

**FEDERAL COMMUNICATIONS
COMMISSION**
47 CFR Part 15

[Gen. Docket No. 78-391]

**Improvements to UHF Television
Reception; Order Setting Deadline for
Filing Comments and Reply Comments**
AGENCY: Federal Communications
Commission.

ACTION: Order.

SUMMARY: Action taken herein sets date for reply comments in Docket 78-391, staff report *Comparability for UHF Television: A Preliminary Analysis*.

DATES: Comments must be filed on or before November 13, 1979 and Reply Comments must be filed on or before December 10, 1979.

ADDRESSES: Federal Communications Commission, Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: Virginia Armstrong, Office of Plans and Policy (202) 653-5940.

SUPPLEMENTAL INFORMATION: In the Matter of improvements to UHF television reception; Order setting deadline for filing comments and reply comments (See also 44 FR 45227, August 1, 1979).

Adopted: October 4, 1979.

Released: October 10, 1979.

By the Office of Plans and Policy:

1. On September 11, 1979, the Commission approved delegated authority to the Office of Plans and Policy to file the staff reports of the UHF Comparability Task Force in Docket 78-391, and to set deadlines for filing comments and reply comments for those reports.

2. On that date the Commission approved submission of the document *Comparability for UHF Television: A Preliminary Analysis* into docket 78-391, and released it to the public.

3. The document is available for inspection in the FCC's Public Information Division.

4. Accordingly, IT IS ORDERED that the deadline for comments in the above mentioned report be set for November 13, 1979, and the deadline for reply comments be set for December 10, 1979.

Action is taken pursuant to Section 4(i) of the Communications Act of 1934, as amended.

Federal Communications Commission.

Nina W. Cornell,

Chief, Office of Plans and Policy.

[FR Doc. 79-32083 Filed 10-17-79; 8:45 am]

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DEPARTMENT OF TRANSPORTATION
**Research and Special Programs
Administration**
49 CFR Parts 173 and 178

[Docket No. HM-166C; Notice No. 79-13]

**Termination of Certain Regulations;
Obsolete Packaging Specifications**
AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: The Materials Transportation Bureau (MTB), in its continuing effort to clarify and simplify the Hazardous Materials Regulations, believes that certain specification packagings are no longer being manufactured or in general use and is proposing their termination.

DATE: Comments by January 8, 1980.

ADDRESS: Send comments to: Dockets Branch, Materials Transportation Bureau, Department of Transportation, Washington, DC 20590. It is requested that five copies be submitted.

FOR FURTHER INFORMATION CONTACT: Irving R. Abis, Exemptions and Regulations Termination Branch, Materials Transportation Bureau, Department of Transportation, Washington, DC 20590. (202-472-2726).

SUPPLEMENTARY INFORMATION: This notice proposes to eliminate 27 DOT specification packagings from Part 178 of the Hazardous Materials Regulations. It also would eliminate references to these specifications contained in Part 173. It is believed that these named specification packagings are no longer being manufactured or in general use. A preliminary review revealed that DOT Specification 2A metal containers are still being manufactured; however, it is believed that this specification could be deleted from Part 178 and revisions made to the eight sections in Part 173 which authorize a 2A container by requiring a tight metal container of not over 10-gallon capacity. The MTB believes that this revision would maintain the level of safety equivalent to requiring the use of a specification 2A container. This proposal would eliminate approximately 18 percent of the specifications contained in Part 178. It is believed that this termination effort will be an aid in simplifying the use of the regulations.

The MTB solicits comments from persons manufacturing or using any of the packagings which the MTB is proposing to delete. Comments should include: (1) The specification

identification number of any of the listed packagings still in production; (2) the number of packagings affected by this proposal that are still in use and (3) the expected economic impact of elimination of any of the specifications. The MTB also requests information regarding other specification packagings which are obsolete.

The primary drafters of this notice are Irving R. Abis, Office of Hazardous Materials Regulation, Exemptions and Regulations Termination Branch, and Evan C. Braude, of the Office of the Chief Counsel, Research and Special Programs Administration.

In consideration of the foregoing, it is proposed to amend Part 173 and Part 178 of Title 49, Code of Federal Regulations, as follows:

**PART 173—SHIPPERS GENERAL
REQUIREMENTS FOR SHIPMENTS
AND PACKAGINGS**

1. All references to Specifications proposed to be deleted from Part 178 would be deleted in Part 173.

**PART 178—SHIPPING CONTAINER
SPECIFICATIONS**

2. In part 178 the following specifications would be deleted in their entirety

Section No.	Specification
178.20	2A—inside containers, metal cans, pails and kits.
178.38	3B—seamless steel cylinders.
178.40	3C—seamless steel cylinders.
178.41	3D—seamless steel cylinders.
178.43	3A480X—seamless steel cylinders.
178.48	4—forge welded steel cylinders.
178.49	4A—forge welded steel cylinders.
178.52	4C—welded and brazed steel cylinders.
178.84	5D—steel barrels or drums, lined.
178.85	5F—steel drums.
178.87	5H—steel barrels or drums, lead lined.
178.89	5L—steel barrels or drums.
178.91	5X—steel drums, aluminum lined.
178.92	5P—lagged steel drums.
178.97	6A—steel barrels or drums.
178.99	6C—steel barrels or drums.
178.101	6K—steel barrels or drums.
178.108	42C—aluminum barrels or drums.
178.110	42F—aluminum barrels or drums.
178.111	42G—aluminum drums.
178.112	42H—aluminum drums; removable head containers not authorized.
178.119	17X—steel barrels or drums.
178.130	37K—steel drums.
178.136	42E—aluminum drums.
178.140	13—metal kegs.
178.214	23F—fiberboard boxes.
178.219	23H—fiberboard boxes.

Authority: 49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53, App. A to Part 1, and paragraph (a)(4) App. A to Part 106.

Note.—The Materials Transportation Bureau has determined that this proposed regulation will not have a major economic impact under the terms of Executive Order 12044 and DOT implementing procedures (44 FR 11034), nor an environmental impact under the National Environmental Policy Act (49 U.S.C. 4321 et seq.). A regulatory

evaluation is available for review in the docket.

Issued in Washington, D.C. on October 12, 1979.

Alan I. Roberts,

Associate Director for Hazardous Materials Regulation, Materials Transportation Bureau.

[FR Doc. 79-32159 Filed 10-17-79; 8:45 am]

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National Highway Traffic Safety Administration

49 CFR-Part 571

[Docket No. 70-27; Notice 19]

Federal Motor Vehicle Safety Standards; Hydraulic Brake Systems

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

ACTION: Notice of proposed rulemaking and invitation for applications for financial assistance in the preparation of comments.

SUMMARY: Analysis of accident data shows that light trucks and vans inflict substantial injuries on the other road users they strike. Because of the increasing popularity of light trucks and vans, the number of fatal and other accidents involving those vehicles is expected to increase unless action is taken to improve their accident avoidance capability. One important way to improve that capability is to reduce the current disparity between the braking capability for passenger cars and that of many light trucks and vans. In view of these data, NHTSA is proposing to amend Standard No. 105-75, *Hydraulic Brake Systems*, which currently only applies to passenger cars and school buses, to extend the applicability of the standard on a limited basis to trucks, all types of buses, and multipurpose passenger vehicles with a gross vehicle weight rating (GVWR) of more than 10,000 pounds and on a general basis to trucks, all types of buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. The proposal would also upgrade the current performance requirements set for school buses. These requirements would result in reduced motor vehicle deaths and injuries by providing drivers with improved braking capability and warnings about possible brake system failures.

DATES: Comments must be received on or before February 15, 1980. Applications for financial assistance in commenting on this notice must be received on or before December 3, 1979.

The proposed effective date for the extension of Standard No. 105-75 is September 1, 1981.

ADDRESSES: Comments should refer to the docket number and must be submitted in writing to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street SW., Washington, D.C. 20590. All applications for financial assistance should be submitted in writing to: Ms. Ann E. Mitchell, Public Affairs and Consumer Participation, National Highway Traffic Safety Administration, Room 5232, 400 Seventh Street SW., Washington, D.C. 20590 (202-426-0670).

FOR FURTHER INFORMATION CONTACT: Mr. George L. Parker, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, D.C. 20590 (202-426-2720).

Background

Standard No. 105-75 currently sets performance requirements for passenger cars and school buses. This notice proposes an amendment to Standard No. 105-75, *Hydraulic Brake Systems* (49 CFR 571.105-75) which would upgrade the performance requirements for school buses and extend the applicability of the standard on a limited basis to trucks, all types of buses and multipurpose passenger vehicles (MPV's), e.g., passenger vans with a gross vehicle weight rating (GVWR) of more than 10,000 pounds.

This notice proposes to extend the standard on a general basis to trucks, buses and MPV's with a GVWR of 10,000 pounds or less. For those vehicles, performance requirements are proposed covering such areas as vehicle stopping distances from various speeds with the vehicle in the empty and loaded condition, and with the brake system in the intact and partially failed condition. Those vehicles would also have to meet performance requirements covering brake fade and water recovery, parking brake grade holding ability, maximum and minimum limits on control force for service and parking brakes, master cylinder labeling and reservoir capacity and brake system integrity.

All hydraulic brake equipped trucks, buses and MPV's, regardless of GVWR, would have to meet requirements for brake system failure warning systems, provide braking capability in the event of a partial failure of the service brake system, and master cylinder labeling and reservoir capacity requirements. The agency intends to establish additional performance requirements for trucks, buses and MPV's with a GVWR

of more than 10,000 pounds in future rulemaking.

This proposal is a continuation of prior NHTSA rulemaking on Standard No. 105-75. In November 1970, the agency issued a notice of proposed rulemaking that would have upgraded passenger car braking requirements and extended the applicability of the standard to trucks, buses and MPV's (35 FR 17345, Nov. 11, 1979). A final rule was adopted in September 1972 (37 FR 17970, Sept. 2, 1972) setting an effective date of September 1, 1974. Subsequently, in response to numerous petitions for reconsideration, the effective date was twice postponed and substantial revisions were made to lessen the stringency of the original performance requirements (Feb. 1, 1973, 38 FR 3047; May 18, 1973 38 FR 13017; Feb. 22, 1974, 39 FR 6708; and July 15, 1974, 39 FR 25943). In March 1975, the agency, in response to 13 petitions seeking postponement or revocation of the standard, proposed an indefinite delay in the standard as it applied to trucks, buses and MPV's. (March 6, 1975, 40 FR 10483). Finally, in April 1975, the agency indefinitely delayed application of the standard to trucks, buses and MPV's. The agency determined that while the safety benefits of the standard were considerable, the substantial costs associated with the standard, particularly for heavy trucks, warranted delaying the standard. (40 FR 18411, April 28, 1975).

In satisfaction of the mandate of the Motor Vehicle and School Bus Safety Amendments of 1974 (Pub. L. 93-492), NHTSA proposed requirements for school buses in April 1975 (40 FR 18469, April 28, 1975). As a result of the limited leadtime mandated by the Congress, the final rule adopted by the agency was based on the performance levels set in the Society of Automotive Engineers recommended practices (41-FR 2391, January 16, 1976). Compliance testing done by the agency shows that current level of performance in today's better school buses is much higher than the performance requirements originally set by the agency. This notice would upgrade the standard to require improved levels of performance in all school buses.

Since 1975, sales of light trucks, vans and on/off road vehicles have increased substantially and, despite a recent sales slump, are expected to continue growing at a rapid rate. As the number of light trucks, vans and on/off road vehicles has increased, so has the number of deaths in those vehicles. Data from the agency's Fatal Accident Reporting System show that light truck, bus and