purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. 49 CFR part 512.

All comments received before the close of business on the comment closing date indicated above for the proposal will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Comments received too late for consideration in regard to the final rule will be considered as suggestions for further rulemaking action. Comments on the proposal will be available for inspection in the docket. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

### List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles.

In consideration of the foregoing, it is proposed that 49 CFR part 571 be amended as follows:

# PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

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

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

## § 571.209 [Amended]

- 2. Section 571.209 would be amended by removing S4.2(g), S4.2(h), S5.1(g) and S5.1(h).
- 3. Section 571.213 would be amended by revising S5.4.1(b) to read as follows:

§ 571.213 Standard No. 213; Child restraint systems.

\* \* \* \* \* S5.4.1 \* \* \* (b) Meet the requirements of S4.2 (e) and (f) of FMVSS No. 209 (§ 571.209); and

Issued on: June 14, 1995.

# Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-14901 Filed 6-16-95; 8:45 am] BILLING CODE 4910-59-P

#### 49 CFR Part 571

[Docket No. 95-48; Notice 1]

RIN 2127-AF71

### Federal Motor Vehicle Safety Standards; Wheel Nuts, Wheel Discs, and Hub Caps

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

**SUMMARY:** NHTSA proposes to rescind Federal Motor Vehicle Safety Standard No. 211, Wheel Nuts, Wheel Discs, and Hub Caps. This proposed action is part of NHTSA's efforts to implement the President's Regulatory Reinvention Initiative to remove unnecessary regulations. The agency has tentatively concluded that Standard No. 211 is unnecessarily design-restrictive. Moreover, to the extent that there are safety concerns in this area, the agency believes they are more appropriately addressed by State laws concerning vehicle use than by a Federal motor vehicle safety standard.

**DATES:** Comments must be received on or before August 3, 1995.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to: Docket Section, Room 5109, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590. It is requested, but not required, that 10 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

FOR FURTHER INFORMATION CONTACT: Ms. Margaret Gill, Office of Vehicle Safety Standards, Office of Rulemaking, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590. Ms. Gill's telephone number is (202) 366–6651. The FAX number is (202) 366–4329.

#### SUPPLEMENTARY INFORMATION:

# **President's Regulatory Reinvention Initiative**

Pursuant to the March 4, 1995 directive "Regulatory Reinvention Initiative" from the President to the heads of departments and agencies, NHTSA has undertaken a review of its regulations and directives. During the course of this review, NHTSA identified certain regulations that could be rescinded as unnecessary. Among these regulations is Federal Motor Vehicle Safety Standard No. 211, Wheel Nuts, Wheel Discs, and Hub Caps (49 CFR 571.211). After a background review, NHTSA explains why it believes Standard No. 211 is unnecessary, and thus proposes to rescind the Standard.

#### **Background**

Standard No. 211 was issued in 1967 (32 FR 2408) as one of the initial Federal Motor Vehicle Safety Standards. Since Standard No. 211 applies to motor vehicles and motor vehicle equipment, both vehicle manufacturers and manufacturers of motor vehicle equipment must meet the requirements of Standard No. 211. For many years, Standard No. 211 prohibited all wheel nuts, wheel discs, and hub caps (referred to generically hereafter as "hub caps") that incorporate "winged projections," based on a concern that such projections can pose a hazard to pedestrians and cyclists.

On January 15, 1993, NHTSA published in the **Federal Register** (58 FR 4582) a final rule amending Standard No. 211 to permit "winged projections" on hub caps if, when installed on a wheel rim, the projections do not extend beyond the plane of the wheel rim. NHTSA amended Standard No. 211 after concluding that "winged projections" that do not extend beyond the plane on hub caps do not compromise pedestrian or cyclist safety. Persons who are interested in a more detailed explanation for that conclusion are referred to the January 1993 final rule and the preceding notice of proposed rulemaking (57 FR 24207, June 8, 1992).

The rulemaking which culminated in the January 1993 amendment was initiated in response to a petition submitted by several hub cap manufacturers. After the amendment was published, however, NHTSA received information indicating that the amendment did not provide the regulatory relief that had been requested by the petitioners and anticipated by the agency in issuing the amendment.

John Russell Deane III, an attorney representing the petitioners, wrote to express concern about certain language in the preamble to the January 1993 final rule. NHTSA had stated:

The agency's intent [in the proposed regulatory text] was to prohibit winged hub caps only if, when the hub cap is installed on any wheel rim/axle combination on which the hub cap fits, the projections extend