

Federalism implications to warrant preparation of a Federalism Assessment. No State laws will be affected.

National Environmental Policy Act

Finally, the agency has considered the environmental implications of this final rule in accordance with the National Environmental Policy Act of 1969 and determined that the rule will not significantly affect the human environment.

F. Civil Justice Reform

This final rule does not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a State may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard, except to the extent that the State requirement imposes a higher level of performance and applies only to vehicles procured for the State's use. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

In consideration of the foregoing, 49 CFR part 571 is amended to read as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

2. Section 571.121 is amended by revising S5.1.2.1 and S5.2.1.1 to read as follows:

§ 571.121 Standard No. 121; Air brake systems.

* * * * *
 S5.1.2.1 The combined volume of all service reservoirs and supply reservoirs shall be at least 12 times the combined volume of all service brake chambers. For each brake chamber type having a full stroke at least as great as the first number in Column 1 of Table V, but no more than the second number in Column 1 of Table V, the volume of each brake chamber for purposes of calculating the required combined

service and supply reservoir volume shall be either that specified in Column 2 of Table V or the actual volume of the brake chamber at maximum travel of the brake piston or pushrod, whichever is lower. The volume of a brake chamber not listed in Table V is the volume of the brake chamber at maximum travel of the brake piston or pushrod. The reservoirs of the truck portion of an auto transporter need not meet this requirement for reservoir volume.

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S5.2.1.1 The total volume of each service reservoir shall be at least eight times the combined volume of all service brake chambers serviced by that reservoir. For each brake chamber type having a full stroke at least as great as the first number in Column 1 of Table V, but no more than the second number in column 1, the volume of each brake chamber for purposes of calculating the required total service reservoir volume shall be either that number specified in Column 2 of Table V or the actual volume of the brake chamber at maximum travel of the brake piston or pushrod, whichever is lower. The volume of a brake chamber not listed in Table V is the volume of the brake chamber at maximum travel of the brake piston or pushrod. The reservoirs on a heavy hauler trailer and the trailer portion of an auto transporter need not meet this requirement for reservoir volume.

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§ 571.121 [Amended]

3. Section 571.121 is amended to include the following table to be placed after Figure 3.

TABLE V.—BRAKE CHAMBER RATED VOLUMES

Brake chamber type (nominal area of piston or diaphragm in square inches)	Column 1, full stroke (inches)	Column 2, rated volume (cubic inches)
Type 9	1.75/2.10	25
Type 12	1.75/2.10	30
Type 14	2.25/2.70	40
Type 16	2.25/2.70	50
Type 18	2.25/2.70	55
Type 20	2.25/2.70	60
Type 24	2.25/2.70	70
Type 30	2.50/3.20	95
Type 36	3.00/3.60	135

Issued on January 5, 1995.

Ricardo Martinez,
Administrator.

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49 CFR Part 572

[Docket No. 95-01, Notice 1]

RIN 2127-AF48

Anthropomorphic Test Dummy; Six-Year Old Dummy

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

ACTION: Final rule; technical amendment.

SUMMARY: This document makes a minor correction to the thorax assembly and test procedure in NHTSA's regulation for the six-year-old child dummy. This document corrects inconsistencies between the figure in the regulation that illustrates the test set-up for calibrating the dummy's thorax and the regulatory text that describes the calibration test procedure. This action removes potential sources of concern and confusion for manufacturers and users of the dummy about whether a particular six-year-old child dummy meets the specifications of NHTSA's regulation for the dummy (part 572, subpart I).

EFFECTIVE DATE: The changes made in this rule are effective January 12, 1995.

FOR FURTHER INFORMATION CONTACT: Mr. Stan Backaitis, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Telephone: (202) 366-4912.

SUPPLEMENTARY INFORMATION: On November 14, 1991, NHTSA published a rule that added specifications for a 6-year-old child test dummy to NHTSA's set of regulations for "Anthropomorphic Test Dummies" (49 CFR part 572). The agency explained in the rule that the 6-year-old child dummy would be used to test child restraint systems for older children. The dummy is instrumented with accelerometers for measuring accelerations in the head and thorax during dynamic testing. The rule adopted performance criteria as calibration checks to assure the repeatability and reproducibility of the dummy's dynamic performance. These specifications for the dummy are set forth in subpart I of 49 CFR part 572.

In February 1994, First Technology Safety Systems, Inc. (First Technology), a manufacturer of test dummies, informed the agency that figure 41 in subpart I appears to have two errors. Figure 41 illustrates the test set-up for calibrating the dummy's thorax (figure 41, "thorax impact test set-up"). Both errors are due to inconsistencies between figure 41 and the regulatory