

unloaded vehicle weight of 5,500 pounds or less manufactured on or after September 1, 1995, and before September 1, 1996.

S4.2.5.2.1 Subject to S4.2.5.2.2 and S4.2.5.5 and except as provided in S4.2.4, each truck, bus, and multipurpose passenger vehicle, other than walk-in van-type trucks, vehicles designed to be exclusively sold to the U.S. Postal Service, and vehicles manufactured for operation by persons with disabilities, with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less that is manufactured on or after September 1, 1995 and before September 1, 1996, shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3 (as specified for passenger cars).

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S4.2.5.3 Trucks, buses, and multipurpose passenger vehicles with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less manufactured on or after September 1, 1996, and before September 1, 1997.

S4.2.5.3.1 Subject to S4.2.5.3.2 and S4.2.5.5 and except as provided in S4.2.4, each truck, bus, and multipurpose passenger vehicle, other than walk-in van-type trucks, vehicles designed to be exclusively sold to the U.S. Postal Service, and vehicles manufactured for operation by persons with disabilities, with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less that is manufactured on or after September 1, 1996 and before September 1, 1997, shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3 (as specified for passenger cars).

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S4.2.5.4 Alternative phase-in schedule. * * *

(a) Except as provided in S4.2.4, each truck, bus, and multipurpose passenger vehicle, other than walk-in van-type trucks, vehicles designed to be exclusively sold to the U.S. Postal Service, and vehicles manufactured for operation by persons with disabilities, with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less that is manufactured on or after September 1, 1994 and before September 1, 1995, shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3 (as specified for passenger cars).

(b) Except as provided in S4.2.4, each truck, bus, and multipurpose passenger vehicle, other than walk-in van-type trucks, vehicles designed to be exclusively sold to the U.S. Postal Service, and vehicles manufactured for operation by persons with disabilities,

with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less that is manufactured on or after September 1, 1995 shall comply with the requirements of S4.1.2.1 (as specified for passenger cars) of this standard. * * *

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S4.2.5 Trucks, buses, and multipurpose passenger vehicles with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less manufactured on or after September 1, 1997. Except as provided in S4.2.4, each truck, bus, and multipurpose passenger vehicle with a GVWR of 8,500 pounds or less and an unloaded vehicle weight of 5,500 pounds or less manufactured on or after September 1, 1997 shall comply with the requirements of S4.1.2.1 (as specified for passenger cars) of this standard, except that walk-in van-type trucks, vehicles designed to be exclusively sold to the U.S. Postal Service, and vehicles manufactured for operation by persons with disabilities may instead meet the requirements of S4.2.1.1 or S4.2.1.2. * * *

Issued on July 29, 1992.

Barry Felrice,

Associate Administrator for Rulemaking.

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Research and Special Programs Administration

49 CAR Part 172

[Docket No. HM-206; Notice No. 92-6]

RIN 2137-AB75

Improvements to Hazardous Materials Identification Systems

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Advance notice of proposed rulemaking (ANPRM); extension of comment period.

SUMMARY: On June 9, 1992, RSPA published an advance notice of proposed rulemaking (ANPRM) in the Federal Register inviting public comment in regard to methods for improving the current placarding system, establishing a centralized reporting system and computerized data center and requiring carriers to establish continually monitored emergency response telephone systems. RSPA has received several requests from petitioners seeking an extension of the comment period in order to have more time to evaluate questions contained in the ANPRM. RSPA concurs, in part, with these requests and is extending the

comment period 60 days from August 10, 1992 until October 9, 1992.

DATES: The closing date for filing comments is extended from August 10, 1992, to October 9, 1992.

ADDRESSES: Address comments to Dockets Unit (DHM-30), Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590. Comments should identify the docket and notice number and be submitted, when possible, in five copies. Persons wishing to receive confirmation of receipt of their comments should include a self-addressed, stamped postcard. The Dockets Unit is located in room 8421 of the Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Office hours are 8:30 a.m. to 5 p.m. Monday through Friday, except public holidays.

FOR FURTHER INFORMATION CONTACT: John Potter, Office of Hazardous Materials Standards, RSPA, U.S. Department of Transportation, 400 Seventh St. SW., Washington, DC 20590. (202) 366-4488.

SUPPLEMENTARY INFORMATION: On June 9, 1992, RSPA published an advance notice of proposed rulemaking (ANPRM) in the Federal Register inviting public comment in regard to methods for improving the current placarding system, establishing a centralized reporting system and computerized data center, and requiring carriers to establish continually monitored emergency response telephone systems (Docket HM-206, Notice 92-6, 57 FR 24532). RSPA has received petitions from the Hazardous Materials Advisory Council (HMAC) and the American Trucking Associations (ATA) and the American Petroleum Institute (API). HMAC requested a 120-day extension. ATA requested an extension either to November 10, 1992, or of 30 days following the availability of a National Academy of Science (NAS) report regarding the feasibility and necessity of implementing a centralized reporting and data system (scheduled for completion and submission to Congress and the Secretary of Transportation in November 1992). API also requested an extension until 30 days following availability of the NAS study. The petitioners said an extension of the comment period would allow sufficient time to address "the extensiveness and complexity of the 63 questions." In addition, HMAC asserted that since the NAS study regarding computerized tracking systems is still in progress, "a delay in the comments would provide the possibility of an open forum for discussion of the points raised in the

ANPRM and of points raised in the NAS final report."

RSPA agrees that additional time should be provided to evaluate and respond to the questions posed in the ANPRM. However, RSPA believes that completion of the NAS study need not precede submission of comments to the ANPRM or their evaluation by RSPA.

Extending the comment period to some date following completion of the NAS report would unduly delay consideration of the issues raised in the ANPRM. Therefore, RSPA is extending the comment period for 60 days, from August 10, 1992 until October 9, 1992, rather than for the longer periods requested by petitioners.

Issued in Washington, DC, on July 31, 1992 under authority delegated in 49 CFR part 106, appendix A.

Alan I. Roberts,

Associate Administrator for Hazardous Materials Safety.

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