

transmittance of greater than 70 percent have been installed.

Ford supports its application for inconsequential noncompliance with the following:

In Ford's judgement, the condition is inconsequential as it relates to motor vehicle safety. Computer modeling studies and in-car evaluations previously conducted by Ford to assess the effect of reduced light transmittance windshields showed that even a 5 point reduction in the percentage of light transmittance, from 65 to 60 percent, resulted in a reduction in seeing distance of only 1 to 2 percent during night time driving, and little or no reduction in seeing distance during dusk and daytime driving. Based on these studies, the subject Continental front door windows with 68 percent light transmittance (67.5 percent at the door window installed angle) would be expected to result in no significant reduction (less than 1 percent) in seeing distance during night time driving, and virtually no reduction during dusk and daytime driving, compared to glass with a 70 percent transmittance. Reductions in seeing distances 2 percent or less have no practical or perceivable effect on driver visibility based on observers' reports in vehicle evaluations by Ford of windshields with line-of-sight transmittance in the 60 to 65 percent range.

The stated purpose of FMVSS No. 205 to which the light transmittance requirements are directed is "to ensure a necessary degree of transparency in motor vehicle windows for driver visibility." NHTSA, in its March, 1991 "Report to Congress on Tinting of Motor Vehicle Windows," concluded that the light transmittance of windows of the then new passenger cars that complied with Standard No. 205 did not present an unreasonable risk of accident occurrence. The "new passenger cars" that were considered to not present an unreasonable risk had effective line-of-sight light transmittances through the windshields as low as approximately 63 percent (determined by a 1990 agency survey, the results of which were included in the report). While light transmittance and driver visibility through front door windows is important to safe operation of motor vehicles, it is not as important as driver visibility through vehicle windshields. It follows that if light transmittance levels as low as 63 percent through windshields do not present an unreasonable risk to safety, then the side window glass in the subject Continentals also presents no unreasonable risk to safety.

Therefore, while the use of front window glazing with luminous transmittance less than 70 percent is technically a noncompliance, we believe the condition presents no risk to motor vehicle safety.

No comments were received on the application.

In assessing the effect of reduced light transmittance in windshields via computer modeling and in-car evaluations, Ford found that a five point reduction in the percentage of light transmittance in windshields, from 65 to 60 percent, resulted in a reduction in seeing distance of one to two percent at

night and little to no reduction in daylight. NHTSA concurs with Ford that these test data show that a two point reduction in the percentage of light transmittance, from 70 to 68 percent in the side windows, would reduce seeing distance negligibly.

In addition, Ford cites a 1991 NHTSA report to Congress in which the agency concluded that the light transmittance of windows in new passenger cars that comply with FMVSS No. 205 did not present an unreasonable risk of accident occurrence. While the windshields in these vehicles had 70 percent or greater light transmittance when tested according to the FMVSS No. 205 compliance test, they had effective line-of-sight light transmittances as low as 63 percent. The light transmittance values obtained when testing in the line-of-sight direction are generally lower than those obtained using the FMVSS No. 205 compliance test because the windows are tested at the angle at which they are installed. The FMVSS No. 205 compliance test specifies that the light transmittance be tested perpendicularly to the surface of the window. When tested at the installation angle, less light is transmitted. The subject windows have a line-of-sight light transmittance of 67.5 percent. NHTSA agrees with Ford that this information supports granting its petition.

In consideration of the foregoing, NHTSA finds that the applicant has met its burden of persuasion that the noncompliance herein described is inconsequential to safety. Accordingly, its application is granted, and the applicant is exempted from providing the notification of the noncompliance that is required by 49 U.S.C. 30118, and from remedying the noncompliance, as required by 49 U.S.C. 30120.

(15 U.S.C. 1417; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: June 8, 1995.

**Barry Felrice,**

*Associate Administrator for Safety Performance Standards.*

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## Research and Special Programs Administration

### International Standards on the Transport of Dangerous Goods; Public Meeting

**AGENCY:** Research and Special Programs Administration (RSPA), Department of Transportation.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice is to advise interested persons that RSPA will conduct a public meeting to exchange views on proposals submitted to the tenth session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

**DATES:** July 6, 1995 at 9:30 a.m.

**ADDRESSES:** Room 6200, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Frits Wybenga, International Standards Coordinator, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-0656.

**SUPPLEMENTARY INFORMATION:** This meeting will be held in preparation for the tenth session of the Sub-Committee of Experts on the Transport of Dangerous Goods to be held July 10 to 21, 1995 in Geneva, Switzerland. During this public meeting U.S. positions on proposals submitted to the tenth session of the Sub-Committee will be discussed. Topics to be covered include matters related to explosives including the United Nations (UN) External Fire (Bonfire) Test, restructuring the UN Recommendations on the Transport of Dangerous Goods into a model rule, criteria for environmentally hazardous substances, review of intermodal portable tank requirements, review of the requirements applicable to small quantities of hazardous materials in transport (limited quantities), classification of individual substances, requirements for bulk and non-bulk packagings used to transport hazardous materials, infectious substances international harmonization of classification criteria.

The public is invited to attend without prior notification.

## Documents

Copies of documents submitted to the tenth session of the UN Sub-Committee meeting may be obtained from RSPA. A listing of these documents is available on the Hazardous Materials Information Exchange (HMIX), RSPA's computer bulletin board. Documents may be ordered by filling out an on-line request form on the HMIX or by contacting RSPA's Dockets Unit (202-366-5046). For more information on the use of the HMIX system, contact the HMIX information center; 1-800-PLANFOR (752-6367); in Illinois, 1-800-367-9592; Monday through Friday, 8:30 a.m. to 5 p.m. Central time. The HMIX may also be accessed via the Internet at [hmix.dis.anl.gov](http://hmix.dis.anl.gov).

After the meeting, a summary of the public meeting will also be available