**FOR FURTHER INFORMATION CONTACT:** Mary DeLuca, (202) 418–2334 Network Services Division, Common Carrier Bureau.

**SUPPLEMENTARY INFORMATION:** 1. This document is a synopsis of the Commission's letter order (CC Docket 95–155, adopted June 24, 1996, and released June 25, 1996). The letter clarifies provisions in the Bureau's Report and Order In the Matter of Toll Free Service Access Codes (CC Docket 95–155, adopted January 24, 1996, and released January 25, 1996, DA 96–69, 61 FR 7738, February 29, 1996). The file is available for inspection and copying during the weekday hours of 9:00 a.m. to 4:30 p.m. in the Commission's Reference Center, room 239, 1919 M Street, NW., Washington, DC, or copies may be purchased from the Commission's duplicating contractor, ITS, Inc., 2100 M Street, NW., Suite 140, Washington, DC 20037, phone (202) 857–3800.

2. Paperwork Reduction.

The Federal Communications Commission has submitted the foregoing information collection requirement to OMB for review and clearance under the Paperwork Reduction Act of 1995, 44 U.S.C. Section 3507. Persons wishing to comment on this information collection should contact Timothy Fain, Office of Management and Budget, Room 10236, NEOB, Washington, D.C. 20503, (202) 395–0651. For further information, contact Dorothy Conway, Federal Communications Commission, (202) 418–0217.

3. Please note: The Commission has requested emergency review of this collection information request by July 18, 1996, under the provisions of 5 CFR Section 1320.13.

*Title:* Toll Free Service Access Codes—800/888 Number Release Procedures

*OMB Control No.:* None.

*Action:* New Collection.

*Respondents:* Business or other for-profit entities.

*Estimated Annual Burden:* 2,010 respondents; 1 hour per response; 2,010 hours total annual burden.

*Needs and Uses:* The Federal Communications Commission regulates the provision of interstate telecommunications services by common carriers, including common carrier paging systems, pursuant to Sections 1, 4, and 201–229 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 154, 201–229. One of the common carrier-offered services is toll free service. This is a telephone service that allows charges for incoming calls to be paid by the called party (*i.e.*, the 800 subscriber), not the caller. Toll free service is used widely today for both business purposes and personal needs because it provides callers with a free and convenient means of contacting parties holding toll free numbers. In a January 1996, Report and Order, the Commission instructed DSMI to mark as ''unavailable,'' in the toll free database, those 888 numbers which corresponding 800 number customers sought to reserve. However, the Commission did not intend to reserve any 888 number in which an 800 number customer later decided that it no longer wanted to assert an interest. Therefore, the Commission authorized DMSI to release such 888 numbers after collecting the appropriate information from the Responsible Organization or Toll Fee Service Provider and the 800 number customer releasing its 888 number reservation.

The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, gathering the information and maintaining the data. There are approximately 2,010 respondents consisting of the 160 telephone service Responsible Organizations and the estimated 1,850 toll free subscribers that may seek to release their interest in 888 numbers. Therefore the estimated annual burden of this information collection requirement is 2,010 hours. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Federal Communications Commission, Records Management Branch, Room 234, Paperwork Reduction Project, Washington, DC 20554 and to the Office of Management and Budget, Paperwork Reduction Project, Washington, DC 20503.

Ordering Clauses

Accordingly, *it is ordered* That, pursuant to authority contained in Sections 1, 4, 5, and 201–205 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 154, 155, and 201–205 and § 0.201(d) of the Commission's rules, 47 CFR 2.201(d) DSMI shall follow the directive in this order.

It is *further ordered* That, DSMI shall immediately distribute this letter to all RespOrgs.

It is *further ordered* That this letter shall be effective upon release.

List of Subjects in 47 CFR Part 61

Communication common carriers.

Federal Communications Commission.

William F. Caton,

*Acting Secretary.*

[FR Doc. 96–17602 Filed 7–10–96; 8:45 am]

**BILLING CODE 6712–01–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

### 49 CFR Part 571

**[Docket No. 93–54, Notice 3]**

**RIN 2127–AG25**

## Federal Motor Vehicle Safety Standards; Air Brake Systems; Long-Stroke Brake Chambers

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

**ACTION:** Final rule, response to petitions for reconsideration.

**SUMMARY:** In response to petitions for reconsideration, this document amends the reservoir requirements in Standard No. 121, *Air Brake Systems*, for trucks, buses, and trailers equipped with air brakes. The agency believes that the amendments will improve the braking efficiency of such vehicles and reduce the number of brakes found to be out of adjustment during inspections. It will do this by removing a design restriction that tends to discourage the use of long-stroke brake chambers, a technology with potentially significant safety benefits.

**DATES:** *Effective Date:* The amendments become effective on September 9, 1996.

*Petitions for Reconsideration:* Any petitions for reconsideration of this rule must be received by NHTSA no later than August 26, 1996.

**ADDRESSES:** Petitions for reconsideration of this rule should refer to Docket 93–54; Notice 3 and should be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

**FOR FURTHER INFORMATION CONTACT:**

*For non-legal issues:* Mr. Richard Carter, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202–366–5274).

*For legal issues:* Mr. Marvin L. Shaw, NCC–20, Rulemaking Division, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202) 366–2992.

**SUPPLEMENTARY INFORMATION:**

I. Background

Standard No. 121, *Air Brake Systems,* specifies performance requirements applicable to vehicles equipped with air brakes. The Standard also requires air-braked vehicles to be equipped with various types of equipment, including an air compressor and reservoirs. (See section S5.1) The reservoirs store energy, in the form of air at high pressure, that is used to apply a vehicle's brakes. Without such reservoirs, the vehicle's air compressor could not maintain adequate pressure during successive rapid brake applications.

On January 12, 1995, NHTSA issued a final rule amending the reservoir requirements in Standard No. 121 for trucks, buses, and trailers equipped with air brake systems. (60 FR 2892) Prior to that final rule, Standard No. 121 specified a minimum ratio between the volume of the service reservoirs and the volume of the brake chambers. Under the ratio for trucks, the combined volume of all the service and supply reservoirs had to be at least 12 times the combined volume of all the service brake chambers at the maximum travel of the piston. The 1995 final rule amended Standard No. 121 to allow the minimum required air capacity in the service reservoirs to be determined either by the above mentioned ratio (i.e., 12 times the combined volume) or by its ''rated volume.'' The ''rated volume'' of each brake chamber is determined pursuant to a table of specified values according to the area of the brake diaphragm and the length of the stroke.

In issuing the 1995 final rule, NHTSA sought to encourage the use of brake chambers with longer strokes. Such brake chambers are commonly known as ''long-stroke'' chambers, in reference to the longer piston or pushrod travel that they incorporate. Reports [1] by NHTSA and the National Transportation Safety Board (NTSB) indicated that long stroke chambers help improve brake adjustment on heavy vehicles. However, the reports also noted that the previous reservoir ratio requirements would have necessitated much larger reservoirs when long-stroke chambers are used. Thus, while the previous requirements did not prohibit long-stroke chambers, the related requirements for reservoir size significantly discouraged their use.

In the 1995 final rule, NHTSA specified rated volumes of certain brake chambers in Table V ''Brake Chamber Rated Volumes'' that were larger than the rated volumes proposed in the NPRM. This was done to reflect the largest volumes of standard stroke air brake chambers that are currently available. The agency also modified Table V by specifying upper limits to the stroke lengths for the rated volumes that were listed. The agency believed that it was necessary to specify such limits to preclude manufacturers from extending stroke lengths beyond the point at which adequate air pressure reserves were available to bring a vehicle to a complete stop. The agency also modified Table V by limiting the situations in which a vehicle manufacturer may use the ''rated volume'' rather than the actual brake chamber volume when determining minimum reservoir volume. Specifically, the final rule specified that rated volume may only be used when the maximum strokes for long stroke chambers are no more than 20 percent longer than the nominal stroke for standard stroke chambers.

In the 1995 final rule, NHTSA stated that long-stroke chambers provide several benefits, including improved braking efficiency, a reduction in the number of brakes found to be out of adjustment during inspections, and a reduction in the incidence of dragging brakes. The agency further stated that these amendments removed a design restriction that tended to discourage the use of long stroke brake chambers, a technology that it believed could provide significant safety benefits.

II. Petitions for Reconsideration

NHTSA received several petitions for reconsideration that criticized the 1995 final rule, claiming that the rated volumes adopted by the agency would still impede the introduction of long stroke chambers. The petitioners included vehicle manufacturers (Mack Truck, Ford Motor Company, White/GMC-Volvo, Navistar International, and Paccar), brake manufacturers (Midland-Grau and MGM Brakes), the Heavy Duty Brake Manufacturers Council (HDBMC), and the American Trucking Associations (ATA). Midland-Grau, ATA, and Ford stated that the rated volumes for various types of brake chambers were smaller in the final rule than the proposal. As a result, these petitioners stated that long stroke chambers could only be used if vehicles were redesigned to be equipped with much larger reservoirs. As the following table indicates, the petitioners recommended new rated volumes that were less than those in the final rule. All the rated volumes are in terms of cubic inches.

| Chamber type | NPRM | Final rule | Midland-Grau | MGM | ATA | HDBMC |
|---|---|---|---|---|---|---|
| Type 9 | 17 | 25 | ..... | 25 | | |
| Type 12 | 23 | 30 | ..... | 30 | | |
| Type 14 | 35 | 40 | ..... | 40 | | |
| Type 16 | 40 | 50 | 46 | 46 | 40 | 46 |
| Type 18 | 45 | 55 | 50 | 50 | ..... | 50 |
| Type 20 | 50 | 60 | 54 | 54 | 50 | 54 |
| Type 24 | 61 | 70 | 70 | 70 | 67 | |
| Type 30 | 84 | 95 | 89 | 89 | 84 | 90 |
| Type 36 | 121 | 135 | ..... | 135 | | |

III. NHTSA's Determination

*A. General Considerations*

After reviewing the available information, NHTSA has decided to revise certain rated volumes in Table V, thereby removing design restrictions that had continued to discourage the use of long stroke brake chambers. Specifically, the agency has decided to reduce the rated volumes for Type 16 chambers from 50 cubic inches to 46 cubic inches, for Type 18 chambers from 55 cubic inches to 50 cubic inches, for Type 20 chambers from 60 cubic inches to 54 cubic inches, Type 24 chambers from 70 cubic inches to 67 cubic inches, and Type 30 chambers from 95 cubic inches to 89 cubic inches.

[1] *Automatic Slack Adjusters for Heavy Vehicle Brake Systems,* February 1991, DOT HS 807 724, and the National Transportation Safety Board *Heavy Vehicle Airbrake Performance,* 1992, PB92–917003/NTSB/SS–92/01

These reductions are consistent with the rated volumes requested by the brake chamber manufacturers. The agency believes that the rated volumes being specified will ensure that there is an adequate amount of air reserves to accommodate the widespread use of antilock brake systems (ABS), a technology that requires greater air supplies. The agency also has increased the stroke length for Type 24 chambers from 2.25/2.70 inches to 2.50/3.20 inches, given that manufacturers now only manufacture long stroke chambers of the larger size. The agency did not amend the rated volumes and stroke lengths for Type 9 chambers, Type 12 chambers, Type 14 chambers, and Type 36 chambers, because no petitioner requested that the requirements for these brake types be modified.

NHTSA has concluded that these modifications will encourage the use of long stroke chambers without adversely affecting safety. This determination is based on the following considerations. First, NHTSA has recently increased the minimum compressor cut-in requirement from 85 psi to 100 psi. (61 FR 6173, February 16, 1996) This change will result in the amount of reserved air increasing between 10 percent and 15 percent. In addition, the safety of long stroke chambers is confirmed by a study [2] by the agency's Vehicle Research Test Center (VRTC) that compared the effects of standard and long stroke brake chambers on brake application and release timing and on the amount of air used under normal braking situations. Measurements were made of the volumes of typical standard and long stroke chambers, the effects of brake actuation and release timing for combination vehicles, and the pressure drops for simulated on-road situations and for a test procedure to measure reservoir capacity. Vehicle tests involved driving situations that would be the most severe in terms of air consumption (i.e., a mountain descent, and stops with ABS cycling on a slippery surface with the brakes at their maximum adjustment level). In addition, VRTC simulated a compressor failure to portray ''worst case'' situations. Based on these tests, the agency concluded that ''there was essentially no difference in the timing and air consumption for standard and long stroke chambers with the brakes fully adjusted.''

The safety of long stroke brake chambers was further confirmed by data submitted by the Society of Automotive Engineers (SAE) Truck and Bus Brake System Subcommittee that is developing the performance requirements for a test procedure that will evaluate air reservoir capacities, SAE J2205. These data, obtained from several vehicle manufacturers and brake manufacturers, indicated no safety problem. Specifically, air consumption was tested on four different makes of ABS by stopping fully loaded five-axle tractor-trailer combinations on wet slippery surfaces with a peak friction coefficient (PFC) of 0.50. The development work which established the test parameters of SAE J2205 indicated that the highest air consumption occurs during stops on low coefficient of friction surfaces which typically have long stopping time durations. The antilock systems cycled from 10 to 13 seconds before the vehicles were stopped in these tests. This is substantially longer than would be experienced in the vast majority of braking events. At the end of the tests, sufficient air pressure remained in the systems to continue cycling of the ABS for at least another 7 seconds, which amounts to reserves ranging from 54 to 70 percent. In addition, vehicle manufacturers submitted data about how they specify total reservoir volume in relation to the size of their front and rear brake chambers used on at least 80 percent of the vehicles they manufacture.

Based on the manufacturers' data, NHTSA believes that the revisions to the rated volumes in Table V will allow approximately 95 percent of currently manufactured air-braked vehicles to use long stroke brake chambers, without having to increase the size of brake chamber reservoirs. As NHTSA stated in the final rule, long-stroke chambers provide important safety benefits including, improved braking efficiency, a reduction in the number of brakes found to be out of adjustment during inspections, and a reduction in the incidence of dragging brakes. The agency believes that specifying these slightly lower rated volumes will remove a design restriction that tended to discourage the use of long stroke brake chambers, a technology that can provide significant safety benefits. Given these safety benefits and no corresponding detriment to safety, NHTSA concludes that today's modifications to the rated volumes in Table V are appropriate.

*B. Miscellaneous Considerations*

ATA requested that the agency eliminate type 9, 12, 14, 18, and 36 brake chambers from Table V since they do not currently come in long stroke versions.

NHTSA has decided to retain the rated volumes for type 9, 12, 14, 18, and 36 brake chambers in Table V, even though brake manufacturers currently do not manufacture brake chambers of such sizes. The agency believes that retaining the option for having a rated volume for chambers of such sizes is appropriate since it allows manufacturers to decide to develop additional long stroke chambers without the necessity of seeking an amendment to Table V.

Rulemaking Analyses and Notices

*Executive Order 12866 (Federal Regulation) and DOT Regulatory Policies and Procedures*

NHTSA has considered the impact of this rulemaking action under E.O. 12866, ''Regulatory Planning and Review'' and the Department of Transportation's regulatory policies and procedures. This rulemaking document was not reviewed under E.O. 12866. This action has been determined to be not ''significant'' under the Department of Transportation's regulatory policies and procedures. This rule does not affect the cost estimates made by the agency regarding the January 1995 final rule since it will not impose any new requirements on manufacturers. Instead, the rule will facilitate the introduction of a new brake design by removing a design restriction. Therefore, the agency believes that this rulemaking will not result in additional costs or cost savings. Accordingly, a full regulatory evaluation is not required for this rule.

*C. Regulatory Flexibility Act*

In accordance with the Regulatory Flexibility Act, NHTSA has evaluated the effects of this action on small entities. Based upon this evaluation, I certify that the amendments will not have a significant economic impact on a substantial number of small entities. Vehicle and brake manufacturers typically do not qualify as small entities. For the reasons noted above, the agency believes that this amendment will not have any cost impact on the industry. Small businesses, small organizations, and small governmental units which purchase motor vehicles will not be affected by the requirements. Accordingly, no regulatory flexibility analysis has been prepared.

*D. Executive Order 12612 (Federalism)*

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that

[2] Flick, Mark, ''Tests to Evaluate Reservoir Volume Requirements for Standard and Long Stroke Chambers,'' VRTC–82–0255 (January 1996)

the rule will not have sufficient Federalism implications to warrant preparation of a Federalism Assessment. No State laws will be affected.

*E. 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 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 Table V which appears immediately after Figure 3.

**§ 571.121 Standard No. 121, Air brake systems.**

* * * * *

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 | 46 |
| Type 18 | 2.25/2.70 | 50 |
| Type 20 | 2.25/2.70 | 54 |
| Type 24 | 2.50/3.20 | 67 |
| Type 30 | 2.50/3.20 | 89 |
| Type 36 | 3.00/3.60 | 135 |

Issued on: July 3, 1996.

Ricardo Martinez,

*Administrator.*

[FR Doc. 96–17581 Filed 7–10–96; 8:45 am]

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