

(xxiv) Any other cancer.

* * * * *

[FR Doc. 98-25546 Filed 9-23-98; 8:45 am]

BILLING CODE 8320-01-P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 97-168; RM-9103 and RM-9182]

Radio Broadcasting Services; Arcadia & Ellington, MO, Carbondale, IL & Tiptonville, TN

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: Action in this document allots Channel 280A to Arcadia, Missouri, as that community's first local service in response to a petition filed by Iron County Broadcasting Company. See 62 FR 42225, August 6, 1997. The coordinates for Channel 280A at Arcadia are 37-32-30 and 90-43-00. There is a site restriction 9.3 kilometers (5.8 miles) southwest of the community. In response to the counterproposal filed by Lyle Broadcasting Corporation, we will substitute Channel 268C1 for Channel 268B at Carbondale, Illinois, at coordinates 37-37-00 and 89-38-30 and modify the license for Station WCIL accordingly. To accommodate the allotments at Arcadia and Carbondale, we will substitute Channel 294A for Channel 280A at Ellington, Missouri, at coordinates 37-13-27 and 90-51-13 and modify the construction permit for Station KAUL to specify Channel 294A. We shall also put a new site restriction on vacant Channel 267C3 at Tiptonville, Tennessee, using coordinates 36-19-41 and 89-23-18. With this action, this proceeding is terminated. A filing window for Channel 280A at Arcadia, Missouri, will not be opened at this time. Instead, the issue of opening a filing window for this channel will be addressed by the Commission in a subsequent order.

EFFECTIVE DATE: November 2, 1998.

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

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Report and Order, MM Docket No. 97-168, adopted September 9, 1998, and released September 18, 1998. The full text of this Commission decision is available for inspection and copying during normal business hours in the

Commission'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 Services, Inc., 1231 20th Street, NW., Washington, DC. 20036, (202) 857-3800, facsimile (202) 857-3805.

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: 47 U.S.C. 154, 303, 334, 336.

§ 73.202 [Amended]

2. Section 73.202(b), the Table of FM Allotments under Missouri, is amended by adding Arcadia, Channel 280A and by removing Channel 280A and adding Channel 294A at Ellington.

3. Section 73.202(b), the Table of FM Allotments under Illinois, is amended by removing Channel 268B and adding Channel 268C1 at Carbondale.

Federal Communications Commission.

John A. Karousos,

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

[FR Doc. 98-25559 Filed 9-23-98; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[DOT Docket No. NHTSA-98-4463]

RIN: 2127-AG55

Federal Motor Vehicle Safety Standards; Metric Conversion

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

ACTION: Final rule, technical amendments; response to petition for reconsideration.

SUMMARY: On May 27, 1998, NHTSA published a final rule amending selected Federal Motor Vehicle Safety Standards (FMVSSs) by converting English measurements specified in those standards to metric measurements. In this document, NHTSA corrects typographical and other errors in the May 1998 final rule. This document also responds to a

petition for reconsideration filed by Toyota, and public comments by the Truck Manufacturers Association and Ford to correct typographical errors in the final rule. The corrections of errors in this final rule are not intended to make any changes in the stringency of the affected FMVSSs.

DATES: This final rule is effective May 27, 1999. Optional early compliance with the changes made in this final rule is permitted beginning September 24, 1998.

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 St., SW, Washington, DC 20590. It is requested, but not required, that 10 copies be submitted.

FOR FURTHER INFORMATION CONTACT: Ms. Dorothy Nakama, Office of the Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Rm. 5219, Washington, DC 20590. Ms. Nakama's e-mail address is: dnakama@nhtsa.dot.gov and her telephone number is: (202) 366-2992.

SUPPLEMENTARY INFORMATION: On May 27, 1998 (63 FR 28922), NHTSA published in the **Federal Register** a final rule revising selected Federal Motor Vehicle Safety Standards by converting English measurements specified in those standards to metric measurements. The final rule was one of several rulemaking actions that NHTSA is undertaking to implement the Federal policy that the metric system of measurement is the preferred system of weights and measures for United States trade and commerce. The converted figures are not intended to make any substantive changes in the stringency of the affected FMVSSs.

Upon reviewing the **Federal Register** publication, NHTSA noted certain typographical and other errors in the amended regulatory text and in Tables or Figures. NHTSA also received a petition for reconsideration from Toyota and public comments from the Truck Manufacturers Association and Ford noting additional errors in the final rule. In this final rule, NHTSA will correct errors in the following standards as described below:

NHTSA's Changes to the Final Rule

Standard No. 101, Controls and displays—NHTSA noted that S5 does not reflect the current version of the regulatory text. Also, at the bottom of Table 1, footnote 5 should include the word "filled," not "filed" as appeared in the final rule.

Standard No. 104, Windshield wiping and washing systems—NHTSA noted that in S3, Definitions, “Glazing surface reference line” refers to a measurement that was originally 25 inches. In converting 25 inches to the metric system, NHTSA multiplied that figure by 25 mm, resulting in 625 mm. NHTSA subsequently determined that because the glazing surface reference line centers the windshield wiper path on the windshield, a difference of 10 mm could result in a different wiper path center, substantively changing the Standard. Therefore, in this final rule, NHTSA changes the 625 mm measurement to 635 mm, which is obtained by multiplying 25 inches by 25.4 mm, a more exact measurement than 25 mm.

Standard No. 209, Seat belt assemblies—In S4.2(b), NHTSA changes the three kilo Newton measurements to Newton measurements to make the measurements consistent with the rest of the Standard. In S5.2(e), NHTSA corrects a typographical error in the rate at which the webbing is to be drawn through the adjusting device to read “508 mm ± mm” per minute.

Standard No. 123, Motorcycle controls and displays—NHTSA noted that in Table 3, column 2, the term “enricher” should be “enrichener.” “Enrichener” refers to mixture enrichment equipment and has been included in previous versions of Table 3. Also, there were two typographical errors in footnote 4 at the bottom of Table 3; the word “filed” should be “filled” and the second period at the end of the sentence should be removed.

Toyota Petition for Reconsideration

In a petition dated July 7, 1998, Toyota asked that NHTSA correct “several apparent errors and inconsistencies.” Upon reviewing Toyota’s petition, NHTSA agrees that each error or inconsistency noted by Toyota should be corrected. Therefore, in this final rule, NHTSA also amends the following standards to correct errors as noted below:

Standard No. 101, Controls and displays—Toyota noted that in Table 1, footnotes 2 and 5 from column 3 referring to the marker lamps were omitted, and the reference to “10,000 lbs” in the description of footnote 4 should have been converted to 4536 kg. In Table 2, the note for footnote 8 was omitted.

Standard No. 203, Impact protection for the driver from the steering control system—Toyota noted an inconsistency between S5.1(a) that referred to testing at a relative velocity of 24.1 km/h and a force that shall not exceed 11,110 N, and S5.1(b) that referred to testing at a

relative velocity of 24 km/h and a force that shall not exceed 11,120 N. Toyota suggested that a velocity of 24.1 km/h and a force of 11,120 N be established to make the two provisions consistent.

Standard No. 209, Seat belt assemblies—Toyota stated its belief that a “force of less than 1,120 N” in S4.4(a)(1) was in error, and should have been “11,120 N.”

Standard No. 302, Flammability of interior materials—Toyota noted that S5.1.1 states: “each hole 19 mm in diameter”. However, the diagram in Figure 1 has an 18 mm diameter dimension. Toyota stated its belief that the 18 mm diameter dimension in Figure 1 is incorrect and that NHTSA intended 19 mm.

Truck Manufacturers Association Comments

In a letter dated August 19, 1998, the Truck Manufacturers Association (TMA) noted typographical and other errors in the May 1998 final rule. NHTSA has reviewed TMA’s comments, and will make the following changes to the final rule:

Standard No. 101, Controls and displays—TMA noted several errors in Tables 1 and 2. NHTSA concurs with TMA’s comments and corrects Tables 1 and 2 in this final rule.

Standard No. 116 Motor vehicle brake fluids—TMA noted that in S6.3, the units for kinematic viscosity should be mm²/s not mm²s.

Ford Public Comments

In a letter dated September 9, 1998, Ford Motor Company’s Automotive Safety Office noted additional typographical and other errors in the May 1998 final rule. NHTSA has reviewed Ford’s comments, and will make the following changes to the final rule:

Standard No. 101, Controls and displays—Ford notes that in Table 1, Note 4 should read “Identification not required for vehicles with a GVWR greater than 4536 kg or for narrow ring-type controls.” Ford also stated its view that in Table 2, under the “SPEEDOMETER” display, Column 3 “MPH km/h” requires both English and metric units. Ford recommends that it read: “MPH and/or km/h”.

Standard No. 111, Rearview mirrors—In S5.1.1, Ford noted that to be consistent with identical measurements in other provisions in Standard No. 111, 60 m should be changed to 61 m. In S9.3(b)(2), Ford noted the center of the mirror measurement should be 95 cm, not 95 cm². Ford corrected various typographical errors in Table 1, “Conversion Table from Spherometer

Dial Reading to Radius of Curvature”. Ford noted that in Figure 1, the measurement “1/4” should be 6.4 mm to be consistent with S12.3 of Standard No. 111.

Standard No. 204, Steering control rearward displacement—Ford noted that S4.2 should read “48 km/h”, not “48.3 km/h”, to be consistent with the test speeds specified in Standards 219 and 301.

Standard No. 209, Seat belt assemblies—Ford noted a typographical error in S5.2(d), which should read “* * * 334 N on the components of a Type 2 seat belt assembly * * *”. The final rule omitted the word “on” in the sentence. Ford also asked that NHTSA include g force measurements to acceleration measurements of 7 m/s² (0.7 g) and 3 m/s² (0.3 g), specified at S4.2(j) and S5.2(j).

Regulatory Impacts

A. Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has examined 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 not “significant” under DOT’s regulatory policies and procedures.

In converting the Federal Motor Vehicle Safety Standards from the English to the metric measurement system, the agency has made conversions in a way that does not substantively change the performance requirements of the FMVSSs. In this final rule, NHTSA makes corrections to errors that were in the May 27, 1998 final rule. NHTSA does not believe motor vehicle manufacturers will incur any additional costs as a result of this final rule. The impacts of this action are so minor that a full regulatory evaluation has not been prepared.

B. Regulatory Flexibility Act

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 will not have a significant economic impact on a substantial number of small entities. The rationale for this certification is that this final rule makes no substantive changes to any Federal Motor Vehicle Safety Standards, and is limited to correcting typographical and other errors in the May 27, 1998 final rule that amended the Federal Motor Vehicle Safety Standards.

C. Environmental Impacts

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

D. 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

E. Civil Justice Reform

This rule will not have a retroactive effect. Under Section 103(d) of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392(d)), 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. Section 105 of the Act (15 U.S.C. 1394) sets forth a procedure for judicial review of final

rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require reconsideration or other administrative proceedings before parties may file suit in court.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4) requires agencies to prepare a written assessment of the cost, benefits and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, of more than \$100 million annually. Because this final rule does not have a \$100 million effect, no Unfunded Mandates assessment has been prepared.

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.

2. Section 571.101 is amended by revising S5 to read as follows:

§ 571.101 Standard No. 101, Controls and displays.

* * * * *








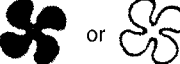



S5 *Requirements.* Each passenger car, multipurpose passenger vehicle, truck and bus manufactured with any control listed in S5.1 or in column 1 of Table 1, and each passenger car, multipurpose passenger vehicle and truck or bus less than 4,536 kg. GVWR with any display listed in S5.1 or in column 1 of Table 2, shall meet the requirements of this standard for the location, identification, and illumination of such control or display.

* * * * *

3. Section 571.101 is amended by revising Table 1 and Table 2 that follow S6. to read as follows:











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Table 1
Identification and Illustration of Controls

Column 1	Column 2	Column 3	Column 4
<i>Hand Operated Controls</i>	<i>Identifying Words or Abbreviation</i>	<i>Identifying Symbol</i>	<i>Illumination</i>
Master Lighting Switch	Lights	 5	_____
Headlamps and Tail Lamps	(Manufacturer Option) ²	(Manufacturer Option) ²	_____
Horn	Horn	 4	_____
Turn Signal	_____	 3 5	_____
Hazard Warning Signal	Hazard	 5	Yes
Windshield Wiping System	Wiper or Wipe		Yes
Windshield Washing System	Washer or Wash		Yes
Windshield Washing and Wiping Combined	Wash-Wipe or Washer-Wiper		Yes
Heating and or Air Conditioning Fan	Fan	 or	Yes
Windshield Defrosting and Defogging System	Defrost, Defog or Def.		Yes
Rear Window Defrosting and Defogging System	Rear Defrost, Rear Defog, Rear Def., or R-Def.		Yes
Identification, Side Marker and or Clearance Lamps	Marker Lamps or MK Lps	 2 5	Yes
Manual Choke	Choke	_____	_____
Engine Start	Engine Start ¹	_____	_____
Engine Stop	Engine Stop ¹	_____	Yes
Hand Throttle	Throttle	_____	_____
Automatic Vehicle Speed	(Manufacturer Option)	_____	Yes
Heating and Air Conditioning System	(Manufacturer Option)	(Manufacturer Option)	Yes

- 1 Use when engine control is separate from the key locking system.
- 2 Separate identification not required if controlled by master lighting switch.
- 3 The pair of arrows is a single symbol. When the controls for left and right turn operate independently, however, the two arrows may be considered separate symbols and be spaced accordingly.
- 4 Identification not required for vehicles with a GVWR greater than 4536 kg; or for narrow ring-type controls.
- 5 Framed areas may be filled.

Table 2
Identification and Illustration of Displays

Column 1	Column 2	Column 3	Column 4	Column 5
Display	Telltale Color	Identifying Words or Abbreviation	Identifying Symbol	Illumination
Turn Signal Telltale	Green	Also see FMVSS 108	 1 6	_____
Hazard Warning Telltale		Also see FMVSS 108	 2 6	_____
Seat Belt Telltale	_____ 7	Fasten Belts or Fasten Seat Belts Also see FMVSS 208	 or 	_____
Fuel Level Telltale	_____	Fuel	 or 	_____
Gauge	_____			Yes
Oil Pressure Telltale	_____	Oil		_____
Gauge	_____			Yes
Coolant Temperature Telltale	_____	Temp		_____
Gauge	_____			Yes
Electrical Charge Telltale	_____	Volts, Charge or Amp		_____
Gauge	_____			Yes
Highbeam Telltale	Blue or Green 4	Also see FMVSS 108	 6	_____
Brake System 8	Red 4	Brake, Also see FMVSS 105 and 135	_____	_____
Malfunction in Anti-Lock or	Yellow	Antilock, Anti-lock, or ABS. Also see FMVSS 105 and 135	_____	_____
Variable Brake Proportioning System 8	Yellow	Brake Proportioning, Also see FMVSS 135	_____	_____
Parking Brake Applied 8	Red 4	Park or Parking Brake, Also see FMVSS 105 and 135	_____	_____
Malfunction in Anti-Lock	Yellow	ABS, or Antilock; Trailer ABS, or Trailer Antilock, Also see FMVSS 121	_____	_____
Brake Air Pressure Position Telltale	_____	Brake Air, Also see FMVSS 121	_____	_____
Speedometer	_____	MPH and or km/h 5	_____	Yes
Odometer	_____	_____ 3	_____	_____
Automatic Gear Position	_____	Also see FMVSS 102	_____	Yes

- 1 The pair of arrows is a single symbol. When the indicator for left and right turn operate independently, however, the two arrows will be considered separate symbols and may be spaced accordingly.
- 2 Not required when arrows of turn signal tell-tales that otherwise operate independently flash simultaneously as hazard warning tell-tale.
- 3 If the odometer indicates kilometers, then "KILOMETERS" or "km" shall appear, otherwise, no identification is required.
- 4 Red can be red-orange. Blue can be blue-green.
- 5 If the speedometer is graduated in miles per hour and in kilometers per hour, the identifying words or abbreviations shall be "MPH and km/h" in any combination of upper or lower case letters.
- 6 Framed areas may be filled.
- 7 The color of the telltale required by S4.5.3.3 of Standard No 208 is red; the color of the telltale required by S7.3 of Standard No. 208 is not specified.
- 8 In the case where a single telltale indicates more than one brake system condition, the word for Brake System shall be used.

4. Section 571.104, is amended by revising in S3, the definition of "Glazing surface reference line" 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 635 millimeters above the seating reference point, as shown in Figure 1 of SAE Recommended Practice J903a, "Passenger Car Windshield Wiper Systems," May 1966.

* * * * *

5. Section 571.111 is amended by revising in S5.1.1, the first sentence, and revising S9.3(b)(2) to read as follows:

§ 571.111 Standard No. 111; Rearview mirrors.

* * * * *

S5.1.1 *Field of view.* Except as provided in S5.3, the mirror shall provide a field of view with an included horizontal angle measured from the projected eye point of at least 20 degrees, and a sufficient vertical angle to provide a view of a level road surface extending to the horizon beginning at a point not greater than 61 m to the rear of the vehicle when the vehicle is occupied by the driver and four

passengers or the designated occupant capacity, if less, based on an average occupant weight of 68 kg. * * *

* * * * *

S9.2 * * *

(b) * * *

(2) Each mirror shall be located such that the distance from the center point of the eye location of a 25th percentile adult female seated in the driver's seat to the center of the mirror shall be at least 95 cm.

* * * * *

6. Section 571.111 is amended by revising in S12.8, Figure 1 to read as follows:

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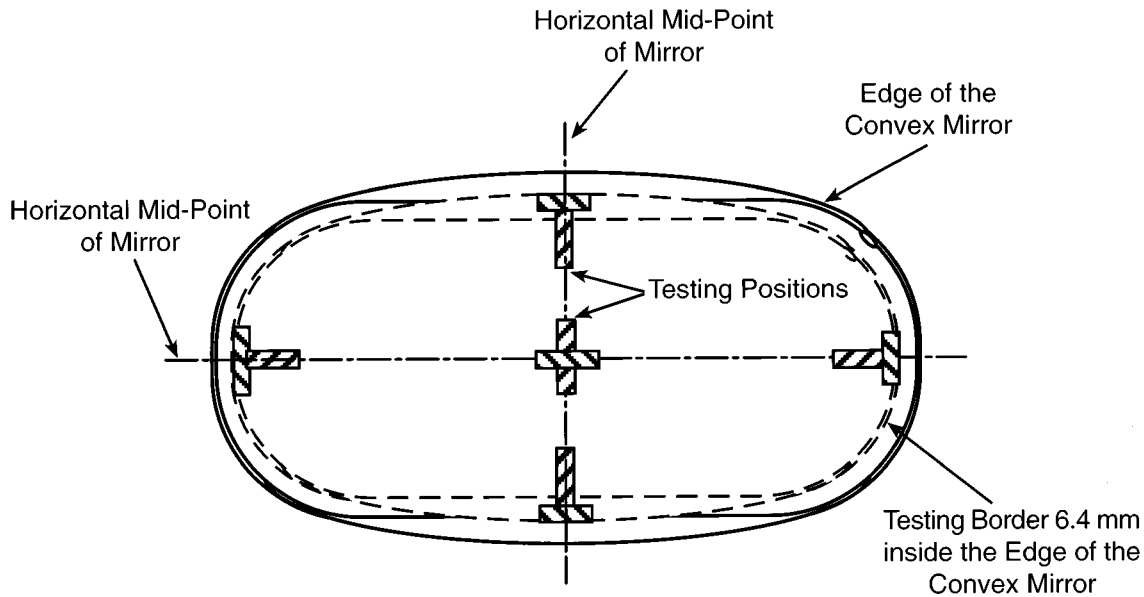


Figure 1—LOCATION OF TEN CONVEX MIRROR TESTING POSITIONS
All dimensions in millimeters (mm)

BILLING CODE 4910-59-C

7. In § 571.111, Table I—"Conversion Table from Spherometer Dial Reading to Radius of Curvature," following Figure 1 in S12.8, is revised to read as follows:

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE

Dial reading	Radius of curvature (Inches)	Radius of curvature (mm)
.00330	85.2	2164.1
.00350	80.4	2042.92
.00374	75.2	1910.1

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE—Continued

Dial reading	Radius of curvature (Inches)	Radius of curvature (mm)
.00402	70.0	1778.0
.00416	67.6	1717.0
.00432	65.1	1653.5
.00450	62.5	1587.5
.00468	60.1	1526.5
.00476	59.1	1501.1
.00484	58.1	1475.7
.00492	57.2	1452.9
.00502	56.0	1422.4
.00512	54.9	1394.5

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE—Continued

Dial reading	Radius of curvature (Inches)	Radius of curvature (mm)
.00522	53.9	1369.1
.00536	52.5	1333.5
.00544	51.7	1313.2
.00554	50.8	1290.3
.00566	49.7	1262.4
.00580	48.5	1231.9
.00592	47.5	1206.5
.00606	46.4	1178.6
.00622	45.2	1148.1
.00636	44.2	1122.7

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE—Continued

Dial reading	Radius of curvature (Inches)	Radius of curvature (mm)
.00654	43.0	1092.2
.00668	42.1	1069.3
.00686	41.0	1041.4
.00694	40.5	1028.7
.00720	39.1	993.1
.00740	38.0	965.2
.00760	37.0	939.8
.00780	36.1	916.9
.00802	35.1	891.5
.00822	34.2	868.7
.00850	33.1	840.7
.00878	32.0	812.8
.00906	31.0	787.4
.00922	30.5	774.7
.00938	30.0	762.0
.00960	29.3	744.2
.00980	28.7	729.0
.01004	28.0	711.2
.01022	27.5	698.5
.01042	27.0	685.8
.01060	26.5	673.1
.01080	26.0	660.4
.01110	25.3	642.6
.01130	24.9	632.5
.01170	24.0	609.6
.01200	23.4	594.4
.01240	22.7	576.6
.01280	22.0	558.8

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE—Continued

Dial reading	Radius of curvature (Inches)	Radius of curvature (mm)
.01310	21.5	546.1
.01360	20.7	525.8
.01400	20.1	510.5
.01430	19.7	500.4
.01480	19.0	482.6
.01540	18.3	464.8
.01570	17.9	454.7
.01610	17.5	444.5
.01650	17.1	434.3
.01700	16.6	421.6
.01750	16.1	408.9
.01800	15.6	396.2
.01860	15.1	383.5
.01910	14.7	373.4
.01980	14.2	360.7
.02040	13.8	350.5
.02100	13.4	340.4
.02160	13.0	330.2
.02250	12.5	317.5
.02340	12.0	304.8
.02450	11.5	292.1
.02560	11.0	279.4
.02680	10.5	266.7
.02810	10.0	254.0
.02960	9.5	241.3
.03130	9.0	228.6
.03310	8.5	215.9

8. Section 571.116 is amended by revision S6.3 to read as follows:

§ 571.116 Standard No. 116, Motor vehicle brake fluids.

* * * * *

S6.3 Kinematic viscosities. Determine the kinematic viscosity of a brake fluid in mm²/s by the following procedure. Run duplicate samples at each of the specified temperatures, making two times runs on each sample.







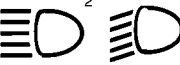










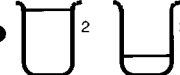
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9. Section 571.123 is amended by revising Table 3 "Motorcycle Control and Display Identification", that follows S5.2.5 and Tables 1 and 2, to read as follows:

§ 571.123 Standard No. 123, Motorcycle controls and displays.

BILLING CODE 4910-59-C

Table 3
Motorcycle Control and Display Identification Requirements

No.	Column 1 <i>Equipment</i>	Column 2 <i>Control and Display Identification Word</i>	Column 3 <i>Control and Display Identification Symbol</i>	Column 4 <i>Identification at Appropriate Position of Control and Display</i>
1	Ignition	Ignition		Off
2	Supplemental Engine Stop (Off, Run)	Engine Stop		Off, Run
3	Manual Choke or Mixture Enrichment	Choke or Enrichener		
4	Electric Starter			Start ¹
5	Headlamp Upper-Lower Beam Control	Lights		Hi, Ho
6	Horn	Horn		
7	Turn Signal	Turn		L, R
8	Speedometer	km/h ⁵ M.P.H.		km/h ⁵ M.P.H. ⁴
9	Neutral Indicator	Neutral		
10	Upper Beam Indicator	High Beam		
11	Tachometer	R.P.M. or r/min.		
12	Fuel Tank Shutoff Valve (Off, On, Res.)	Fuel		Off, On, Res.

- 1 Required only if electric starter is separate from ignition switch.
- 2 Framed areas may be filled.
- 3 The pair of arrows is a single symbol. When the indicators for left and right turn operate independently, however, the two arrows will be considered separate symbols and may be spaced accordingly.
- 4 M.P.H. increase in a clockwise direction. Major graduations and numerals appear at 10 mph intervals, minor graduations at the 5 mph intervals. (37 F.R. 17474–August 29, 1972. Effective: 9/1/74)
- 5 If the speedometer is graduated in miles per hour (MPH) and in kilometers per hour (km/h), the identifying words or abbreviation shall be MPH and km/h in any combination of upper or lower case letters.

10. Section 571.203 is amended by revising in S5.1, paragraph (a) to read as follows:

§ 571.203 Standard No. 203, Impact protection for the driver from the steering control system.

S5.1 * * *

(a) When the steering control system is impacted by a body block in accordance with SAE Recommended Practice J944 JUN80 Steering Control System—Passenger Car—Laboratory Test Procedure, at a relative velocity of 24 km/h, the impact force developed on the chest of the body block transmitted to the steering control system shall not exceed 11,120 N, except for intervals whose cumulative duration is not more than 3 milliseconds.

* * * * *

11. Section 571.204 is amended by revising in S4.2, the first sentence to read as follows:

§ 571.204 Standard No. 204, Steering control rearward displacement.

* * * * *

S4.2 Vehicles manufactured on or after September 1, 1991. When a passenger car or a truck, bus or multipurpose passenger vehicle with a gross vehicle weight rating of 4,536 kg or less and an unloaded vehicle weight of 2,495 kg or less is tested under the conditions of S5 in a 48 km/h perpendicular impact into a fixed collision barrier, the upper end of the steering column and shaft in the vehicle shall not be displaced more than 127 mm in a horizontal rearward direction parallel to the longitudinal axis of the vehicle. * * *

* * * * *

12. Section 571.209 is amended by revising in S4.2, paragraph(b); revising in S4.3(j), paragraphs (1) and (2);

revising in S4.4, paragraph (a)(1); and revising in S5.2, the second sentence in paragraph (d)(1); the second sentence in paragraph (e), and the fourth and fifth sentences in paragraph (j) to read as follows:

§ 571.209 Standard No. 209, Seat belt assemblies.

* * * * *

S4.2 Requirements for webbing.

* * * * *

(b) Breaking strength. The webbing in a seat belt assembly shall have not less than the following breaking strength when tested by the procedures specified in S5.1(b): Type 1 seat belt assembly—26,689 N; Type 2 seat belt assembly—22,241 N for webbing in pelvic restraint and 17,793 N for webbing in upper torso restraint.

* * * * *

S4.3 Requirements for hardware.

* * * * *

(j) * * *

(1) Shall lock before the webbing extends 25 mm when the retractor is subjected to an acceleration of 7 m/s² (0.7 g);

(2) Shall not lock, if the retractor is sensitive to webbing withdrawal, before the webbing extends 51 mm when the retractor is subjected to an acceleration of 3 m/s² (0.3 g) or less.

* * * * *

S4.4 Requirements for assembly performance.

(a) * * *

(1) The assembly loop shall withstand a force of not less than 22,241 N; that is, each structural component of the assembly shall withstand a force of not less than 11,120 N.

* * * * *

S5.2 Hardware.

* * * * *

(d) Buckle release. (1) * * * After subjection to the force applicable for the assembly being tested, the force shall be reduced and maintained at 667 N on the assembly loop of a Type 1 seat belt assembly, 334 N on the components of a Type 2 seat belt assembly. * * *

* * * * *

(e) Adjustment Force. * * * With no load on the anchor end, the webbing shall be drawn through the adjusting device at a rate of 508 mm ±50 mm per minute and the maximum force shall be measured to the nearest 1 N after the first 25 mm of webbing movement.

* * *

* * * * *

(j) Emergency-locking retractor. * * *

A retractor that is sensitive to webbing withdrawal shall be subjected to an acceleration of 3 m/s² (0.3 g) within a period of 50 milliseconds (ms) while the webbing is at 75 percent extension, to determine compliance with S4.3(j)(2). The retractor shall be subjected to an acceleration of 7 m/s² (0.7 g) within a period of 50 milliseconds (ms), while the webbing is at 75 percent extension, and the webbing movement before locking shall be measured under the following conditions: For a retractor sensitive to webbing withdrawal, the retractor shall be accelerated in the direction of webbing retraction while the retractor drum's central axis is oriented horizontally and at angles of 45°, 90°, 135°, and 180° to the horizontal plane. * * *

* * * * *

13. In § 571.302, Figure 1, after S5.1.1, is revised to read as follows:

§ 571.302 Standard No. 302; Flammability of interior materials.

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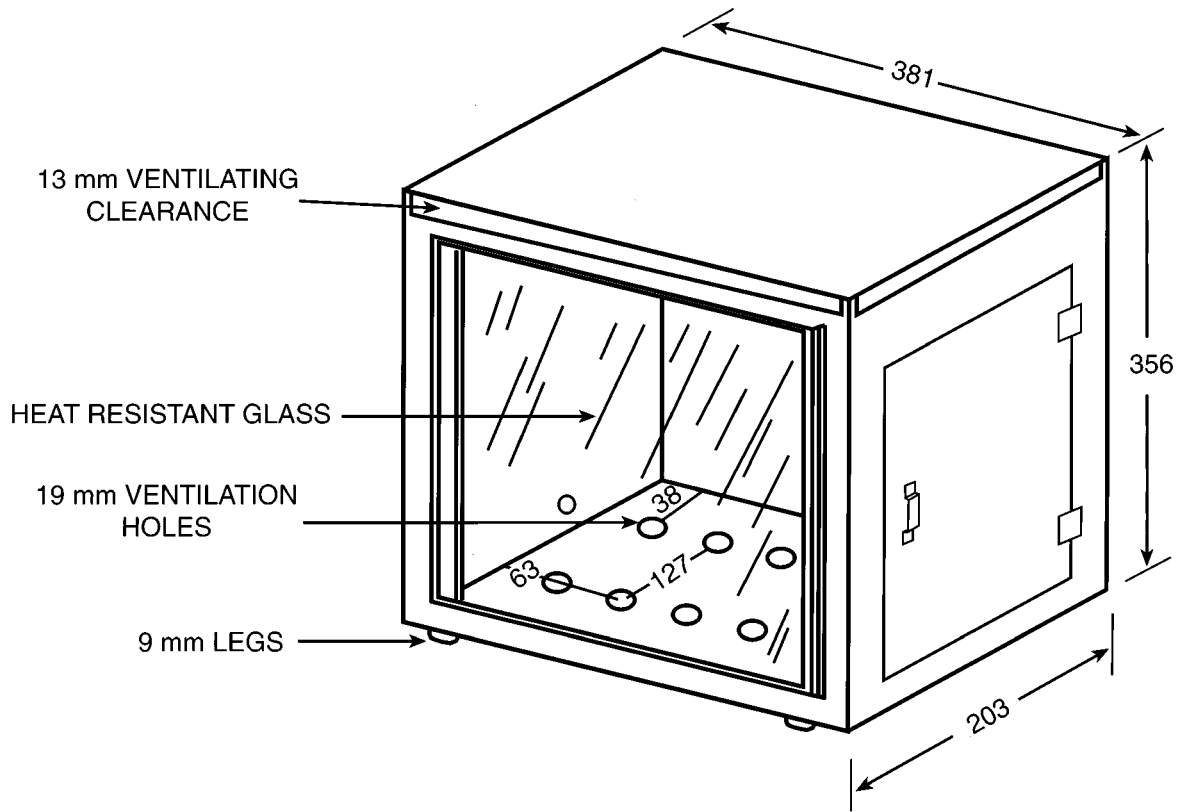


Figure 1
All dimensions in millimeters (mm)

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Performance Standards.*

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