

**Hazardous Materials Regulations Board**  
**[ 49 CFR Parts 172, 173, 177, 178, 179 ]**  
 [Docket No. HM-115]

**CRYOGENIC LIQUIDS**

**Change of Status From Notice of Proposed Rule Making to Advance Notice of Proposed Rule Making; Comments Date Postponed**

On March 1, 1974, the Hazardous Materials Regulations Board published Notice 74-3 (39 FR 7950) proposing amendments to the Department's hazardous materials regulations that pertain to the transportation of cryogenic liquids. The Board has decided to convert Notice 74-3 to an advance notice of proposed rule making in order that it may consider several technical points in greater detail, after which it will publish a new notice under Docket HM-115.

In consideration of the foregoing, Notice 74-3 has been redesignated by the Board as an advance notice of proposed rule making.

In view of this action, the Board is extending the comment period on the Advance Notice to October 17, 1974.

(Transportation of Explosives Act (18 U.S.C. 831-835) section 6 of the Department of Transportation Act, 49 U.S.C. 1655); Title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421-1430, 1472(h), and 1655(c).)

Issued in Washington, D.C., on September 4, 1974.

ALAN I. ROBERTS,  
 Secretary, Hazardous Materials  
 Regulations Board.

[FR Doc.74-20841 Filed 9-9-74;8:45 am]

**National Highway Traffic Safety  
 Administration**

**[ 49 CFR Part 571 ]**

[Docket No. 74-32; Notice 1]

**FEDERAL MOTOR VEHICLE SAFETY  
 STANDARDS**

**Seat Belt Adjustment Requirements**

This notice proposes an amendment of Standard No. 208, Occupant crash protection, 49 CFR 571.208, that would limit the use of "comfort clips" in conjunction with upper torso restraints and would require an emergency-locking retractor (ELR) for adjustment of any upper torso restraint furnished under the requirements of S4.1.2 and S4.1.3.

With several exceptions, S7.1.1 provides that an upper torso restraint "shall adjust by means of an emergency-locking retractor or manual adjusting device \* \* \* to fit persons" of a certain size range. One exception is that an upper torso restraint provided in accordance with the ignition interlock option must be adjusted by an ELR and not a manual adjusting device.

Volkswagen of America has asked if these adjustment requirements permit the use of a "comfort clip" as S7.1.1 applies to its "passive belt" assembly. The Volkswagen system consists of an upper torso restraint, and in place of a lap

belt, knee padding under the dashboard. It appears that this belt assembly may be offered in compliance with S4.1.2.2 of the standard.

The use of a "comfort clip" (which introduces slack into a belt for occupant comfort) has been approved for upper torso restraints under limited circumstances. In a March 9, 1973, letter to General Motors, it was pointed out that adjustment of the upper torso restraint is not as critical when the assembly includes an independently adjustable lap belt, and that a comfort clip is permissible under such limited circumstances. The NHTSA believes this interpretation should appear as an adjustment provision in the standard. This proposal would specifically limit the use of comfort clips with seat belts provided under the "third option" (S4.1.2.3) to assemblies which include an individually adjustable lap belt.

Seat belt assemblies provided under the other two options would be subjected to performance testing and must meet injury criteria levels established to ensure adequate occupant protection. In compliance testing of these systems which "require no action by vehicle occupants," they must be capable of passing the requirements when tested with the comfort clip in the position most adverse to occupant safety. Thus Volkswagen could use a comfort clip on its passive belt upper torso restraint, but the belt would be tested with the maximum amount of slack in the belt which could be introduced by the clip.

The Volkswagen request raised the further point that only the upper torso restraint of ignition interlock assemblies must be fitted with an ELR as S7.1.1 is presently written. The NHTSA believes that passive belt systems will be offered in some cases in satisfaction of the other options of S4.1.2 and S4.1.3 and that the convenience offered by the ELR should be available to all users of belts under S4.1.2 and S4.1.3.

Because ELR's are presently available in a configuration suitable for use with passive belt systems, it is proposed that the effective date of the amendments be 180 days following the date of publication of the final rule.

In consideration of the foregoing, it is proposed that Standard No. 208 (49 CFR 571.208) be amended in part as follows: 571.208 [Amended]

1. S7.1.1 would be amended by replacing "S7.1.1.1 and S7.1.1.2" with "S7.1.1.1 through S7.1.1.3" and by changing "S4.1.2.3.1(a)" to read "S4.1.2 and S4.1.3."

2. S7.1.1 would be further amended by the addition of a new S7.1.1.3 to read:

S7.1.1.3 In the case of a seat belt assembly provided under S4.1.2.3, a device used to limit retractive action of an emergency-locking retractor for the comfort of the occupant may be provided with the upper torso portion of the seat belt assembly only if it has an individually adjustable lap belt.

Interested persons are invited to submit comments on the proposal. Com-

ments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street SW., Washington, D.C. 20500. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. However, the rulemaking action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rulemaking. The NHTSA will continue to file relevant material as it becomes available in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

*Comment closing date:* November 12, 1974.

*Proposed effective date:* 180 days following publication of the final rule.

(Sec. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegations of authority at 49 CFR 1.51 and 49 CFR 501.8)

Issued on September 5, 1974.

ELWOOD T. DRIVER,  
 Acting Associate Administrator,  
 Motor Vehicle Programs.

[FR Doc.74-20851 Filed 9-9-74;8:45 am]

**ENVIRONMENTAL PROTECTION  
 AGENCY**

**[ 40 CFR Part 55 ]**

[FLR 258-8]

**ENERGY RELATED AUTHORITY**

**Proposed Requirements for Temporary  
 Suspensions and Compliance Date Ex-  
 tensions**

Section 119 of the Clean Air Act (42 U.S.C. 1857, et seq., as amended by Pub. L. 91-604, 84 Stat. 1676, and Pub. L. 93-319, 88 Stat. 246), which became law on June 22, 1974, provides that the Administrator of the Environmental Protection Agency shall prescribe regulations, within 90 days of the date of enactment of the new section, for fuel-burning sources eligible for compliance date extensions under the Energy Supply and Environmental Coordination Act of 1974. The Administrator is proposing regulations herein to satisfy this requirement of the Act. These proposed regulations also include provisions for temporary suspensions. A notice for a public hearing on these proposed regulations was published in the FEDERAL REGISTER on August 29, 1974, at 39 FR 31548. The hearing will be held on September 30, 1974.

Section 2 of the Energy Supply and Environmental Coordination Act of 1974 authorizes the Administrator of the Federal Energy Administration (FEA) to order that certain powerplants and other major fuel-burning installations convert