

section 103 of the Safety Act (15 U.S.C. 1392) and the Administrative Procedure Act (5 U.S.C. 553(d)). In this instance, NHTSA finds good cause not to wait 30 days, because the tire manufacturers are selling tires in the rest of North America using maximum loads calculated according to the new loading schedules published today. Since the old U.S. loading schedules were lower than those used elsewhere in North America, particularly Canada, the tires manufacturers could not import into the

United States tires in these sizes made in their North American plants. Additionally, 30 days is not necessary to permit an interested party to file an action for judicial review of this rule. There are no safety issues present and all the tire manufacturers that have expressed an opinion have urged an immediate effective date. Taken together, these factors constitute good cause for not waiting 30 days for the rule to become effective.

The program official and attorney principally responsible for the development of this rule are John Diehl and Stephen Kratzke, respectively. In consideration of the foregoing, 49 CFR Part 571.109 is amended as specified below:

**§ 571.109 New pneumatic tires—passenger cars. (Appendix Amended)**

1. Table I-JJ in Appendix A is revised to read as follows:

**Table I-JJ. Tire Load Rating, Test Rims, Minimum Size Factors and Section Widths for "P/70" Series ISO Type Tires**

Tire size <sup>1</sup> designation	Maximum tire loads (kilograms) at various cold inflation pressures (kPa)									Test rim width (inches)	Minimum size factor (mm)	Section <sup>2</sup> width (mm)
	120	140	160	180	200	220	240	260	280			
P175/70R13	335	360	385	405	430	450	470	490	510	5	740	177
P185/70R13	365	395	420	450	470	495	515	540	560	5	761	184
P195/70R13	400	430	460	490	515	540	565	590	610	5½	785	196
P205/70R13	435	470	505	535	560	590	615	640	665	5½	816	203
P205/70R14	460	495	530	560	590	620	650	675	700	5½	832	203
P215/70R14	500	535	575	610	640	675	705	730	760	6	858	215
P225/70R14	540	580	620	660	695	730	760	790	820	6	873	223
P235/70R14	580	625	670	710	750	785	820	855	885	6½	904	225
P245/70R14	625	675	720	765	805	845	880	920	955	7	930	248
P225/70R15	585	610	650	690	725	760	795	830	860	6	924	223
P235/70R15	605	655	700	745	785	820	855	895	925	6½	923	225
P255/70R15	700	755	805	855	890	945	990	1030	1065	7	976	255

<sup>1</sup>The letter "D" for diagonal and "B" for bias belted may be used in place of the "R"

<sup>2</sup>Actual section width and overall width shall not exceed the specified width by more than the amount specified in § 4.2.2.2.

2. Table I-KK in Appendix A is amended, with the following values substituted for the P235/60R14, P245/60R15, and P255/60R15 tire sizes:

**Table I-KK. Tire Load Rating, Test Rims, Minimum Size Factors and Section Widths for "P/60" Series ISO Type Tires**

Tire size <sup>1</sup> designation	Maximum tire loads (kilograms) at various cold inflation pressures (kPa)									Test rim width (inches)	Minimum size factor (mm)	Section <sup>2</sup> width (mm)
	120	140	160	180	200	220	240	260	280			
P235/60R14	500	540	580	615	645	680	710	740	765	6½	857	225
P245/60R15	565	610	650	690	730	765	795	830	860	7	907	248
P255/60R15	605	650	695	740	780	820	855	890	925	7	925	255

<sup>1</sup>The letters "D" for diagonal and "B" for bias belted may be used in place of the "R"

<sup>2</sup>Actual section width and overall width shall not exceed the specified width by more than the amount specified in § 4.2.2.2.

(Secs. 103, 119, and 202, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407, and 1422); delegation of authority at 49 CFR 1.50)

Issued on July 21, 1980.

Joan Claybrook,  
Administrator.

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**Research and Special Programs Administration  
49 CFR Part 172**

[Docket No. HM-169; Amdt. No. 172-60]

**Labeling of Radioactive Materials Packages**

AGENCY: Materials Transportation

Bureau, Research and Special Programs Administration, DOT  
**ACTION:** Final rule.

**SUMMARY:** This amendment permits the optional use of radioactive materials labels required by the International Atomic Energy Agency (IAEA) in its standards for the safe transport of radioactive materials in place of the

labels presently required in Subpart E to Part 172. The option to use either the IAEA labels or the labels presently prescribed in Subpart E to Part 172 is authorized until July 1, 1983, at which time use of the present labels will terminate and the new labels will become mandatory.  
**EFFECTIVE DATE:** This amendment is effective on November 20, 1980.

However, compliance with the regulations as amended herein, is authorized immediately.

**FOR FURTHER INFORMATION CONTACT:**  
R. R. Rawl, Office of Hazardous Materials Regulation, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-426-2311).

**SUPPLEMENTARY INFORMATION:** On January 8, 1979, the Materials Transportation Bureau (MTB) published a notice of proposed rulemaking, Docket HM-169; Notice No. 79-1 (44 FR 1852) which proposed an extensive revision of the Hazardous Materials Regulations (HMR) concerning radioactive materials. The intent of MTB under Docket HM-169 is to make the HMR more compatible with the latest revised international standards promulgated by the IAEA in its "Regulations for the Safe Transport of Radioactive Materials, Safety Series No. 6." Included in Notice 79-1 is a proposal which would require use of labels adopted by the IAEA on December 16, 1977. Immediate action on the proposal concerning IAEA labels is being taken to lessen the impact caused by the incorporation of the revised IAEA labels in international standards one of which became mandatory on December 1, 1979. In order to provide relief for a situation which threatens to unnecessarily detain shipments of radioactive materials, the MTB is revising its labels to comply with those adopted by IAEA and authorize their use immediately. However, mandatory compliance will not be required until July 1, 1983. In the interim period, labeling of packages with either the presently required labels, or the newly adopted international labels is at the option of the shipper.

Comments received in response to the proposed regulations dealing with the new labels came from four sources. The most significant comment was the suggestion that a two year period be granted to allow for present stocks to be depleted and new labels to be procured. Three years are provided by this amendment.

Using the IAEA terminology (i.e. "Category III—Yellow label" rather than

the DOT's "Radioactive Yellow—III label") was suggested by another commenter to be more appropriate in meeting our objective of regulatory compatibility. While either term would suffice, it is believed that the word, "radioactive" more distinctly identifies the various labels to be used.

Another commenter apparently unaware of the IAEA's adoption of these revised labels in 1977 objected to any change in labeling which would vary from the international standards. As this amendment would remove differences rather than create them, the concerns addressed by this commenter would appear to be satisfied.

In consideration of the foregoing, 49 CFR Part 172 is amended as follows:

**PART 172—HAZARDOUS MATERIALS TABLE AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS**

1. In § 172.403 paragraph (h) is added to read as follows:

§ 172.403 Radioactive material.

(h) Radioactive materials labels required by the regulations in effect prior to November 20, 1980, may continue to be used until July 1, 1983.

2. In § 172.436 paragraph (a) the comma following "label" is deleted and the label is changed as follows:

§ 172.436 Radioactive White—label.

(a) \* \* \*



3. In § 172.438 paragraph (a) the comma following "label" is deleted and the label is changed as follows:

§ 172.438 Radioactive Yellow—II label.

(a) \* \* \*



4. In § 172.440 paragraph (a) the label is changed as follows:

§ 172.440 Radioactive Yellow—III label.

(a) \* \* \*



Authority: 49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53 and App. A to Part 1.

Note.—The Materials Transportation Bureau has determined that this document will not result in a major economic impact under the terms of Executive Order 12044 and DOT implementing procedures (44 FR 11034), nor require an environmental impact

statement under the National Environmental Policy Act (49 U.S.C. 4321 et seq.). A regulatory evaluation and environmental assessment are available for review in the docket.

Issued in Washington, D.C. on July 18, 1980.  
 L. D. Santman,  
 Director, Materials Transportation Bureau.  
 [FR Doc. 80-22428 Filed 7-25-80; 8:45 am]  
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**National Highway Traffic Safety Administration**

**49 CFR Part 571**

[Docket No. 69-19; Notice 19]

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

**ACTION:** Final rule.

**SUMMARY:** This notice amends Motor Vehicle Safety Standard No. 108 by supplementing an amendment published on January 5, 1976 (49 FR 765) which adopted SAE Standard J588e, *Turn Signal Lamps*, September 1970 as the referenced standard for that item of lighting equipment. The effect of the amendment was to increase the minimum effective projected luminous area of all turn signal lamps but a corresponding change was not made in the maximum allowable candlepower for single and triple compartment yellow rear turn signal lamps in Figure 1. This notice effects that change.

**EFFECTIVE DATE:** Since the amendment imposes no new substantive requirements it is effective upon publication in the Federal Register.

**FOR FURTHER INFORMATION CONTACT:** John Simeroth, Crash Avoidance Division, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-426-2720).

**SUPPLEMENTARY INFORMATION:** Standard No. 108 was amended in January 1976 to incorporate SAE J588e as the referenced standard on turn signal lamps. Table 1 of J588e establishes maximum candlepower restrictions for rear lamps, different than those in effect under J588d its predecessor with respect to single and triple compartment yellow turn signal lamps. When J588e was adopted, a corresponding changes was not made to Figure 1 of Standard No. 108 which sets out the photometric minimum candlepower requirements calculated using the "Group" or zonal method. This amendment to Figure 1 corrects that error.

**§ 571.108 [Amended]**

In consideration of the foregoing, Figure 1 of 49 CFR 571.108, Motor Vehicle Safety Standard is amended to read:

Group Totals, CP			
Groups	Taillamps	Red stop and turn signal lamps	Yellow turn signal lamps
		one	three
Maximum rear lamps only		750	1050

The program official and lawyer primarily responsible for the development of this amendment are John Simeroth and Taylor Vinson, respectively.

(Secs. 103, 119, Pub. L. 59-563, 80 Stat. 718 (15 U.S.C. 1:392, 1407); delegation of authority at 49 CFR 150)

Issued on July 21, 1980.  
 Joan Claybrook,  
 Administrator.  
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**49 CFR Part 571**

[Docket No. 78-8; Notice 3]

**Motor Vehicle Safety Standard No. 108**

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

**ACTION:** Final rule.

**SUMMARY:** This notice amends Motor Vehicle Safety Standard No. 108 by correcting and supplementing an amendment published on December 20, 1979 (44 FR 75385), which increased the maximum permissible candlepower for single compartment taillamps while extending requirements for contrast between stop (signaling) and tail (marking) functions at test points below the horizontal. The four amendments clarify the standards referenced by SAE Standard J585e and correct errors in the amendment.

**EFFECTIVE DATE:** Since the amendments impose no new substantive requirements they are effective July 28, 1980.

**FOR FURTHER INFORMATION CONTACT:** John Simeroth, Crash Avoidance Division, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-426-2720).

**SUPPLEMENTARY INFORMATION:** The amendment of December 20, 1979, substituted SAE Standard J585e, *Tail*

*Lamps*, September 1977, for J585d as the referenced standard on taillamps.

This appeared to be the most logical way to increase the maximum permissible output of single compartment taillamps from 15 to 18 candlepower. At the time of the amendment a corresponding change was erroneously omitted from Figure 1, a candlepower chart, and this notice accomplished that change. Upon review, it was found that substitution of J585e for J585d impliedly incorporated by subreference the test provision of J575g, *Tests for Motor Vehicle Lighting Devices and Components*, March 1978. However, J575e is the appropriate standard, and paragraph § 5.1 is amended to reflect this. In addition, a statement is added to paragraph § 5.1 that the subreference in J585e to J256 shall not apply. SAE Recommended Practice J256, *Service Performance Requirements for Motor Vehicle Lighting Devices and Components*, July 1971, has not been incorporated by subreference into Standard No. 108 by adoption of J585e. Although Paragraph 1 of J585e says that "it is intended for use in conjunction with" J256 the agency does not view that language as establishing a mandatory requirement and the amendment to § 5.1 clarifies this.

Finally, although the preamble stated that compliance with the contrast requirements was not effective until July 1, 1980, the erroneous date of June 1, 1980 appeared in § 5.1.1.28. An amendment to that section corrects the mistake.

**§ 571.108 [Amended.]**

In consideration of the foregoing 49 CFR 571.108, Motor Vehicle Safety Standard No. 108 is amended as follows:

1. Figure 1 is amended to read:

Group Totals, CP	
Groups	Taillamps
	one
Maximum rear lamps only	18

2. Paragraph § 5.1.1.28 is revised by changing the date "June 1, 1980" to read "July 1, 1980."

3. Paragraph § 5.1 is revised to read: § 5.1 SAE Standards and Recommended Practices subreferenced by the SAE Standards and Recommended Practices included in Tables I and III and paragraphs § 4.1.4 and § 4.5.1 are those published in the 1970 edition of the SAE Handbook, except that the SAE Standard referred to as "J599" is J599c, *Lighting Inspection Code*, March 1973, and the