S7.9.2. * * *

(a) IBT: ≥65 °C (149 °F), ≥100 °C (212 °F).

* * * * *

S7.9.3. *Performance requirements.* The service brakes on a vehicle equipped with one or more variable brake proportioning systems, in the event of any single functional failure in any such system, shall continue to operate and shall stop the vehicle as specified in S7.9.3(a) or S7.9.3(b).

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S7.10.1. *General information.* This test is for vehicles manufactured with or without a split service brake system.

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S7.10.3. * * *

(a) IBT: ≥65 °C (149 °F), ≥100 °C (212 °F).

* * * * *

(c) Pedal force: ≥65N (14.6 lbs), ≥500 N (112.4 lbs).

* * * * *

(f) Alter the service brake system to produce any one rupture or leakage type of failure other than a structural failure of a housing that is common to two or more subsystems.

* * * * *

S7.10.4. *Performance requirements.* For vehicles manufactured with a split service brake system, in the event of any rupture or leakage type of failure in a single subsystem, other than a structural failure of a housing that is common to two or more subsystems, and after activation of the brake system indicator as specified in S5.5.1, the remaining portions of the service brake system shall continue to operate and shall stop the vehicle as specified in S7.10.4(a) or S7.10.4(b). For vehicles not manufactured with a split service brake system, in the event of any one rupture or leakage type of failure in any component of the service brake system and after activation of the brake system indicator as specified in S5.5.1, the vehicle shall by operation of the service brake control stop 10 times consecutively as specified in S7.10.4(a) or S7.10.4(b). Each of the 10 stops shall meet the applicable stopping distance requirement.

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S7.11. *Brake power unit or brake power assist unit inoperative (System depleted).*

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S7.11.3. * * *

(a) IBT: ≥65 °C (149 °F), ≤100 °C (212 °F).

* * * * *

(h) If the brake power unit or power assist unit operates in conjunction with a backup system and the backup system is automatically activated in the event of a primary power service failure, the backup system is operative during this test.

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S7.12. *Parking brake.*

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S7.12.2. * * *

(d) Parking brake applications: 1 application and up to 2 reapplications, if necessary.

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S7.13.3. * * *

(a) * * *

(1) Establish an IBT before the first brake application (snub) of ≥55 °C (131 °F), ≤65 °C (149 °F).

* * * * *

(d) * * *

(1) Maintain a constant deceleration rate of 3.0 m/s^2 (9.8 fps^2).

* * * * *

S7.14.3. * * *

(c) Pedal force:

(1) The first stop is done with an average pedal force not greater than the average pedal force recorded during the shortest GVWR cold effectiveness stop.

* * * * *

(i) Immediately after completion of the second hot performance stop, drive 1.5 km (0.93 mi) at 50 km/h (31.1 mph) before the first cooling stop.

* * * * *

S7.15.3. * * *

(d) Deceleration rate: Maintain a constant deceleration rate of 3.0 m/s^2 (9.8 fps^2).

* * * * *

S7.16.3. * * *

(c) Pedal force: The average pedal force shall not be greater than the average pedal force recorded during the shortest GVWR cold effectiveness stop.

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Issued on July 18, 1995.

Ricardo Martinez,

Administrator.

[FR Doc. 95–18106 Filed 7–21–95; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 611

[Docket No. 950710176–5176–01; I.D. 061295A]

RIN 0648–AE50

Foreign Fishing Regulations; Approval of Preliminary Management Plan (PMP) for Atlantic Herring and Modification of Subpart C of the Foreign Fishing Regulations

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Interim final rule.

SUMMARY: NMFS announces the approval of the PMP for Atlantic herring and issues this interim final rule to modify the foreign fishing regulations pertaining to the Northwest Atlantic Ocean fishery. In accordance with the PMP, Atlantic herring is removed from the list of species prohibited for possession by foreign vessels and is added to the allocated species list for the exclusive economic zone (EEZ). This rule also removes the foreign fishing regulations pertaining to Atlantic hakes. The PMP sets the initial specifications for Atlantic herring and this rule provides a mechanism for modifying the initial specifications for that species. This rule also removes silver hake and red hake from the allocated species list and adds them, along with several other multispecies finfish, to the prohibited species list. The intended effect of this rule is to encourage the U.S. harvest of an underutilized segment of the stock of Atlantic herring by allowing the issuance of permits to foreign vessels to receive herring from U.S. vessels.

DATES: Effective July 21, 1995. Public comments are invited through August 23, 1995 and should be sent to Dr. Andrew A. Rosenberg, (see **ADDRESSES** below).

ADDRESSES: Copies of the PMP/Environmental Assessment supporting this action may be obtained from Dr. Andrew A. Rosenberg, Regional Director, National Marine Fisheries Service, One Blackburn Drive, Gloucester, MA 01930.

FOR FURTHER INFORMATION CONTACT: E. Martin Jaffe, NMFS, Fishery Policy Analyst, 508–281–9272.

SUPPLEMENTARY INFORMATION: The U.S. Atlantic coastal herring resource has grown rapidly from less than 100,000 metric tons (mt) (220 million lb (m lb))