which represents a consensus of the CNG fuel container industry.

d. *Service pressure.* SCI petitioned the agency to specify that ''Service pressure'' be on the container label, rather than ''Maximum service pressure'' as required by S7.4(c). Since ''Service pressure'' is defined in FMVSS No. 304, not ''Maximum service pressure,'' SCI stated that this revision to the label would retain consistent terminology.

NHTSA has decided to adopt SCI's request to specify ''service pressure'' on the container label. The agency notes that the term ''maximum service pressure,'' as required to be on the container label in FMVSS No. 304, was intended to mean the same as ''service pressure.'' Thus, the agency was using the two terms interchangeably, even though FMVSS No. 304 defines ''service pressure'' but not ''maximum service pressure.'' The agency believes that use of the two different terms in FMVSS No. 304 could be confusing. Specifically, the term ''maximum service pressure'' could be construed to mean a higher pressure than what was intended in FMVSS No. 304. Therefore, S7.4(c) has been revised to read:

''Service Pressure _____ kPa
(_____ psig).''

e. *Symbol ''DOT''.* Section S7.4(d) requires the symbol ''DOT'' to be placed on the container label as the manufacturer's certification that the container complies with all requirements of FMVSS No. 304. SCI stated that the container label symbol ''DOT'' is not meaningful and should be expanded to include the standard and effective date, ''DOT FMVSS–304–0395.''

NHTSA has decided not to adopt SCI's request to modify the labeling requirement related to the symbol ''DOT.'' The agency believes that the information requested by SCI would create additional confusion. The agency further notes that the use of the symbol ''DOT'' in FMVSS No. 304 is readily understood in the motor vehicle industry and is consistent with its use in other FMVSSs for items of motor vehicle equipment, such as FMVSS No. 106, *Brake Hoses*, and FMVSS No. 109, *New pneumatic tires.* The agency decided not to specify the version of the standard, since the agency typically does not reissue standards *en toto* every few years. Rather, at most, it periodically amends specific provisions in a standard. Therefore, the agency does not refer to its standards as the 1995 version of a particular standard.

f. *Service life.* SCI petitioned the agency to specify a 15 year service life for CNG containers since FMVSS No. 304's pressure cycling test of 18,000 cycles is based on 15 years (four refuelings per day, 300 days per year for 15 years).

NHTSA does not have the authority to regulate the length of time that the public uses an item of motor vehicle equipment, such as a CNG container. The agency does have authority to specify labeling requirements that address a CNG container's service life. The agency is currently reviewing comments on this matter in response to a December 1994 supplemental notice of proposed rulemaking (SNPRM) that proposed a container label requirement specifying a container life of 15 years or a time period specified by the manufacturer. (59 FR 65299, December 19, 1994). If the agency determines that labeling CNG containers with a service life is appropriate, it will do so in the context of that rulemaking.

g. *Qualification/batch test requirements.* Norris requested that FMVSS No. 304 define ''design family.'' It also stated that neither qualification nor batch test requirements are spelled out. Such a requirement would be consistent with RSPA's method of regulating CNG containers.

Norris' request for FMVSS No. 304 to include information about ''design family'' and other manufacturing considerations would be inconsistent with how Federal motor vehicle safety standards are generally promulgated. The manufacturer typically must certify that *each* container it manufactures complies with the standard. Therefore, to comply with FMVSS No. 304, each container must be capable of meeting the applicable requirements, such as the burst test, and be certified to meet them. In rare situations such as the flasher requirements in FMVSS No. 108, *Lamps, reflective devices, and associated equipment*, establishing compliance to the standard through batch testing is permitted.

Given that a batch testing requirement is typically disfavored by the agency and that the consequences for a failed CNG container are likely much more dangerous than a failed flasher, NHTSA believes that it is necessary for a CNG container manufacturer to certify the compliance of each CNG container.

NHTSA notes that in contrast to NHTSA's framework, RSPA authorizes batch testing so that each container need not be certified as complying with its requirements. Terms such as design family, qualification testing, or batch are used in ANSI/NGV2, and RSPA requirements for DOT cylinders. For example, ANSI/NGV2 requires qualification tests, such as the burst test, only when certain design changes are made to a particular design of CNG containers. In addition, manufacturer tests are sometimes done on batches or lots of 200 cylinders. Based on the above considerations, it would be inappropriate to require the information requested by Norris.

5. Test Conditions

a. *Diesel fuel in bonfire test.* NHTSA received two petitions for reconsideration to amend S8.3.6, which addresses the bonfire test's use of diesel fuel. Flxible petitioned the agency to allow the use of a wood-fueled bonfire test rather than diesel fuel. It stated that fire marshals and other authorities have placed restrictions on the use of diesel fuel. SCI stated that the use of diesel fuel would adversely affect the environment, but offered no alternative.

NHTSA has decided not to amend FMVSS No. 304 with respect to the bonfire test's fuel in today's notice. Instead, the agency is currently reviewing comments on this matter in response to a SNPRM that included a proposal to amend the bonfire test to allow alternative types of fuel given the potential environmental problems with using diesel fuel. If the agency determines that the bonfire test's fuel needs to be changed, it will do so in the context of that rulemaking.

b. *More detail in bonfire test.* PST requested that NHTSA define the bonfire test in more detail. Paragraph S8.3.10 states that, during the bonfire test, ''[t]he average wind velocity at the container is not to exceed 2.24 meters per second (5 mph).'' The petitioner stated that in some conditions, a 2.24 meters per second wind might preclude the container from being totally engulfed in flames. This consideration led PST to recommend that this requirement should instead read ''* * * 5 mph or less if necessary to achieve full impingement and engulfment.'' PST indicated that it uses a system of wind shields during its testing to assure full impingement or engulfment.

NHTSA has decided not to amend the bonfire test in FMVSS No. 304. The agency notes that since S8.3.2 and S8.3.3 specify full flame impingement or engulfment of the container during testing, allowing a wind speed of up to 2.24 meters per second will not preclude total flame impingement or engulfment. The agency notes that a manufacturer is not precluded from using wind shields to assure that full flame impingement or engulfment is achieved.

c. *Venting of container during bonfire test.* Section S7.3 specifies that during the bonfire test, the CNG container shall