Comments

Interested persons are invited to submit written comments on the amendments proposed in this rulemaking action. It is requested but not required that any comments be submitted in 10 copies.

Comments must not exceed 15 pages in length (49 CFR 553.21). This limitation is intended to encourage commenters to detail their primary arguments in concise fashion. Necessary attachments, however, may be appended to those comments without regard to the 15-page limit.

If a commenter wishes to submit certain information under a claim of confidentiality, 3 copies of the complete submission including the purportedly confidential business information should be submitted to the Chief Counsel, NHTSA at the street address shown above, and 7 copies from which the purportedly confidential information has been expunged should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in 49 CFR 512, the agency's confidential business information regulation.

All comments received on or before the close of business on the comment closing date indicated above for the proposal will be considered, and will be available to the public for examination in the docket at the above address both before and after the closing date. To the extent possible, 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 public inspection in the docket. NHTSA will continue file relevant information in the docket after the closing date, and it is recommended that interested persons continue to monitor the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the rules docket should enclose a selfaddressed 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 575

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

In consideration of the foregoing, 49 CFR Part 575 would be amended as follows;

PART 575—CONSUMER INFORMATION REGULATIONS

1. The authority citation for Part 575 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.

2. Section 575.104 would be amended by revising paragraph (g).

§ 575.104 Uniform tire quality grading standards.

[Alternative 1 to paragraph (g)]: (g) *Fuel economy grading.* The fuel economy grade is calculated as follows:

(1) The tire's rolling resistance coefficient is determined in accordance with the procedures of SAE Recommended Practice J-1269, Rolling **Resistance Measurement Procedure for** Passenger Car, Light Truck, and Highway Truck and Bus Tires, revised March, 1987 (SAE J-1269). In evaluating the rolling resistance coefficient (using the regression equation from the SAE J-1269 procedure), use the load value specified in Standard No. 109 New Pneumatic Tires (49 CFR 571.109) for the tire and its corresponding test pressure specified in Table II of Standard No. 109, for the high speed performance test.

(2) The rolling resistance coefficient (C_r) is the ratio of rolling resistance force (F_r) to the normal load (F_n) on the tire: or

$$C_r = \frac{F_r}{F_n}$$

Example No 1: $F_n = 1,100$ pounds of force (lbf); $F_r = 8$ lbf; then

$$C_r = \frac{8}{1.100} = 0.00727s$$

A rolling resistance coefficient of 0.00727 would result in a grade of "A" for fuel economy.

Example No. 2: $F_n = 1,100$ lbf, and $F_r = 18$ lbf, then

$$C_r = \frac{18}{1.100} = 0.01636$$

A rolling resistance coefficient of 0.01636 would result in a grade of "C" for fuel economy.

[Alternative 2 to paragraph (g)]: (g) *Fuel economy grading.* The fuel

economy grade is calculated as follows: (1) The tire's rolling resistance

coefficient is determined in accordance with the procedures of SAE Recommended Practice J–1269, Rolling Resistance Measurement Procedure for Passenger Car, Light Truck, and Highway Truck and Bus Tires, revised March, 1987 (SAE J–1269). In evaluating the rolling resistance coefficient (using the regression equation from the SAE J– 1269 procedure), use the load value specified in Standard No. 109 *New Pneumatic Tires* (49 CFR 571.109) for the tire and its corresponding test pressure specified in Table II of Standard No. 109 for the high speed performance test.

(2) The rolling resistance coefficient (C_r) is the ratio of rolling resistance force (F_r) to the normal load (F_n) on the tire: or

$$C_r = \frac{F_r}{F_r}$$
.

Example No. 1: $F_n = 1,100$ pounds force (lbf); $F_r = 8$ lbf; then

$$C_r = \frac{8}{1.100} = 0.00727$$

Example No. 2: $F_n = 1,100$ lbf, and $F_r = 18$ lbf; then

$$C_r = \frac{18}{1,100} = 0.01636.$$

(3) Determine the tire's fuel economy grade by subtracting its rolling resistance coefficient from 0.0150, then multiply by 1,333. The resulting number, rounded to the nearest whole number, is the fuel economy grade, expressed as a percentage.

(i)(A) Using the numbers in Example No. 1 in paragraph (g)(2) of this section, given the rolling resistance coefficient (C_r) of 0.00727, the fuel economy grade (F_g) would be calculated as follows:

- $F_{y} = (0.0150 0.00727) \times 1,333$
 - = (0.00773) x 1,333 = 10.30 percent, rounded to 10 percent.

(B) This would represent an increase of 10 percent in fuel economy, expressed as a fuel economy grade of "10%".

(ii) Using the numbers in Example No. 2 in paragraph (g)(2) of this section: If $F_n = 1,100$ lbf, and $F_r = 18$ lbf, then

 $F_g = (0.0150 - 0.01636) \times 1,333$

= (-0.00136) x 1,333 = -1.82 or 0 percent

A negative value represents a 0 percent increase in fuel economy, and would be expressed as a fuel economy grade of "0%".

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Barry Felrice,

Associate Administrator for Safety Performance Standards.

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