# § 571.208 Standard No. 208, Occupant **Crash Protection.**

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S7. Seat belt assembly requirements. As used in this section, a law enforcement vehicle means any vehicle manufactured primarily for use by the United States or by a State or local government for police or other law enforcement purposes. \*

S7.1.1.2(a) A seat belt assembly installed in a motor vehicle other than a forward control vehicle at any designated seating position other than the outboard positions of the front and second seats shall adjust either by a retractor as specified in S7.1.1 or by a manual adjusting device that conforms to § 571.209.

(b) A seat belt assembly installed in a forward control vehicle at any designated seating position other than the front outboard seating positions shall adjust either by a retractor as specified in S7.1.1 or by a manual adjusting device that conforms to § 571.209.

(c) A seat belt assembly installed in a forward-facing rear outboard seating position in a law enforcement vehicle shall adjust either by a retractor as specified in S7.1.1 or by a manual adjusting device that conforms to § 571.209.

S7.1.1.3 A Type 1 lap belt or the lap belt portion of any Type 2 seat belt assembly installed at any forward-facing outboard designated seating position of a vehicle with a gross vehicle weight rating of 10,000 pounds or less to comply with a requirement of this standard, except walk-in van-type vehicles and school buses, and except in rear seating positions in law enforcement vehicles, shall meet the requirements of S7.1 by means of an emergency locking retractor that conforms to Standard No. 209 (49 CFR 571.209).

\* S7.2 Latch mechanism. Except as provided in S7.2(e), each seat belt assembly installed in any vehicle shall have a latch mechanism that complies with the requirements specified in S7.2(a) through (d).

(a) The components of the latch mechanism shall be accessible to a seated occupant in both the stowed and operational positions;

(b) The latch mechanism shall release both the upper torso restraint and the lap belt simultaneously, if the assembly has a lap belt and an upper torso restraint that require unlatching for release of the occupant;

(c) The latch mechanism shall release at a single point; and;

(d) The latch mechanism shall release by a pushbutton action.

(e) The requirements of S7.2 do not apply to any automatic belt assembly. The requirements specified in S7.2(a) through (c) do not apply to any safety belt assembly installed at a forwardfacing rear outboard seating position in a law enforcement vehicle.

Issued on June 7, 1995.

#### **Barry Felrice**,

Associate Administrator for Safety Performance Standards. [FR Doc. 95-14401 Filed 6-12-95; 8:45 am] BILLING CODE 4910-59-P

### 49 CFR Part 571

[Docket No. 90-3; Notice 5]

**RIN 2127-AF63** 

# Federal Motor Vehicle Safety Standards; Air Brake Systems Air Compressor Cut-In

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation. **ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: In response to a petition for rulemaking submitted by the Truck **Trailer Manufacturers Association** (TTMA), this notice proposes to amend the requirement for the minimum air compressor cut-in pressure in Standard No. 121, Air Brake Systems, to require the automatic activation of the air compressor whenever the pressure in the air brake system drops below 100 psi. The agency has tentatively concluded that the proposed amendment would ensure that new truck tractors provide trailers with sufficient air pressure for release of the trailer parking brakes and provide adequate service braking.

DATES: Comments. Comments must be received on or before August 14, 1995.

Proposed Effective Date. The proposed amendment in this notice would become effective 30 days after publication of a final rule in the Federal Register.

**ADDRESSES:** Comments should refer to the docket and notice numbers above and be submitted to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Docket hours are 9:30 a.m. to 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Carter, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh

Street SW., Washington, DC 20590. (202 - 366 - 5274).

#### SUPPLEMENTARY INFORMATION:

## I. Background

Standard No. 121, Air Brake Systems, specifies performance and equipment requirements for braking systems on vehicles equipped with air brakes, including a requirement specifying the minimum air pressure at which a towing vehicle's air compressor governor must automatically activate. The governor maintains reservoir air pressure between predetermined minimum and maximum pressures. Under the current requirement in S5.1.1.1, the governor must automatically activate the air compressor when air pressure in the reservoir falls to 85 psi. Currently manufactured air brake systems typically operate between 100 psi and 120 psi.

NHTSA adopted the air compressor governor minimum cut-in requirement in S5.1.1.1 on October 8, 1991. (56 FR 50666) The agency explained that, under this requirement, the air compressor on a tractor will be activated to restore or maintain pressure in the brake supply system until the air leak is detected and corrected. The agency further stated that since most vehicles already comply with this requirement, it would not result in an undue burden for manufacturers.

The October 1991 final rule also simplified requirements applicable to air brake systems by amending Standard No. 121 to delete the requirement for each trailer to have a separate protected reservoir for the purpose of releasing the parking brake. Under the rule, air pressure from the tractor supply lines may be used to release the trailer parking brakes rather than air from a separate reservoir. The final rule also specified requirements for a minimum air pressure of 70 p.s.i. in the trailer's supply line in the event of pneumatic failure and for prevention of the automatic application of the trailer parking brakes while the minimum trailer supply line air pressure is maintained.

### **II. Rulemaking Petition**

On August 2, 1994, the Truck Trailer Manufacturers Association (TTMA) submitted a petition for rulemaking to amend Standard No. 121 to increase the minimum air pressure governor cut-in requirement in S5.1.1.1 from 85 psi to 100 psi. The petitioner stated that its requested amendment is necessary to assure that new truck tractors provide air braked trailers with sufficient