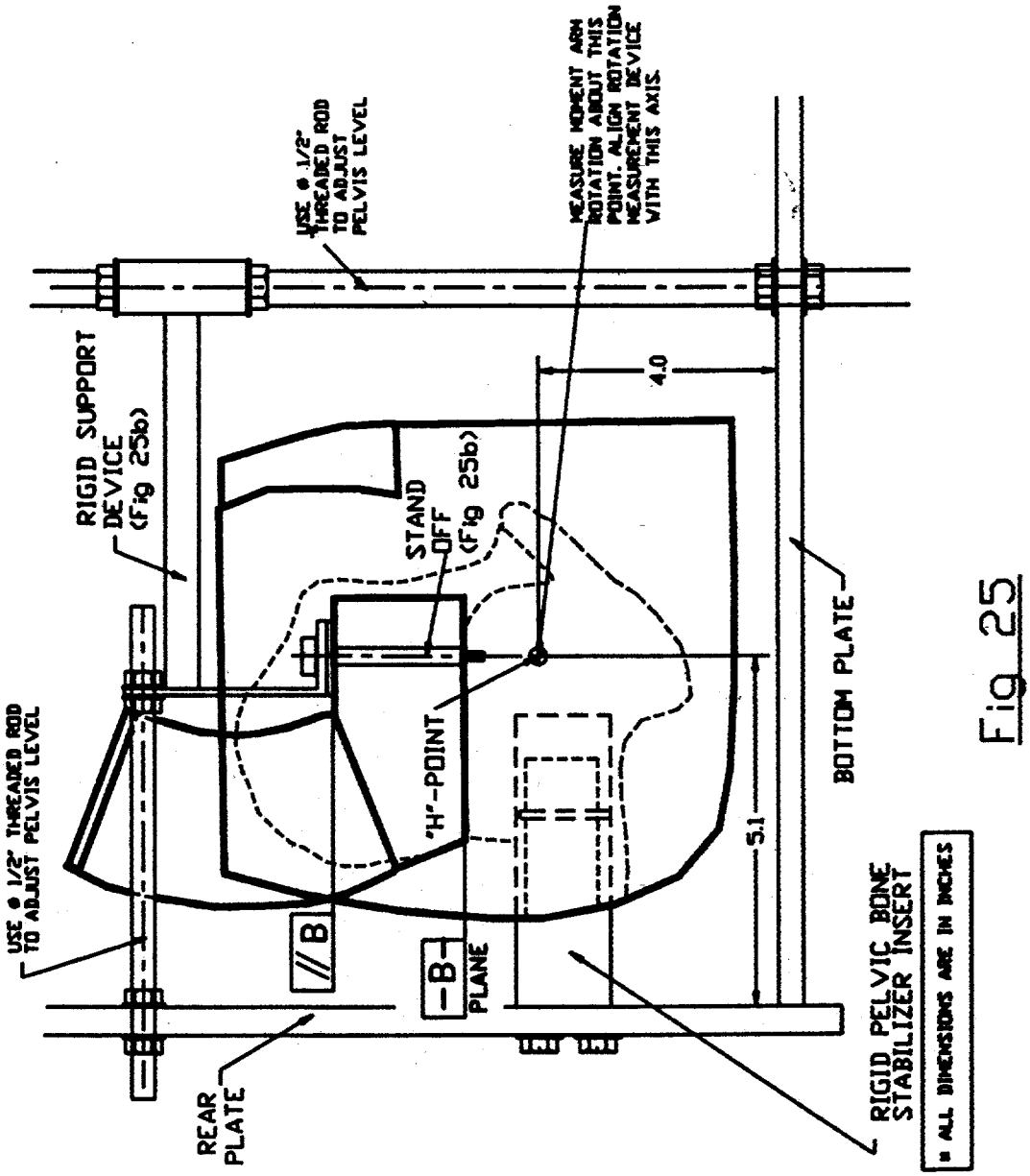
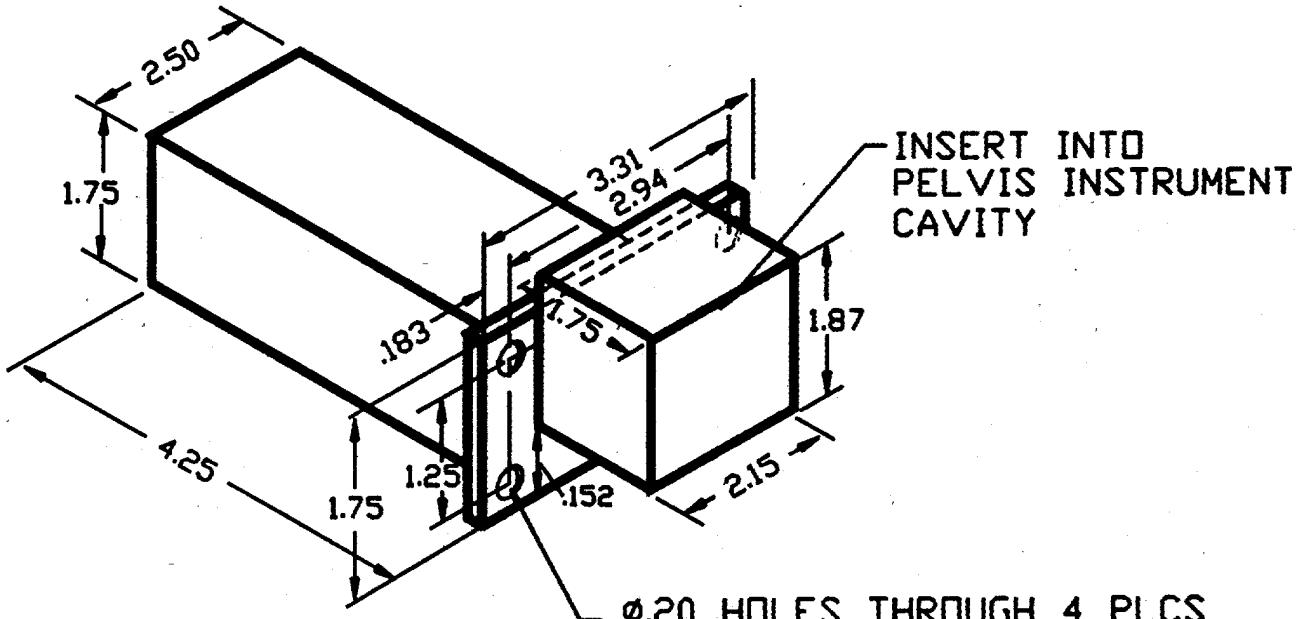
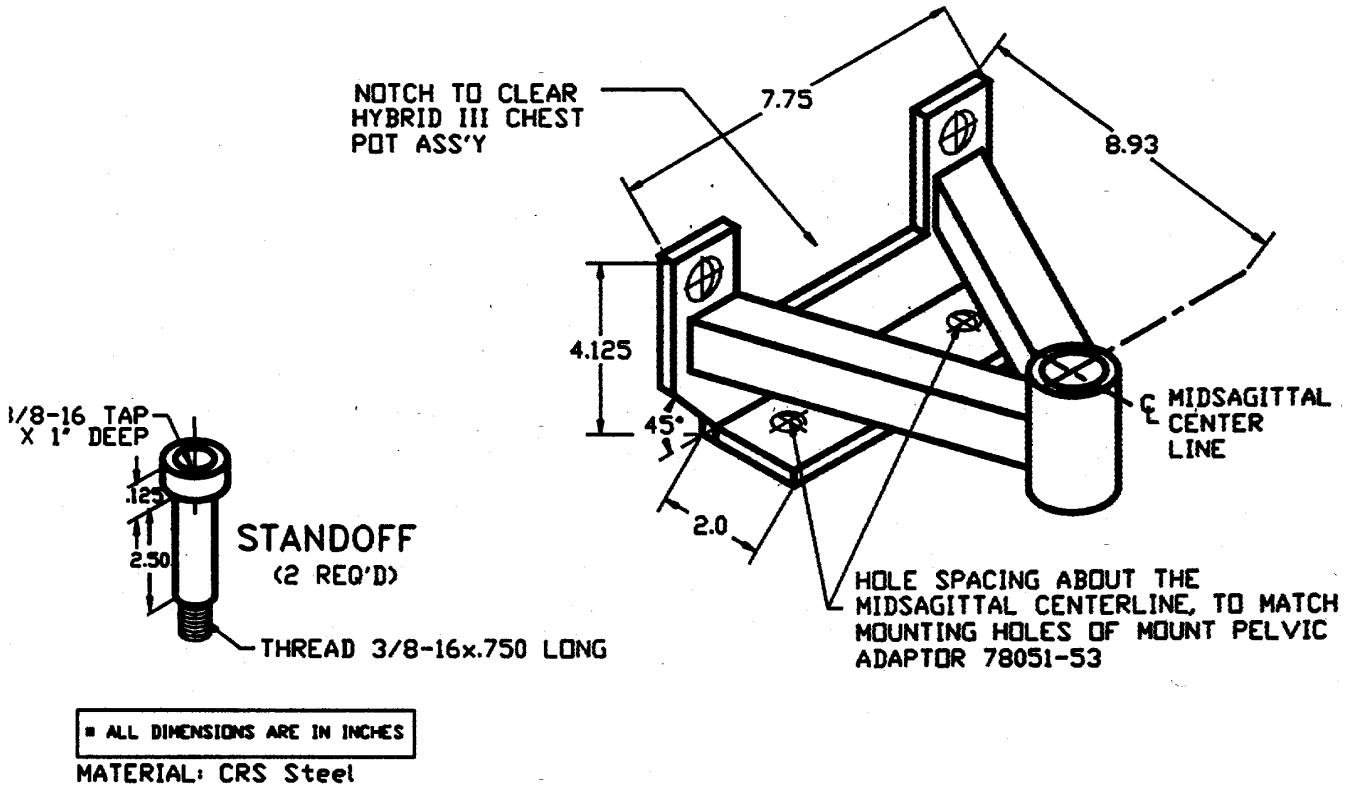


Fig 25



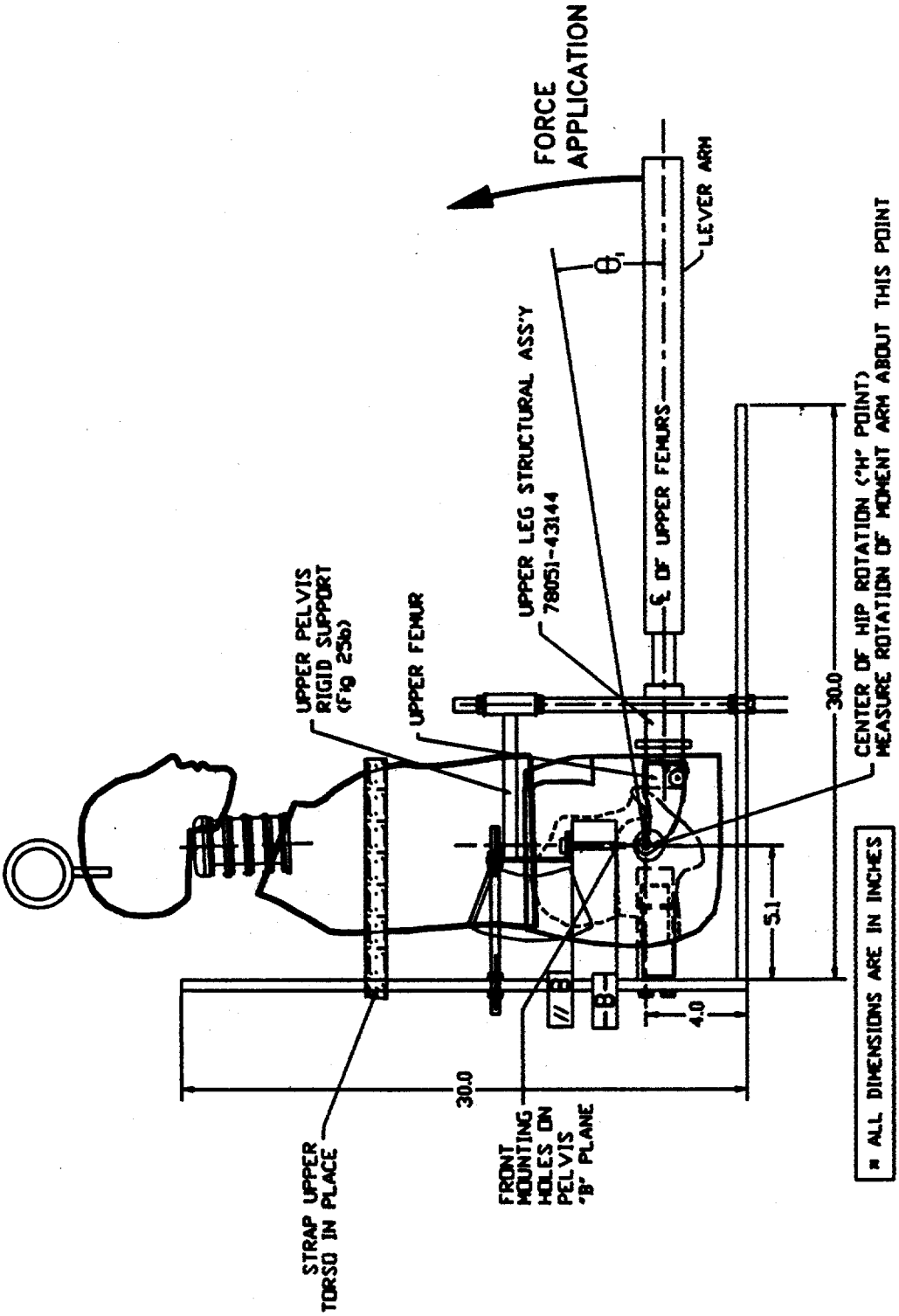
RIGID PELVIC BONE STABILIZER INSERT (REF)

Fig 25a



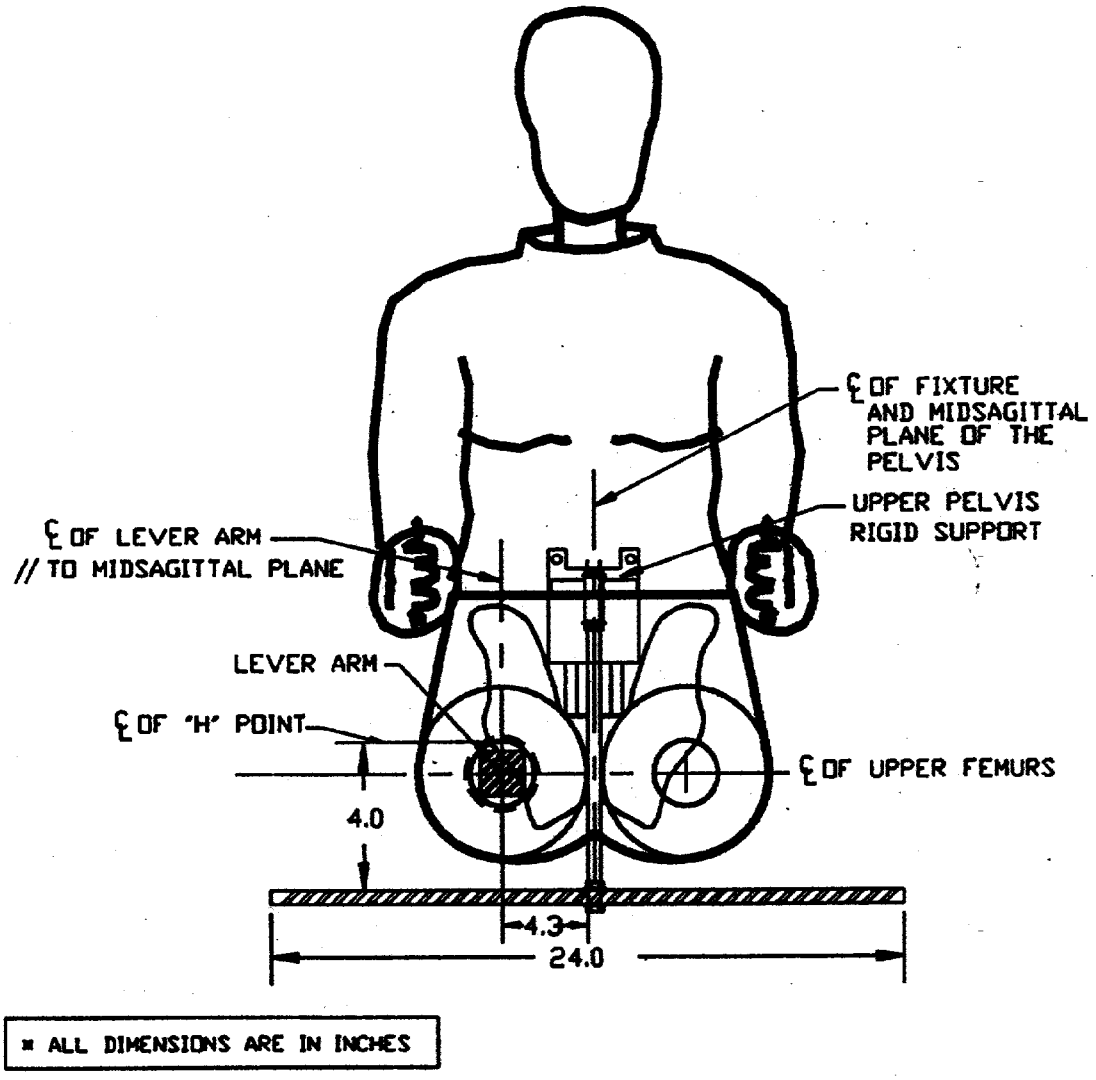
RIGID SUPPORT DEVICE (REF)

Fig 25b



HIP JOINT TEST FIXTURE ASSEMBLY

Fig 26



FRONT VIEW
Fig 27

Issued on June 26, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95–16104 Filed 6–29–95; 8:45 am]

BILLING CODE 4910–59–C