

47 CFR Part 66**[FCC 96-242]****Applications Relating to Consolidation, Acquisition, or Control of Telephone Companies****AGENCY:** Federal Communications Commission.**ACTION:** Final rule.

SUMMARY: The Telecommunications Act of 1996 specifically repealed section 221(a) of the Communications Act of 1934. In 1956, the Commission had enacted part 66 of the rules to set out the contents of an application for authority to consolidate telephone companies. Since the Commission no longer has this authority, it has removed part 66 of its rules as unnecessary.

EFFECTIVE DATE: July 12, 1996.**FOR FURTHER INFORMATION CONTACT:** R.J. Hertz, Enforcement Division, Common Carrier Bureau, (202) 418-0984.**SUPPLEMENTARY INFORMATION:**

Adopted: May 29, 1996;
Released: June 4, 1996.

1. On February 8, 1996, the Telecommunications Act of 1996 (the "1996 Act") became law.¹ Section 601(b)(2) of the 1996 Act² reads: "(s)ubsection (a) of section 221 (47 U.S.C. 221(a)) is repealed." This Order removes part 66 of the Commission's rules,³ which concerns the applications to be filed upon the consolidation, acquisition, or change of control of telephone companies. Section 1.527 of our rules contained the rules to implement Section 221(a) of the Communications Act of 1934, as amended.⁴ In 1956, after Congress made minor changes to section 221(a), the Commission adopted part 66 to establish new procedures and delineate the information necessary for an application for Commission approval of the consolidation.⁵

2. Under section 221(a) of the Act, before a consolidation could take place,⁶ the Commission was required to make a finding that it was not contrary to the public interest for a telecommunications carrier to acquire control, either by acquisition of the physical assets or the

securities, of another carrier. Specifically, it provided that upon the filing of an application to consolidate, the Commission was to issue a notice to the areas affected by the consolidation so that the subscribers in those areas, as well as the state or local authorities, would have the opportunity to submit comments on the proposed consolidation. Then, if the Commission determined that the consolidation was in the public interest, it was to certify this fact so as to make inapplicable any other Act or Acts of Congress that would make the proposed transaction unlawful.

3. Congress enacted section 221(a) at a time when local telephone service was viewed as a natural monopoly; thus, section 221(a) allowed competing local telephone companies to merge without facing antitrust scrutiny.⁷ According to the Joint Explanatory Statement:

[S]ection 221(a) could inadvertently undercut several of the provisions of the Telecommunications Act of 1996. The problem arises for at least two reasons. First, the crucial term "telephone company" is not defined. In the old world of regulated monopolies, a definition probably was not necessary. However, in the new world of competition, many companies will be able to argue plausibly that they are telephone companies.

Second, section 221(a) allows the Commission to confer immunity from any Act of Congress (including the Telecommunications Act of 1996) after performing a public interest review. Section 221(a) could be used to avoid the cable-telco buyout provisions of the Telecommunications Act of 1996. Any cable company that owned any telephone assets could become a telephone company and be bought out by a BOC by applying for immunity under this section.

In addition, if immunity were conferred under section 221(a), it would allow mergers between telecommunications giants to go forward without any antitrust or securities review. In the old world, the statute was usually used to confer immunity on mergers between noncompeting Bell operating subsidiaries or mergers between Bells and small independents within their territories. Neither of these situations involved competitive considerations.⁸

⁷ See Joint Explanatory Statement of the Committee of Conference, S. Rep. No. 104-458, at 200 (1996) (*Joint Explanatory Statement*).

⁸ *Id.* at 200-01.

The Joint Explanatory Statement clarifies, however, that repeal of Section 221(a) would not affect the Commission's ability to conduct any review of a merger for Communications Act purposes but would simply end the Commission's ability to confer antitrust immunity.⁹

4. Because the part 66 rules were promulgated to effectuate a process that has been repealed by the 1996 Act, these rules are now unnecessary and should be removed. Accordingly, we find for good cause that further notice and comment are not necessary, nor required, under section 553(3)(B) of the Administrative Procedure Act,¹⁰ because such changes are purely ministerial and necessary to conform our written rules to the Congressional mandate found in the 1996 Act.

5. Accordingly, *it is ordered*, pursuant to sections 4 (i) and (j) of the Communications Act of 1934, as amended, 47 U.S.C. 154 (i) and (j), and section 601(b)(2) of the Telecommunications Act of 1996, Pub. L. No. 104-104, sec. 601(b)(2), 110 Stat. 56 (1996), that part 66 of the rules *is hereby removed*.

List of Subjects in 47 CFR Part 66

Administrative practice and procedure, Communications Carriers, Federal Communications Commission, Telephone.

Federal Communications Commission.
William F. Caton,
Acting Secretary.

Rule Changes

Title 47 of the Code of Federal Regulations, part 66, is amended as follows:

PART 66—APPLICATIONS RELATING TO CONSOLIDATION, ACQUISITION, OR CONTROL OF TELEPHONE COMPANIES—[REMOVED]

1. The authority citation for part 66 continues to read as follows:

Authority: Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154.

2. Part 66 is removed.
[FR Doc. 96-17809 Filed 7-11-96; 8:45 am]

BILLING CODE 6712-01-P

⁹ *Id.* at 201.

¹⁰ 5 U.S.C. 553(3)(B).

¹ Pub. L. No. 104-104, 110 Stat. 56 (1996).

² *Id.* sec. 601(b)(2).

³ 47 CFR 66.11-66.15.

⁴ 47 U.S.C. 221(a).

⁵ See Transfer of Carrier's Property, 42 FCC 125 (1956).

⁶ See *supra* note 4.

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Parts 571 and 575****[Docket No. 96-09, Notice 02]****RIN 2127-AF81****Federal Motor Vehicle Safety Standards, and Consumer Information Regulations; Truck-Camper Loading****AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).**ACTION:** Final rule.

SUMMARY: This document rescinds Federal Motor Vehicle Safety Standard (Standard) No. 126, *Truck-camper loading*, and combines its provisions with 49 CFR 575.103, *Truck-camper loading*. This action is being taken because a review of this agency's standards and regulations pursuant to the President's regulatory reinvention initiative persuaded the agency that combining these two rules into one will make their respective requirements easier to understand and apply.

This document also eliminates the requirement to assign a vehicle identification number to each slide-in camper.

DATES: This final rule is effective September 1, 1997.

Any petition for reconsideration of this rule must be received by NHTSA not later than August 26, 1996.

ADDRESSES: Petitions for reconsideration should refer to the docket number and notice number set forth above and be submitted to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 5109, Washington, DC 20590; telephone (202) 366-4949. Docket hours are from 9:30 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT:

For technical issues: Robert M. Clarke, Chief, Vehicle Dynamics Division, Office of Crash Avoidance Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 5307, Washington, DC 20590. Telephone (202) 366-5281; FAX (202) 366-4329.

For legal issues: Walter Myers, Office of the Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 5219, Washington, DC 20590. Telephone: (202) 366-2992; FAX (202) 366-3820.

SUPPLEMENTARY INFORMATION:**Background**

Standard No. 126 was initially established by final rule published on August 15, 1972 (37 FR 16497) to provide information that can be used by consumers to reduce overloading and improper load distribution in truck-camper combinations. The standard requires manufacturers of slide-in campers to affix a label to each camper specifying, among other things, the maximum weight of the camper and its equipment. The standard also requires that the owner's manual for the camper contain a picture showing the location of the longitudinal center of gravity of the camper when properly loaded.

When initially published, the standard also required manufacturers of trucks capable of accommodating slide-in campers to include in the truck operator's manual a picture showing the manufacturer's recommended longitudinal center of gravity for the cargo weight rating of the camper and a picture of the proper match of a truck and slide-in camper.

Also on August 15, 1972, NHTSA published a notice of proposed rulemaking (NPRM) proposing to require that slide-in campers be identified by a vehicle identification number "to facilitate any future defect notification and recall campaigns that might occur" (37 FR 16505).

By final rule published on December 14, 1972 (37 FR 26605), NHTSA adopted the requirement for a vehicle identification number. In a separate final rule published on the same day, NHTSA withdrew the truck requirements from the standard and reissued them in 49 CFR 575.103, a consumer information regulation (37 FR 26607). That action was taken in response to petitions for reconsideration of the final rule of August 15, 1972, which established Standard No. 126 (37 FR 16497).

Pursuant to the March 4, 1994 directive entitled *Regulatory Reinvention Initiative* from the President to the heads of all Federal departments and agencies, NHTSA reviewed all its Federal motor vehicle safety standards and related regulations. As a result of that review, NHTSA tentatively determined that the camper requirements of Standard No. 126 and the truck requirements of 49 CFR 575.103 should be combined into one regulation as before, but this time as a consumer information regulation rather than a performance standard.

Notice of Proposed Rulemaking**(a) Truck Camper Loading Labeling and Information**

The current truck-camper loading requirements of Standard No. 126 and § 575.103 involve labeling and placing certain information in the owner's manual. The former requirements are applicable to campers and the latter, to trucks. Since the two provisions were so closely related and, in fact, overlapping, the agency published an NPRM on February 14, 1996 (61 FR 5730) proposing that Standard No. 126 be rescinded and its provisions combined with and incorporated into the provisions of 49 CFR 575.103. The agency stated that no useful purpose is served by keeping the camper requirements separate from the truck requirements in the CFR. The agency stated that since the provisions of the two sections are so closely related, it would be easier, more convenient, and more efficient for manufacturers, regulators, and the public to apply those provisions if they were combined rather than maintained as separate sections in the CFR.

(b) Slide-in Camper Vehicle Identification Number

As stated in the *Background* discussion above, Standard No. 126 requires camper manufacturers to assign a vehicle identification number (VIN) to each slide-in camper they produce. Specifically, paragraph S5.1.1(e) provides that manufacturers must assign a number to each slide-in camper "for identification purposes consisting of arabic numerals, roman letters, or both." The same paragraph further provides that no two campers produced within a 10-year period shall have the same identification number.

The final rule of December 14, 1972 stated that the purpose of the camper VIN was to increase the accuracy and efficiency of recall campaigns conducted by manufacturers to remedy safety defects. However, out of the 26 recalls that have been conducted under Standard No. 126 since its inception in 1972, none have involved or relied on the camper VIN. Agency experience in past slide-in camper recalls has been that the manufacturer's model and serial numbers are sufficient to identify the campers and/or the models involved in the recall. NHTSA tentatively concluded, therefore, that requiring slide-in campers to have a VIN is redundant and does not serve its intended purpose. Accordingly, NHTSA proposed to delete the requirement for a vehicle identification number on slide-in campers.

Public Comments

Chrysler Corporation (Chrysler), General Motors (GM), and the International Association of Chiefs of Police (IACP) submitted comments in response to the NPRM. All indicated general support for the proposals. The IACP commented that elimination of the VIN will not present any difficulties for law enforcement since the serial and model numbers will suffice for identification purposes in place of the VIN.

GM expressed two concerns. One was related to the proposal to require center of gravity distance information in metric units only. GM stated that such requirement will make it more difficult for purchasers of trucks and slide-in campers to determine the comparability of the combination units. GM argued that purchasers of new trucks who expect to use their old campers will have to convert metric/English units to determine the trucks' centers of gravity, and that many people do not know how to do that. GM suggested, therefore, that the center of gravity information depicted in Figures 2 and 4 be provided in both English and metric units.

The other concern was the absence of a proposed effective date. GM stated that if an effective date sooner than September 1, 1996, the start of model year 1997, were established, it would create a considerable cost burden on manufacturers by requiring them to revise and print new manuals and consumer information booklets to incorporate the new metric requirements. GM recommended, therefore, that an effective date no earlier than September 1, 1996 be established as the effective date of the proposed amendments.

Agency Analysis and Decision

(a) The agency is adopting its proposal for combining of the provisions of Standard No. 126 and § 575.103 and deleting the requirement for a separate VIN for slide-in campers for the reasons stated in the NPRM.

(b) Metric/English units of measurement. Section 5164 of the Omnibus Trade and Competitiveness Act, Pub. L. 100-418 (Act), established the metric system of measurements as the preferred system of weights and measures for U.S. trade and commerce. Executive Order No. 12770 directed Federal agencies to comply with the Act by adopting and publishing a conversion schedule in the Federal Register. NHTSA published for comment its plan to convert the Federal motor vehicle safety standards to metric measurements in the Federal Register

on April 21, 1992 (57 FR 14619). Based on five comments received in response to that notice, NHTSA published an NPRM on March 15, 1994 (59 FR 11962) proposing the initial group of standards to be converted to the metric system, one of which was Standard No. 126. After considering the submissions of 17 commenters, NHTSA published a final rule on March 14, 1995 converting Standard No. 126, among others, to metric measurements, followed by the equivalent English measurements in parentheses. Section 575.103 was not addressed in that final rule.

The agency considers GM's concerns to be reasonable with respect to the metrics-only measurements shown on Figures 2 and 4, particularly since Figure 1 shows both metric and English measurements. NHTSA's stated intention for issuing the truck/camper loading requirements was to provide useful information to consumers in the proper loading of campers into their companion trucks. Obviously, if the required labeling and illustrations are confusing or, at best, not helpful, then the central purpose of the truck/camper requirements is defeated. NHTSA agrees with GM, therefore, that if there is any possibility that consumers may become confused in attempting to convert metric and English units, both units should be shown in Figures 2 and 4. Accordingly, Figures 2 and 4 are amended to depict measurements shown first in metric units, followed by their equivalent English units in parentheses.

(c) Effective date. The agency also agrees with GM with respect to an effective date of this final rule, that is, that the amendments issued by this rule should be effective at the start of a new model year. The agency believes that an effective date of September 1, 1996 does not give manufacturers sufficient time to comply with the new requirements. Accordingly, the effective date of the requirements of this rule is established as September 1, 1997.

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This rulemaking document was not reviewed under E.O. 12866, *Regulatory Planning and Review*. NHTSA has considered the impact of this rulemaking action under the DOT's regulatory policies and procedures and has determined that it is not "significant" within the meaning of those policies and procedures.

The amendments promulgated in this rulemaking action are intended to reorganize certain existing requirements

and to eliminate a separate, unneeded requirement, thereby simplifying and streamlining the body of Federal regulations. The agency estimates that there will be no cost impact or lead time effects for either manufacturers, dealers, or consumers.

Elimination of the requirement for assigning and affixing a camper VIN will result in only minimal cost savings. Currently, camper manufacturers are required to place the camper VIN on the label containing other information about campers. Since camper manufacturers will continue to be required to place that label on their campers, being relieved of the necessity of placing a camper VIN on the label will at most enable the manufacturers to use a slightly smaller label.

Accordingly, the agency believes that the cost impacts of this rulemaking action will be so minimal as not to warrant the preparation of a full preliminary regulatory evaluation.

Regulatory Flexibility Act

NHTSA has also considered the impacts of this notice under the Regulatory Flexibility Act. I hereby certify that this rule will not have a significant economic impact on a substantial number of small entities. For the reasons stated above, this proposal will have no significant impact on manufacturers of slide-in campers and trucks capable of accommodating slide-in campers, thus will have no impact on the costs of those products. Accordingly, the agency has not prepared a preliminary regulatory flexibility analysis.

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

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980, Pub. L. 96-511, the agency notes that there are no information collection requirements associated with this rulemaking action.

Executive Order 12778 (Civil Justice Reform)

This rule has no retroactive effect. Under 49 U.S.C. 30103(b), whenever a Federal motor vehicle safety standard is in effect, a state or political subdivision thereof may prescribe or continue in effect a standard applicable to the same

aspect of performance of a motor vehicle only if the state's standard is identical to the Federal standard. However, the United States government, a state or political subdivision thereof may prescribe a standard for a motor vehicle or motor vehicle equipment for its own use that imposes a higher performance requirement than that required by the Federal standard. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. This section does not require submission of a petition for reconsideration or other administrative procedures 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.

§ 571.126 [Removed]

2. Section 571.126 is removed in its entirety from the CFR.

List of Subjects in 49 CFR Part 575

Consumer protection, Motor vehicle safety, Reporting and recordkeeping, Tires.

In consideration of the foregoing, 49 CFR part 575 is amended to read as follows:

PART 575—CONSUMER INFORMATION REGULATIONS

3. The authority citation for part 575 continues to read as follows:

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

4. Section 575.103 is revised to read as follows:

§ 575.103 Truck-camper loading.

(a) *Scope.* This section requires manufacturers of slide-in campers to affix to each camper a label that contains information relating to identification and proper loading of the camper and to provide more detailed loading information in the owner's manual. This section also requires manufacturers of trucks that would accommodate slide-in campers to

specify the cargo weight ratings and the longitudinal limits within which the center of gravity for the cargo weight rating should be located.

(b) *Purpose.* The purpose of this section is to provide information that can be used to reduce overloading and improper load placement in truck-camper combinations and unsafe truck-camper matching in order to prevent accidents resulting from the adverse effects of these conditions on vehicle steering and braking.

(c) *Application.* This section applies to slide-in campers and to trucks that are capable of accommodating slide-in campers.

(d) *Definitions.*

Camper means a structure designed to be mounted in the cargo area of a truck, or attached to an incomplete vehicle with motive power, for the purpose of providing shelter for persons.

Cargo Weight Rating means the value specified by the manufacturer as the cargo-carrying capacity, in pounds or kilograms, of a vehicle, exclusive of the weight of occupants in designated seating positions, computed as 68 kilograms or 150 pounds times the number of designated seating positions.

Slide-in Camper means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

(e) *Requirements.*—(1) *Slide-in Camper.*—(i) *Labels.* Each slide-in camper shall have permanently affixed to it, in such a manner that it cannot be removed without defacing or destroying it, and in a plainly visible location on an exterior rear surface other than the roof, steps, or bumper extension, a label containing the following information in the English language lettered in block capitals and numerals not less than 2.4 millimeters (three thirty-seconds of an inch) high, of a color contrasting with the background, in the order shown below and in the form illustrated in Figure 1.

(A) Name of camper manufacturer.

The full corporate or individual name of the actual assembler of the camper shall be spelled out, except that such abbreviations as "Co." or "Inc." and their foreign equivalents, and the first and middle initials of individuals may be used. The name of the manufacturer shall be preceded by the words "Manufactured by" or "Mfd by."

(B) Month and year of manufacture. It may be spelled out, such as "June 1995" or expressed in numerals, such as "695."

(C) The following statement completed as appropriate:

"Camper weight is _____ kg. (_____ lbs.) maximum when it

contains standard equipment, _____ liters (_____ gal.) of water, _____ kg. (_____ lbs.) of bottled gas, and _____ cubic meters (_____ cubic ft.) refrigerator (or icebox with _____ kg. (_____ lbs.) of ice, as applicable). Consult owner's manual (or data sheet, as applicable) for weights of additional or optional equipment."

(D) "Liters (or gal.) of water" refers to the volume of water necessary to fill the camper's fresh water tanks to capacity. "Kg. (or lbs.) of bottled gas" refers to the amount of gas necessary to fill the camper's bottled gas tanks to capacity. The statement regarding a "refrigerator" or "icebox" refers to the capacity of the refrigerator with which the vehicle is equipped or the weight of the ice with which the icebox may be filled. Any of these items may be omitted from the statement if the corresponding accessories are not included with the camper, provided that the omission is noted in the camper owner's manual as required in paragraph (e)(1)(ii) of this section.

(ii) *Owner's manual.* Each slide-in camper manufacturer shall provide with each camper a manual or other document containing the information specified in paragraph (e)(1)(ii) (A) through (F) of this section.

(A) The statement and information provided on the label as specified in paragraph (e)(1)(i) of this section. Instead of the information required by paragraphs (e)(1)(i)(B) of this section, a manufacturer may use the statements "See camper identification label located (as applicable) for month and year of manufacture." If water, bottled gas, or refrigerator (icebox) has been omitted from this statement, the manufacturer's information shall note such omission and advise that the weight of any such item when added to the camper should be added to the maximum camper weight figure used in selecting an appropriate truck.

(B) A list of other additional or optional equipment that the camper is designed to carry, and the maximum weight of each if its weight is more than 9 kg. (20 lbs) when installed.

(C) The statement: "To estimate the total cargo load that will be placed on a truck, add the weight of all passengers in the camper, the weight of supplies, tools, and all other cargo, the weight of installed additional or optional camper equipment, and the manufacturer's camper weight figure. Select a truck that has a cargo weight rating that is equal to or greater than the total cargo load of the camper and whose manufacturer recommends a cargo center of gravity

zone that will contain the camper's center of gravity when it is installed."

(D) The statements: "When loading this camper, store heavy gear first, keeping it on or close to the camper floor. Place heavy things far enough forward to keep the loaded camper's center of gravity within the zone recommended by the truck manufacturer. Store only light objects on high shelves. Distribute weight to obtain even side-to-side balance of the loaded vehicle. Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck-camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine axle loads. The load on an axle should not exceed its gross axle weight rating (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These weight ratings are given on the vehicle certification label that is located on the left side of the vehicle, normally on the dash panel, hinge pillar, door latch post, or door edge next to the driver on trucks manufactured on or after January 1, 1972. If weight ratings are exceeded, move or remove items to bring all weights below the ratings."

(E) A picture showing the location of the longitudinal center of gravity of the camper within an accuracy of 5 centimeters (2 inches) under the loaded condition specified in paragraph (e)(1)(i)(D) of this section in the manner illustrated in Figure 2.

(F) A picture showing the proper match of a truck and slide-in camper in the form illustrated in Figure 3.

(2) *Trucks.* (i) Except as provided in paragraph (e)(2)(ii) of this section, each manufacturer of a truck that is capable of accommodating a slide-in camper shall provide to the purchaser in the owner's manual or other document delivered with the truck, in writing and in the English language, the information specified in paragraphs (e)(2)(i) (A) through (E) of this section.

(A) A picture showing the manufacturer's recommended longitudinal center of gravity zone for the cargo weight rating in the form illustrated in Figure 4. The boundaries of the zone shall be such that when a slide-in camper equal in weight to the truck's cargo weight rating is installed, no GAWR of the truck is exceeded.

(B) The truck's cargo weight rating.

(C) The statements: "When the truck is used to carry a slide-in camper, the total cargo load of the truck consists of the manufacturer's camper weight figure, the weight of installed additional camper equipment not included in the manufacturer's camper weight figure, the weight of camper cargo, and the weight of passengers in the camper. The total cargo load should not exceed the truck's cargo weight rating and the camper's center of gravity should fall within the truck's recommended center of gravity zone when installed."

(D) A picture showing the proper match of a truck and slide-in camper in the form illustrated in Figure 3.

(E) The statements: "Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine axle

loads. Individual axle loads should not exceed either of the gross axle weight ratings (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These ratings are given on the vehicle certification label that is located on the left side of the vehicle, normally the dash, hinge pillar, door latch post, or door edge next to the driver. If weight ratings are exceeded, move or remove items to bring all weights below the ratings."

(ii) If a truck would accommodate a slide-in camper but the manufacturer of the truck recommends that the truck not be used for that purpose, the information specified in paragraph (e)(2)(i)(E) of this section shall not be provided but instead the manufacturer shall provide a statement that the truck should not be used to carry a slide-in camper.

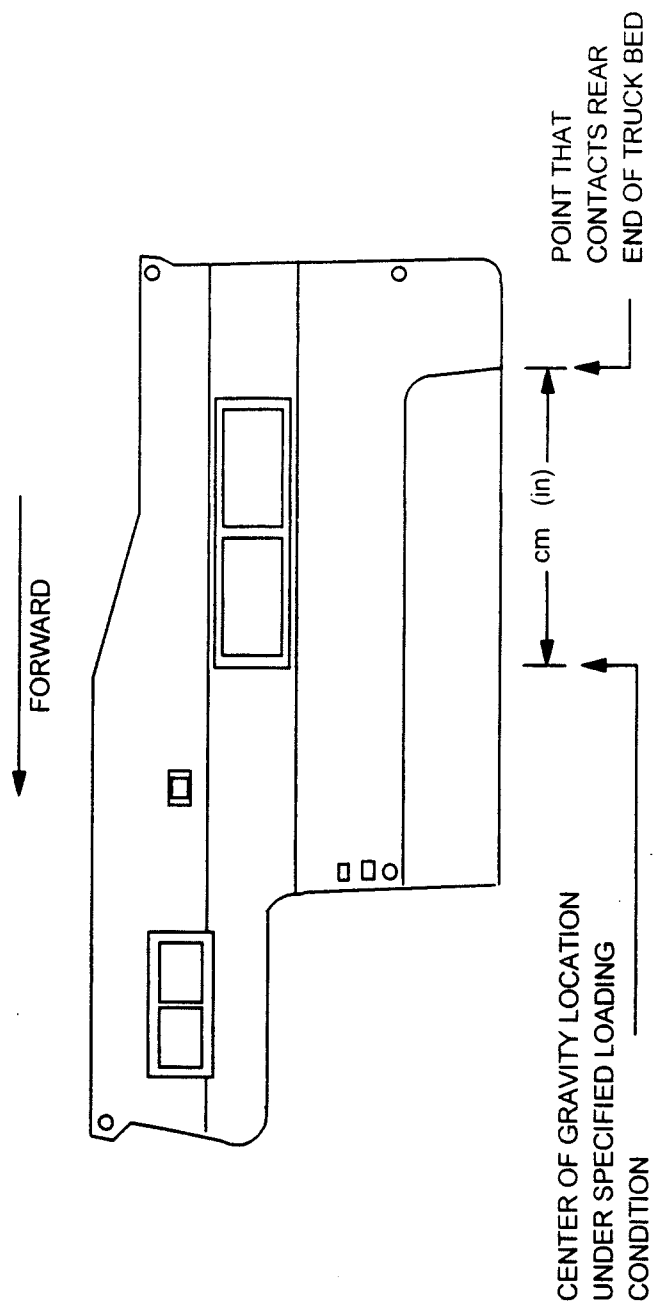
MFD. BY: (CAMPER MANUFACTURER'S NAME)

(MONTH AND YEAR OF MANUFACTURE)

CAMPER WEIGHT IS _____ KG
(_____ LB) MAXIMUM WHEN IT
CONTAINS STANDARD EQUIPMENT,
_____ LITERS (_____ GAL) OF
WATER, _____ KG (_____ LB)
OF BOTTLED GAS, AND _____
CUBIC METERS (_____ CUBIC FT)
REFRIGERATOR (OR ICEBOX WITH
_____ KG (_____ LB) OF ICE,
AS APPLICABLE). CONSULT OWNER'S
MANUAL (OR DATA SHEET AS
APPLICABLE) FOR WEIGHTS OF
ADDITIONAL OR OPTIONAL EQUIPMENT.

Figure 1. Label for Camper

BILLING CODE 4910-59-P

CAMPER MANUFACTURER'S NAME**FIGURE 2. CAMPER CENTER OF GRAVITY INFORMATION**

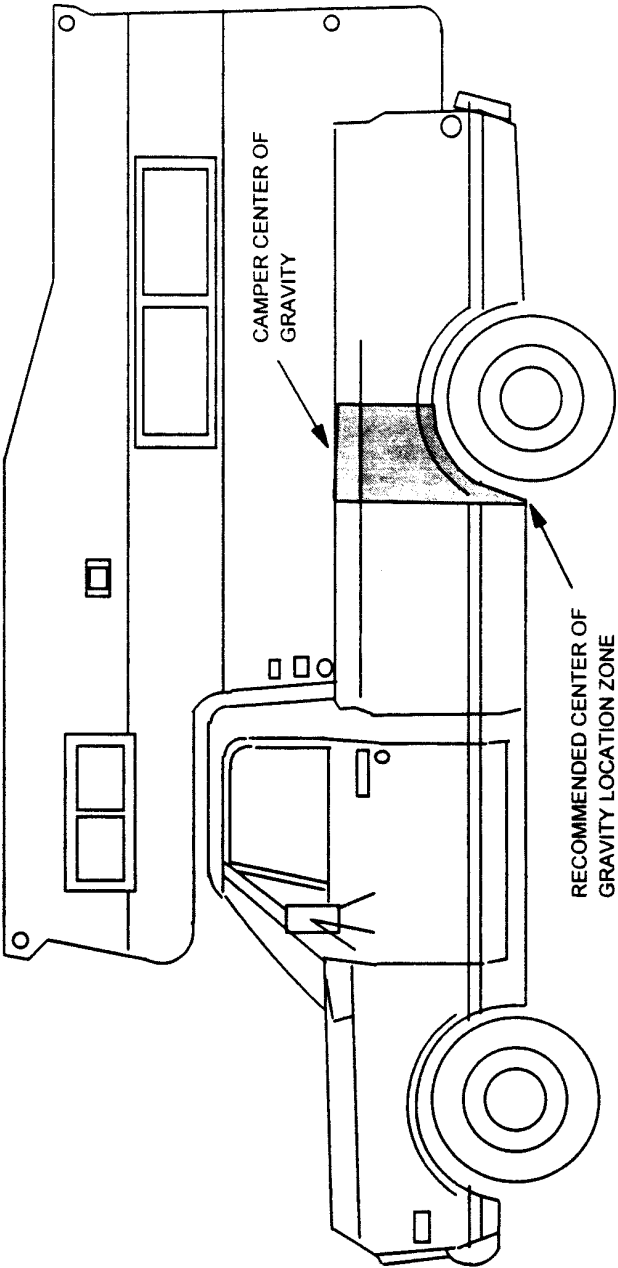


FIGURE 3. EXAMPLE OF PROPER TRUCK AND CAMPER MATCH

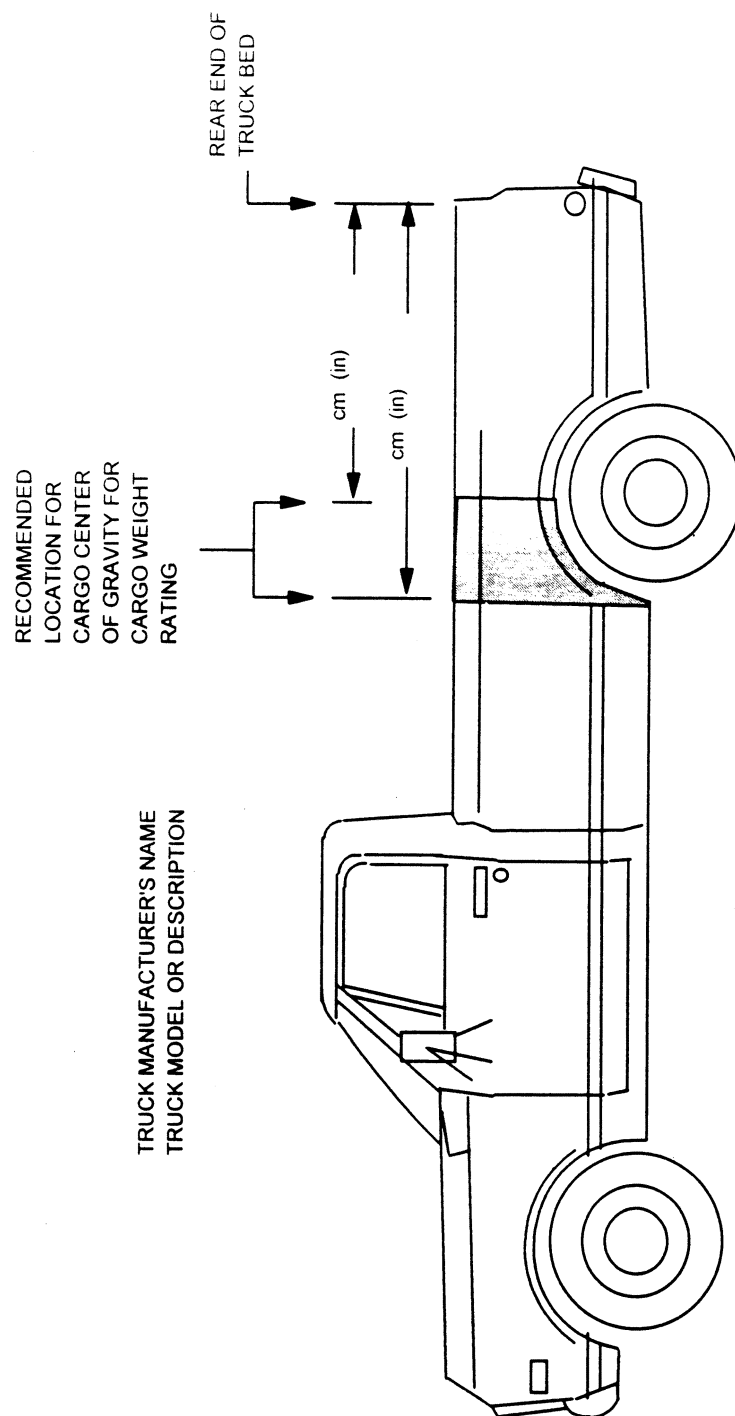


FIGURE 4. TRUCK LOADING INFORMATION

Issued on June 25, 1996.
Ricardo Martinez,
Administrator.
[FR Doc. 96-17751 Filed 7-11-96; 8:45 am]
BILLING CODE 4910-59-C