

Department) published a notice of proposed rulemaking in the Federal Register (60 FR 39208) regarding plans established or maintained pursuant to collective bargaining agreements for purposes of section 3(40) of the Act. In that notice the Department invited all interested persons to submit written comments concerning the proposed rule on or before October 2, 1995.

On September 29, 1995, the Department published a notice in the Federal Register (60 FR 50508) extending the comment period for the proposed rule through November 16, 1995. The Department has received requests from some members of the public for additional time to prepare comments due to the complexity of the issues involved in the proposed rule, and the Department believes that it is appropriate to grant such additional time. Accordingly, this notice extends the comment period during which comments on the proposed rule may be submitted through December 18, 1995.

#### Notice of Extension of Comment Period

Notice is hereby given that the comment period for the proposed rule relating to plans established or maintained pursuant to collective bargaining agreements for purposes of section 3(40) of the Act (proposed at 60 FR 39208, August 1, 1995, and extended at 60 FR 50508, September 29, 1995) is hereby further extended through Monday, December 18, 1995.

Signed at Washington, DC this 14th day of November 1995.

Olena Berg,

*Assistant Secretary, Pension and Welfare Benefits Administration.*

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 63

[IL135-1-7205(b); AD-FRL-5332-8]

#### Approval of Section 112(l) Program of Delegation; Illinois

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The EPA proposes to approve Illinois' request for delegation of the Federal air toxic program pursuant to section 112(l) of the Clean Air Act of 1990. In the Final Rules section of this Federal Register, EPA is fully approving the State's request for delegation as a

direct final rule without prior proposal, because the EPA views this as a noncontroversial revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to these actions, no further activity is contemplated in relation to this proposed rule. If EPA receives timely comments adverse to or critical to the approval, which have not been addressed by the State or EPA, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. Any parties interested in commenting on this action should do so at this time.

**DATES:** Comments must be received on or before December 22, 1995.

**ADDRESSES:** Copies of the State submittal and EPA's analysis of it are available for inspection at: United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Buzucky, AR-18J, United States Environmental Protection Agency, Chicago, Illinois 60604, (312) 886-3194.

**SUPPLEMENTARY INFORMATION:** For additional information, see the direct final rule published in the rules section of this Federal Register.

#### List of Subjects in 40 CFR Part 63

Environmental protection, Administrative practice and procedure, Air pollution control, Hazardous substances, Intergovernmental relations.

Authority: 42 U.S.C. 7401, et seq.

Dated: November 2, 1995.

Valdas V. Adamkus,  
*Regional Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 571

#### Denial of Petition for Rulemaking; Federal Motor Vehicle Safety Standards

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

**ACTION:** Denial of Petition for Rulemaking.

**SUMMARY:** This notice denies Mr. Dennis G. Moore's petition for reducing the lens

area requirement of amber turn signal lamps for large motor vehicles (motor vehicles whose overall width is 2032 mm or more). NHTSA's analysis of the petition concludes that this action could reduce safety.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jere Medlin, Office of Crash Avoidance Standards, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Mr. Medlin's telephone number is: (202) 366-5276. His facsimile number is (202) 366-4329.

**SUPPLEMENTARY INFORMATION:** By letter dated July 31, 1995, Mr. Dennis G. Moore of Livermore, California wrote the NHTSA Chief Counsel asking that a situation in Federal Motor Vehicle Safety Standard No. 108 be corrected in order to promote a better international trade policy. He claimed that Europeans require significantly less area for lenses on rear amber turn signals and requested that the 12 square inch minimum lens area requirement of FMVSS No. 108 be reduced to 8 or 6 square inches. This, he stated, would give more practical rules for U. S. exports at no expense to safety. Mr. Moore stated that companies such as his, when asked to help balance the Nation's trade deficit are at a price disadvantage simply because of size of the lamp. The Acting Chief Counsel notified Mr. Moore in a letter dated September 20, 1995, that his request would be considered as a petition for rulemaking and it was so considered.

NHTSA adopted a requirement in 1990 that increased the minimum lens area for turn signal and stop lamps to 75 mm. (12 square inches) on vehicles 2032 mm. (80 inches) and wider. This was done in response to a petition from the Truck Safety Equipment Institute. The petition argued that the Society of Automotive Engineers (SAE) had determined that it was desirable to adopt separate standards for certain devices when used on wider vehicles, which because of their size should be more conspicuous and better delineated with larger lighting devices than small vehicles. Also of importance was SAE's rationale that the increased lens area for wider vehicles is necessary because of buildup of grime on signal lamps. The increase in lens area is necessary to offset the dimming effect of dirt. The agency concurred that the increase in lens area would enhance vehicle conspicuity and contribute to safety.

The area requirement was a part of SAE Standard J1395 APR85—*Turn Signal Lamps for Use on Motor Vehicles 2032 mm or More in Overall Width*, and thus, already a consensus industry standard. NHTSA incorporated SAE

J1395 by reference through a normal rulemaking proceeding with little opposition by vehicle or lighting manufacturers.

Mr. Moore did not present any justification, test results, or data to substantiate his assertion that no reduction in safety would occur if the lens area on turn signals for large motor vehicles were to be reduced. NHTSA has no basis for deciding that safety would remain unchanged with Mr.

Moore's proposal. Harmonization of standards, as requested by Mr. Moore, at the possible expense of safety, is not an alternative available to NHTSA.

In accordance with 49 CFR part 552, this completes the agency's review of the petition. The agency has concluded that there is no reasonable possibility that the amendment requested by the petitioner would be issued at the conclusion of the rulemaking

proceeding. Accordingly, it denies Mr. Moore's petition.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50 and 501.8.

Issued on: November 14, 1995.

Barry Felrice,

*Associate Administrator for Safety Performance Standards.*

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