

Room at its headquarters, 1919 M Street, N.W., Washington, D.C.

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### Materials Transportation Bureau

[49 CFR Parts 127, 171, 172, 173, 174, 175, 176, and 177]

[Docket No. HM-169; Notice No. 79-1]

#### Requirements for Transportation of Radioactive Materials; Reopening of Comment Period

**AGENCY:** Materials Transportation Bureau, Research and Special Programs Administration, DOT.

**ACTION:** Reopening of time to file comments.

**SUMMARY:** On January 8, 1979, the Materials Transportation Bureau (MTB) published a notice of proposed rulemaking under Docket HM-169 (44 FR 1852) pertaining to requirements for the transportation of radioactive materials. The changes were proposed to make them compatible with the latest revised international standards for transport of radioactive materials as promulgated by the International Atomic Energy Agency (IAEA). This notice reopens the comment period to coincide with a parallel proposal by the U.S. Nuclear Regulatory Commission (NRC), to amend Title 10, CFR Part 71, "Packaging of Radioactive Materials for Transport and Transportation of Radioactive Materials Under Certain Conditions." The NRC proposal is expected to be published in the Federal Register on August 17, 1979 and will provide a time to file comments until October 16, 1979. **DATE:** Comments must be received on or before October 16, 1979.

**ADDRESS:** Comments should be addressed to the Dockets Branch, Materials Transportation Bureau, U.S. Department of Transportation, Washington, D.C. 20590, and it is requested that five copies be submitted.

**FOR FURTHER INFORMATION CONTACT:** R. R. Rawl, Office of Hazardous Materials Regulations, Materials Transportation Bureau, Research and Special Programs Administration, DOT, Washington, D.C. 20590, phone 202-426-2311.

**SUPPLEMENTARY INFORMATION:** A petitioner had requested an extension of time to comment on Docket HM-169, Notice 79-1 in order to evaluate these proposed rules in conjunction with those which are to be published by the NRC. This request was granted and by publication in the Federal Register on April 19, 1979 (44 FR 23266) the comment

period was extended from April 5, 1979 to July 5, 1979. However, due to unforeseen circumstances the NRC publication was further delayed. It now has been established that the NRC will publish its notice of proposed rulemaking on August 17, 1979. The MTB is reopening the comment period on its own notice of proposed rulemaking until October 16, 1979 to provide the general public with the opportunity to review and comment on the NRC and DOT proposals simultaneously.

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

Issued in Washington, D.C. on August 10, 1979.

Douglas A. Crockett,  
*Acting Associate Director for Hazardous Materials Regulation, Materials Transportation Bureau.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[49 CFR Part 571]

#### Federal Motor Vehicle Safety Standards; Grant of Petitions for Rulemaking

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

**ACTION:** Grant of petitions for rulemaking.

**SUMMARY:** This notice announces the granting by the National Highway Traffic Safety Administration (NHTSA) of two petitions filed by the Rubber Manufacturers Association (RMA) to amend the loading schedules listed for several tire sizes in Appendix A of Federal Motor Vehicle Safety Standard (FMVSS) 109, *New Pneumatic Tires—Passenger Cars*. Appendix A of FMVSS 109 (49 CFR 571.109) consists of numerous tables listing tire sizes and tire constructions with proper load and inflation values. The tables group tires of related constructions and load/inflation values. If the requested amendments are made, the permissible load that could be placed on each of these tire sizes would be increased, allowing the use of these tire sizes on passenger cars which require greater load-carrying capacity than those on which the tires are presently used.

**FOR FURTHER INFORMATION CONTACT:** John Diehl, Office of Automotive

Ratings, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-426-1715).

**SUPPLEMENTARY INFORMATION:** The loading schedules for the tire sizes shown in Appendix A of FMVSS 109 list the maximum load the tire can safely carry at certain specified cold inflation pressures. These schedules are derived from a mathematical formula, which factors in the inflation pressure of the tire, the cross sectional diameter of the tire, the diameter of the rim on which the tire is mounted, and a "K factor". The numerical value assigned to the K factor has been established on the basis of service experience with tires, and acts to hold the percentage of the tire deflection within acceptable limits. Tire deflection is the difference between the unloaded section height of the tire and its loaded section height. To ensure that the tire will be able to perform properly at a given load, the tire deflection should not exceed 16-18 percent. The K factor assigned to a given tire size depends on whether the tire is bias ply or radial and other design factors.

RMA petitioned this agency on December 11, 1978, for a change in the loading schedules of three P-type tire sizes, and filed another petition on February 15, 1979, requesting a change in the loading schedules of 12 P-type tire sizes.

The basis for both petitions is that the K factor used to calculate the loading schedules for these tire sizes has been revised to take into account the stronger cord materials and new polymers and chemicals that permit the P-type tires to run at a higher inflation pressure than other types of tires. RMA submitted data indicating that each of the tire sizes for which a new loading schedule was requested has passed the performance requirements of FMVSS 109 using the increased loads in the tests.

NHTSA has granted these petitions for rulemaking based on the data submitted showing that the tire sizes comply with the performance requirements of FMVSS 109 at the changed loads. By granting RMA's petitions, NHTSA is not committing itself to eventually adopting the proposed changes in the loading schedules. The agency will carefully examine the current loading schedules and the data submitted in support of the changed loading schedules to determine if a change would be appropriate, and, if NHTSA determines that a change would be appropriate, issue a notice of proposed rulemaking. This notice would request comments from interested members of the public on NHTSA's