

but not from leasing under the mineral leasing laws, and reserved for use of the Department of the Navy in connection with the Naval Ordnance Test Station at China Lake:

MOUNT DIABLO MERIDIAN

T. 27 S., R. 40 1/2 E.,
Sec. 6, lots 1 and 2.

The areas described aggregate 63.46 acres.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

OCTOBER 9, 1967.

[P.R. Doc. 67-12158; Filed, Oct. 13, 1967;
8:45 a.m.]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1, Amdt. 1-5]

PART 1—FUNCTIONS, POWERS, AND DUTIES OF THE DEPARTMENT OF TRANSPORTATION

Limitation on Reservation of Authority; Federal Highway Administration

The purpose of this amendment is to further limit the reservation imposed in

§ 1.5(j)(1) of Part 1 as amended (32 F.R. 11276) on the authority delegated to the Federal Highway Administrator to issue motor vehicle safety standards. Currently, the Administrator has been delegated authority to issue only initial standards and notices of proposed rule making containing proposed standards for automobile tires.

Under this amendment, authority is delegated to the Administrator to issue new and revised motor vehicle standards under the second sentence of section 103(h) of the National Traffic and Motor Vehicle Safety Act of 1966 (80 Stat. 720); to issue procedural rules relating to the issuance of motor vehicle standards; and to issue notices of proposed rule making relating to any motor vehicle standards.

This action is taken under the authority of sections 6(a)(6)(A) and 9 of the Department of Transportation Act (Pub. Law 89-670, 80 Stat. 931). Since this amendment involves a delegation of authority and relates to the internal management of the Department, notice and public procedure thereon are not required and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, effective October 12, 1967, § 1.5(j)(1) of Part 1 of the Regulations of the Office of the Secretary of Transportation is amended to read as follows:

§ 1.5 Reservations of authority.

(j) * * *

(1) Motor vehicle safety, except—

(i) Initial Federal motor vehicle safety standards and rules or regulations related thereto;

(ii) Notices of proposed rule making containing proposed standards of new pneumatic tires for passenger cars and proposed standards for tire selection and rims for passenger cars (15 U.S.C. 1392, 1407); and

(iii) New and revised Federal motor vehicle standards under the second sentence of section 103(h) of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392(h)); procedural rules and regulations related to the issuance of any motor vehicle standards; and notices of proposed rule making relating to any motor vehicle standards.

Issued in Washington, D.C., on October 11, 1967.

ALAN S. BOYD,
Secretary of Transportation.

[P.R. Doc. 67-12205; Filed, Oct. 13, 1967;
8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1067]

MILK IN OZARKS MARKETING AREA

Notice of Proposed Suspension of Certain Provisions of the Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provisions of the order regulating the handling of milk in the Ozarks marketing area is being considered for the month of October 1967.

The provision proposed to be suspended is in the table of § 1067.11(b) opposite the month of October and is the figure "40" relating to the shipping requirements to maintain pool plant status of supply plants.

This action has been requested by three cooperative associations, representing more than 80 percent of the producers in this market. The cooperatives state that the proposed suspension is necessary to maintain pool plant status for supply plants so as to facilitate the orderly disposition of the market's reserve supply of milk during the month of October. An unusual increase in milk supply for this time of year and a change in handling practices has resulted in greater deliveries from farms directly to fluid milk processing plants, and has reduced the need for such plants to receive milk from supply plants.

In these circumstances it would be necessary for supply plants to make unneeded and uneconomical shipments to processing plants if they were to maintain pool status under existing shipping requirements. Proponents state that without the suspension the producer status of many farmers regularly associated with the market will be endangered.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C. 20250, not later than 3 days from the date of publication of this notice in the FEDERAL REGISTER. All documents filed should be in quadruplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Signed at Washington, D.C., on October 12, 1967.

JOHN C. BLUM,
Acting Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 67-12244, Filed, Oct. 13, 1967;
8:50 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[23 CFR Part 255]

[Dockets Nos. 1-1-5-1; Notice 67-5]

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Advance Notice of Proposed Rule Making

The Administrator of the Federal Highway Administration is considering rule making that would result in amending Part 255, Initial Federal Motor Vehicle Safety Standards, by adding new standards and by revising certain of the Initial Standards which were issued January 31, 1967 (32 F.R. 2408).

This advance notice includes 47 separate items with respect to which comments are sought.

The items are arranged in accordance with the existing organization of the initial Federal motor vehicle safety standards. Items with docket numbers beginning with 1 deal with characteristics which affect the likelihood of crashes, items beginning with 2 deal with characteristics of vehicles which affect the severity of injuries once crashes occur, items beginning with 3 deal with characteristics relating to reducing the frequency and severity of injuries once crashes have occurred, and items beginning with 4 deal with characteristics which relate to nonoperational safety. The last item, Docket No. 5-1, is addressed to the broad problem of standards for vehicles of 1,000 pounds curb weight, or less, a type not hitherto covered.

The 47 items raise a wide range of technical issues. For example, some items propose that certain standards that now apply only to one type of vehicle be extended in scope to cover others. These instances involve relatively narrow questions relating to additional vehicle types whose characteristics may differ in material respects from vehicles presently covered. Other items relate to the upgrading of existing standards and raise broader and more difficult technical issues. Finally, a number of items relate to aspects of performance not previously covered. Some of these items raise extremely difficult safety and technological

problems for which solutions are urgently needed.

Interested persons are invited to submit written data, views, or arguments. Comments should include proposed performance requirements and test procedures appropriate for the proposed effective date specified in each advance notice. Items numbered Dockets 1-3, 1-4, 1-5, 1-12, 1-16, 1-17, 1-18, 1-22, 2-5, 2-8, 2-9, 2-12, 2-13, 2-14, 2-15, 2-17, 4-1, and 4-2 are proposed to become effective January 1, 1969. This date represents an estimate of the earliest time in which they may be implemented. For the remaining items, specific effective dates are not listed. Interested parties are requested to direct particular attention to the question of the specific levels of performance that can be achieved by effective dates of January 1, 1970, and January 1, 1971.

It is requested that comments contain supporting statements and data to justify all conclusions and recommendations. Comments must identify the individual docket number and the notice number and be submitted in 10 copies to the National Highway Safety Bureau, Attention: Rules Docket, Room 512, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20591. Comments less than five pages in length may be submitted in triplicate. All comments received on or before the close of business of the day specified as the comments due date for individual dockets will be considered by the Administrator before issuing specific rule-making proposals. All comments will be available in the Rules Docket for examination both before and after the closing dates for comments. It is expected that following submission of comments, the Bureau, as appropriate, will hold, with interested parties, meetings devoted to the specific safety and engineering issues involved.

After consideration of the available data and comments, notices of proposed rule making will be issued, as appropriate.

This advance notice of proposed rule making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and pursuant to the delegation of authority from the Secretary of Transportation of October 11, 1967.

Issued in Washington, D.C., on October 11, 1967.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

[Docket No. 1-1]

SERVICE BRAKE, EMERGENCY BRAKE, AND
PARKING BRAKE SYSTEMS—PASSENGER CARS

Standard No. 105, issued January 31, 1967 (32 F.R. 2410) as amended June 30,

1967 (32 F.R. 10072), specifies requirements for service brake, emergency brake, and parking brake systems for passenger cars.

The Administrator is considering specifying an increased level of performance for the service and emergency braking systems for these vehicles.

The Administrator is specifically considering requirements for maximum and minimum pedal forces, pedal forces required after failure of a power booster system, fade-resisting characteristics, and decreased stopping distances.

In addition, comments are requested regarding the need for specifying increased performance requirements for the emergency brake system effectiveness indicator, such as a requirement that the indicator provide a warning in case of either pressure loss or brake fluid loss.

Comments due: February 5, 1968.

[Docket No. 1-2]

SERVICE BRAKE, EMERGENCY BRAKE, PARKING BRAKE SYSTEMS—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND TRAILERS

Standard No. 105, issued January 31, 1967 (32 F.R. 2410) as amended June 30, 1967 (32 F.R. 10072), specifies requirements for service brake, emergency brake, and parking brake systems for passenger cars. The Administrator is considering extending the applicability of the Standard to specify braking requirements for multipurpose passenger vehicles, trucks, buses, and trailers.

It is requested that the comments include proposed requirements for stopping distance, maximum and minimum pedal forces, emergency braking system performance, parking brake performance, fade-resisting characteristics, brake proportioning methods, and safety devices and fail-safe characteristics, particularly for air brake systems.

Comments due: February 5, 1968.

[Docket No. 1-3]

BRAKING SYSTEMS—MOTORCYCLES

Standard No. 105, issued January 31, 1967 (32 F.R. 2410) as amended June 30, 1967 (32 F.R. 10072), specifies requirements for service brake, emergency brake, and parking brake systems for passenger cars. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to specify performance requirements for braking systems for motorcycles, including motor driven cycles.

Comments due: December 4, 1967.

[Docket No. 1-4]

BRAKE LININGS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, TRAILERS, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying performance requirements, including friction, fade, and wear requirements, for brake linings for use in passenger cars,

multipurpose passenger vehicles, trucks, buses, trailers, and motorcycles.

Comments due: December 4, 1967.

[Docket No. 1-5]

BRAKE HOSES—TRUCKS, BUSES, TRAILERS, AND MOTORCYCLES

Standard No. 106, issued January 31, 1967 (32 F.R. 2411), specifies requirements for hydraulic brake hoses for use in passenger cars and multipurpose passenger vehicles. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to specify performance requirements for brake hoses, including air brake hoses, for use in trucks, buses, trailers, and motorcycles.

Comments due: December 4, 1967.

[Docket No. 1-6]

TIRES—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, BUSES, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying performance requirements for tires for use on multipurpose passenger vehicles, trucks, trailers, buses, and motorcycles. These requirements would include tire dimensions, bead unseating resistance, strength, endurance, load ratings, and labeling.

Comments due: February 5, 1968.

[Docket No. 1-7]

TIRES TRACTION—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, BUSES, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying performance requirements for the traction ability of tires for use on passenger cars, multipurpose passenger vehicles, trucks, trailers, buses, and motorcycles. These requirements would include drive traction, braking traction, and lateral traction on various types of surfaces, such as concrete and asphalt, and surface conditions, such as dry, wet, ice, and slush, with particular emphasis on hydroplaning properties. Comments are also requested on requirements for tire handling properties, such as cornering stiffness, with consideration of tire composition, tread configuration and depth.

Comments due: February 5, 1968.

[Docket No. 1-8]

RETREADED TIRES—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, BUSES, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying performance requirements for refurbished used tires, including retreaded tires, for passenger cars, multipurpose passenger vehicles, trucks, trailers, buses, and motorcycles. These requirements would include tire dimensions, bead unseating resistance, strength, endurance, load ratings, and labeling.

Comments due: February 5, 1968.

[Docket No. 1-9]

BUMPER HEIGHT—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND TRAILERS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying height requirements for contact surfaces of front and rear bumpers and bumper guards for motor vehicles, except motorcycles.

Comments due: November 13, 1967.

[Docket No. 1-10]

BUMPER EFFECTIVENESS—PASSENGER CARS, MULTIPURPOSE PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND TRAILERS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements for bumper performance, including requirements to preclude bumper interlocking and overriding between vehicles.

Comments due: February 5, 1968.

[Docket No. 1-11]

REAR UNDERRIDE GUARD—TRUCKS, BUSES, AND TRAILERS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying performance requirements for rear underride guards to minimize the probability of injury to occupants of vehicles colliding with the rear of trucks, buses, and trailers.

Comments due: December 4, 1967.

[Docket No. 1-12]

WINDSHIELD DEFROSTING AND DEFOGGING—TRUCKS AND BUSES

Standard No. 103, issued January 31, 1967 (32 F.R. 2410), requires provision of a windshield defrosting and defogging system on passenger cars and multipurpose passenger vehicles. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to include trucks and buses.

Comments due: November 13, 1967.

[Docket No. 1-13]

WINDSHIELD DEFROSTING AND DEFOGGING—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 103, issued January 31, 1967 (32 F.R. 2410), requires provision of a windshield defrosting and defogging system on passenger cars and multipurpose passenger vehicles. The Administrator is considering extending the applicability of the Standard to specify windshield defrosting and defogging performance requirements and test procedures for multipurpose passenger vehicles, trucks, and buses.

Comments due: February 5, 1968.

[Docket No. 1-14]

REARVIEW MIRRORS—PASSENGER CARS AND MULTIPURPOSE PASSENGER VEHICLES

Standard No. 111, issued January 31, 1967 (32 F.R. 2413), as amended March 29, 1967 (32 F.R. 5498), specifies requirements for rearview mirrors for passenger

cars and multipurpose passenger vehicles. The Administrator is considering extending the requirements of the Standard to specify increased performance levels for these vehicles.

The Administrator is specifically considering, for both inside and outside mirrors, reflectance requirements for day-night rear vision, requirements for shatterproof rear vision systems, requirements for reflectance durability to cover deterioration and corrosion, modification of present reflectance values, and increasing present field of view requirements.

Comments due: February 5, 1968.

[Docket No. 1-15]

REARVIEW MIRRORS—TRUCKS, BUSES, AND MOTORCYCLES

Standard No. 111, issued January 31, 1967 (32 F.R. 2413) as amended March 29, 1967 (32 F.R. 5498), specifies requirements for rearview mirrors for passenger cars and multipurpose passenger vehicles. The Administrator is considering extending the applicability of the Standard to include appropriate rear vision requirements for trucks, buses, and motorcycles.

The Administrator is specifically considering reflectance requirements for day-night rear vision, requirements for shatterproof rear vision systems, requirements for reflectance durability to cover deterioration and corrosion, modification of present reflectance values, increasing present field of view requirements, and extension of the applicability to replacement equipment.

Comments due: February 5, 1968.

[Docket No. 1-16]

HEADLAMP COVERS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying requirements that would ensure fail-safe reliability of headlamp covers, movable headlamps, and similar devices on passenger cars, multipurpose passenger vehicles, trucks, and buses.

The Administrator is specifically considering requirements that will ensure reliability of the components of headlamp cover operating systems, such as hoses, valves, springs, solenoids, and motors under extreme environmental and aging conditions.

Comments due: November 13, 1967.

[Docket No. 1-17]

HOOD LATCHES—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying requirements for motor vehicle hood latch systems to preclude the inadvertent opening of the hood.

Comments due: November 13, 1967.

[Docket No. 1-18]

CONTROL LOCATION AND IDENTIFICATION—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 101, issued January 31, 1967 (32 F.R. 2410), specifies requirements for location and identification of certain controls on passenger cars to facilitate their selection and ensure their accessibility. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to include appropriate requirements for the location and identification of these controls on multipurpose passenger vehicles, trucks, and buses.

Comments due: December 4, 1967.

[Docket No. 1-19]

MAXIMUM SPEED CONTROL—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard requiring maximum speed control on passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles. The Administrator requests maximum speed control performance requirements that would ensure reliability, correct operation, and the incorporation of fail-safe features without adversely affecting vehicle performance, and provide security against tampering. Comments are also requested regarding appropriate maximum speeds and whether the Standard should apply to emergency vehicles.

Comments due: February 5, 1968.

[Docket No. 1-20]

TRAILER HITCHES—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, AND MOTOR VEHICLE EQUIPMENT

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying structural and installation requirements for trailer hitches and mating attachments for passenger cars and multipurpose passenger vehicles to ensure their integrity.

Comments due: February 5, 1968.

[Docket No. 1-21]

THEFT PROTECTION—PASSENGER CARS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying theft protection requirements for passenger cars and requests proposed performance requirements for steering wheel locks, drive train locks, and other means of theft protection.

Comments due: November 13, 1967.

[Docket No. 1-22]

VEHICLE IDENTIFICATION NUMBER—PASSENGER CARS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying visibility requirements for the vehicle identification

number of passenger cars to facilitate identification.

Comments due: November 13, 1967.

[Docket No. 2-1]

OCCUPANT PROTECTION IN INTERIOR IMPACT—PASSENGER CARS

Standard No. 201, issued August 11, 1967 (32 F.R. 11776), specifies initial requirements for instrument panels, seat backs, sun visors, and armrests to afford impact protection for occupants. The Administrator is considering extending the requirements to include additional areas of protection and to increase the level of this protection. Specifically being considered are appropriate requirements for the following: protrusions, windshield header area, "A" and "B" pillars, sun visors and mountings, rearview mirrors and mountings, roofs, instrument panels, consoles, and seat backs.

Comments are also requested regarding the need for specifying more stringent impact deceleration-time requirements or higher impact test velocities or both.

Comments due: February 5, 1968.

[Docket No. 2-2]

IMPACT PROTECTION FOR OCCUPANTS FROM GLOVE COMPARTMENT DOORS—PASSENGER CARS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying a requirement that glove compartment doors in the vehicle interior, and not otherwise protected or shielded, not open in a crash, and requests proposed glove compartment door and door latch requirements, taking into consideration the various locations and configurations of these doors.

Comments due: November 13, 1967.

[Docket No. 2-3]

IMPACT PROTECTION FOR THE DRIVER FROM THE STEERING CONTROL SYSTEM—PASSENGER CARS

Standard No. 203, issued January 31, 1967 (32 F.R. 2411), specified requirements for steering control systems that will minimize chest, neck, and facial injuries to the driver as a result of impact.

The Administrator is considering extending these requirements to include a maximum pressure in the area of contact with the chest and rate of onset of force after impact.

Comments due: February 5, 1968.

[Docket No. 2-4]

IMPACT PROTECTION FOR THE DRIVER FROM THE STEERING CONTROL SYSTEM—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 203, issued January 31, 1967 (32 F.R. 2414), specifies requirements for steering control systems on passenger cars that will minimize chest, neck, and facial injuries to the driver as a result of impact. The Administrator is considering extending the applicability of the Standard to include multipurpose passenger vehicles, trucks, and buses.

Comments due: February 5, 1968.

[Docket No. 2-5]

EXTERIOR PROTRUSIONS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, TRAILERS, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying requirements that no passenger car, multipurpose passenger vehicle, truck, bus, trailer, or motorcycle have any protrusion or attachment or be equipped with any device, not essential to its operation, that would increase the risk of personal injury upon impact with other users of the road, particularly pedestrians and cyclists.

The Administrator requests proposed performance requirements with respect to such characteristics as size, shape, location, and sharpness of corners and edges.

Comments due: November 13, 1967.

[Docket No. 2-6]

INTRUSION—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements to limit the amount of intrusion or penetration on exterior impact, including front, side, rear, and roof, of vehicle and other structures into passenger compartments of passenger cars, multipurpose passenger vehicles, trucks, and buses.

Comments due: July 22, 1968.

[Docket No. 2-7]

ENERGY ABSORPTION—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements for rates of energy absorption and crush characteristics on exterior impacts, including front, side, and rear, for passenger cars, multipurpose passenger vehicles, trucks, and buses.

Comments due: July 22, 1968.

[Docket No. 2-8]

WINDSHIELD MOUNTING—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying windshield mounting and installation requirements for passenger cars, multipurpose passenger vehicles, trucks, and buses that would minimize the possibility of the windshield becoming dislodged upon impact and occupants being thrown from the vehicle through the windshield opening.

Comments due: November 13, 1967.

[Docket No. 2-9]

GLAZING MATERIALS—TRAILERS

Standard No. 205, issued January 31, 1967 (32 F.R. 2414) as amended June 30, 1967 (32 F.R. 10072), specifies require-

ments for glazing materials for use in passenger cars, multipurpose passenger vehicles, motorcycles, trucks, and buses. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to include glazing materials for use in trailers.

Comments due: December 4, 1967.

[Docket No. 2-10]

EMERGENCY EXITS—BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard requiring side and rear windows in buses to be securely installed, prohibiting the use of push-out type windows to minimize the possibility of occupants being thrown from the vehicle through the window opening.

In addition, the Administrator is considering requirements for readily accessible emergency exits, operable from both inside and outside the bus, and capable of being actuated with minimum effort consistent with the intended containment effectiveness.

Comments are also invited on emergency exit performance criteria, such as operating mechanisms, method of mounting, size, number, and location.

Comments due: December 4, 1967.

[Docket No. 2-11]

PASSENGER SEATS—BUSES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements for passenger seats in buses. These requirements would include performance requirements for seats, their attachment assemblies and their installation, to minimize the likelihood of dislocation due to impact, and to reduce injuries to occupants in impacts with seat belts and other seat structures.

Comments due: December 4, 1967.

[Docket No. 2-12]

ANCHORAGE OF SEATS—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 207, issued January 31, 1967 (32 F.R. 2415) as amended March 29, 1967 (32 F.R. 5498), specifies requirements for seats for passenger cars, their attachment assemblies, and their installation to minimize the possibility of failure by forces acting on the seat as a result of vehicle impact. The administrator is considering extending the applicability of the Standard, effective January 1, 1969, to provide appropriate seat anchorage requirements for multipurpose passenger vehicles, trucks, and the driver's seat in buses.

Comments due: December 4, 1967.

[Docket No. 2-13]

SEAT BELT INSTALLATIONS—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 208, issued January 31, 1967 (32 F.R. 2415), specifies requirements for seat belt installations for passenger cars. The Administrator is considering extending the applicability of the standard to require seat belt installations in multipurpose passenger ve-

hicles, trucks, and the driver's seat position in buses.

The Administrator is specifically considering requirements, effective January 1, 1969, that a Type 1 or Type 2 seat belt assembly that conforms to Motor Vehicle Safety Standard No. 209 be installed in each designated seating position, except side facing seats, in multipurpose passenger vehicles, trucks, and in the driver's seat position in buses and that, in addition, except in soft top vehicles, a Type 2 seat belt assembly would be installed in each outboard seat position that includes the windshield header within the head impact area.

Comments due: December 4, 1967.

[Docket No. 2-14]

SEAT BELT ASSEMBLY ANCHORAGES—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

Standard No. 210, issued January 31, 1967 (32 F.R. 2415) as amended June 30, 1967 (32 F.R. 10072), specifies requirements for seat belt assembly anchorages for passenger cars to ensure proper location for effective occupant restraint and reduce the likelihood of failure in collisions. The Administrator is considering extending the applicability of the Standard, effective January 1, 1969, to include multipurpose passenger vehicles, trucks, and the driver's seat position in buses.

Comments due: December 4, 1967.

[Docket No. 2-15]

CHILD RESTRAINT SYSTEMS—PASSENGER CARS AND MULTIPURPOSE PASSENGER VEHICLES

Standard No. 209, issued January 31, 1967 (32 F.R. 2415) as amended February 27, 1967 (32 F.R. 3390), specifies requirements for seat belt assemblies for use in passenger cars, multipurpose passenger vehicles, trucks, and buses. Standard No. 209 incorporates by reference "Standards for Seat Belts for Use in Motor Vehicles" (15 CFR 9; 31 F.R. 11528) which prescribes, for restraint of children weighing not more than 50 pounds or 23 kilograms and capable of sitting upright by themselves, a Type 3 seat belt assembly, which is a combination pelvic and upper torso restraint. The Administrator is considering extending the requirements of the Standard, effective January 1, 1969, to include appropriate requirements for infant and child restraint systems, including rearward facing infant seats, forward facing infant seats, and portable cribs and play pens for use in motor vehicles.

Comments due: December 4, 1967.

[Docket No. 2-16]

DOOR LOCKS, LATCHES, AND HINGES—MULTIPURPOSE PASSENGER VEHICLES AND TRUCKS

Standard No. 206, issued January 31, 1967 (32 F.R. 2415), as amended March 29, 1967 (32 F.R. 5498), specifies load requirements for door latches, door locks, and door hinge systems on passenger cars. The Administrator is considering

extending the applicability of the Standard to include side doors used for occupant ingress or egress on multipurpose passenger vehicles and trucks.

Comments due: November 13, 1967.

[Docket No. 2-17]

RIDER PROTECTION—MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying requirements for foot rests, handlebars, rollbars, and exhaust system protection to reduce the likelihood of injury to motorcycle operators and passengers.

Comments due: December 4, 1967.

[Docket No. 3-1]

FUEL TANKS, FUEL TANK FILLER PIPES, AND FUEL TANK CONNECTIONS—PASSENGER CARS

Standard No. 301, issued January 31, 1967 (32 F.R. 2416), specifies certain requirements for passenger car fuel tanks, fuel tank filler pipes, and fuel tank connections to minimize fuel spillage and fire hazard as a result of collision. The Administrator is considering extending the requirements of the Standard to include lateral and rear end longitudinal collision test prevention of fuel spillage due to rollover, puncture-resistant fuel tanks, and protection of fuel lines and fittings.

Comments due: February 5, 1968.

[Docket No. 3-2]

FUEL TANKS, FUEL TANK FILLER PIPES, AND FUEL TANK CONNECTIONS—MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTORCYCLES

Standard No. 301, issued January 31, 1967 (32 F.R. 2416), specifies certain requirements for passenger car fuel tanks, fuel tank filler pipes, and fuel tank connections to minimize fuel spillage and fire hazard as a result of collision. The Administrator is considering extending the applicability of the Standard to include requirements for fuel systems of multipurpose passenger vehicles, trucks, buses, and motorcycles, including lateral and rear end longitudinal collision tests, prevention of fuel spillage due to accidental roll-over, puncture-resistant fuel tanks, and protection of fuel lines and fittings. Comments should, as appropriate, include reference to systems using gasoline, liquefied petroleum gas, diesel fuels, and other fuels.

Comments due: February 5, 1968.

[Docket No. 3-3]

FIRE RETARDANT MATERIALS FOR INTERIORS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND TRAILERS

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard requiring the use of fire retardant materials in the interior of passenger cars, multipurpose passenger vehicles, trucks, buses, and trailers. The proposed Standard would be applicable to all interior spaces in the vehicle,

including the occupant, cargo, and engine areas, and would include items such as trim, upholstery, rugs, visors, roof lining, padding, and insulation; and adhesives, sealants, and coatings used in interior finishing. The Administrator invites comments regarding material flammability criteria, recommended burn rates, and protection against generation of toxic and noxious fumes resulting from combustion of vehicle interiors, and other characteristics relating to fire prevention and occupant protection.

Comments due: December 4, 1967.

[Docket No. 4-1]

RADIATOR CAPS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTOR VEHICLE EQUIPMENT

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, specifying requirements for radiator caps for passenger cars, multipurpose passenger vehicles, trucks, and buses. These requirements would include a means for relieving radiator pressure, such as an intermediate step before the cap is disengaged from the radiator filler neck. Requirements are also being considered that would prevent the use of a replacement pressure cap having a pressure relief rating higher than the relief rating of the cap initially supplied by the vehicle manufacturer, and would require distinct and durable markings identifying the pressure rating of the cap.

Comments due: December 4, 1967.

[Docket No. 4-2]

WARNING DEVICES FOR STOPPED VEHICLES—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTORCYCLES

Motor Carrier Safety Regulations in 49 CFR 293.95 specify requirements for warning devices for certain regulated vehicles to signify that the vehicle is stopped. These warning devices include flares (liquid-burning pot torches), fuses, red cloth flags, red electric lanterns, and red emergency reflectors.

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard, which would become effective January 1, 1969, requiring that similar warning devices be provided for passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles.

Comments due: December 4, 1967.

[Docket No. 4-3]

MOTOR VEHICLE JACKS—PASSENGER CARS AND MULTIPURPOSE PASSENGER VEHICLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements to ensure safety of operation of jacks provided as original equipment in passenger cars and multipurpose passenger vehicles.

Comments due: December 4, 1967.

[Docket No. 4-4]

ODOMETERS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTORCYCLES

The Administrator is considering the issuance of a Federal Motor Vehicle Safety Standard specifying requirements for tamper-proof odometers on passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles.

These requirements would prevent odometers from being repaired, adjusted, reversed, or disconnected or otherwise made inoperative, without the destruction of a seal or other recognizable security device. Comments are also requested on the practicability of incorporating a means to indicate that the odometer has completed a full cycle.

Comments due: December 4, 1967.

[Docket No. 5-1]

FEDERAL MOTOR VEHICLE SAFETY STANDARDS—MOTOR VEHICLES OF 1,000 POUNDS OR LESS CURB WEIGHT

The Initial Federal Motor Vehicle Safety Standards, issued January 31, 1967 (32 F.R. 2408), as amended, apply according to their terms to motorcycles and trailers regardless of weight and to all other motor vehicles over 1,000 pounds curb weight or items of motor vehicle equipment. The Administrator is considering adding new standards applicable to motor vehicles of 1,000 pounds or less curb weight, and revising certain of the Initial Standards to extend their applicability to these motor vehicles. Therefore, in addition to requesting performance requirements and test procedures for new Federal Motor Vehicle Safety Standards, the Administrator requests comments indicating which of the Initial Standards should be made applicable to these vehicles.

Comments due: April 15, 1968.

[F.R. Doc. 67-12200; Filed, Oct. 13, 1967; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 378]

[Docket 18978; SPDR-10A]

INCLUSIVE TOURS BY SUPPLEMENTAL AIR CARRIERS, CERTAIN FOREIGN AIR CARRIERS, AND TOUR OPERATORS

Alternative Surety Bond Arrangement; Extension of Time for Comments

OCTOBER 12, 1967.

The Board in 32 F.R. 13009 and by circulation of SPDR-10, dated September 7, 1967, gave notice that it had under consideration an amendment of Part 378 of the Special Regulations to provide an alternative surety bond arrangement to the existing requirement (§ 378.16) that the tour operator furnish a surety bond in an amount of not less than twice the amount of the charter price for the air transportation provided in connection