vehicle's fuel tank and then operate the engine until it stops. Then, add Stoddard solvent to the test vehicle's fuel tank in an amount which is equal to not less than 92 percent and not more than 94 percent of the fuel tank's usable capacity stated by the vehicle's manufacturer. In addition, add the amount of Stoddard solvent needed to fill the entire fuel system from the fuel tank through the engine's induction system.

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S6.11 *Impact reference line.* Place a vertical reference line at the location described below on the side of the vehicle that will be struck by the moving deformable barrier:

S6.11.1 *Passenger cars.*

(a) For vehicles with a wheelbase of 114 inches or less, 37 inches forward of the center of the vehicle's wheelbase.

(b) For vehicles with a wheelbase greater than 114 inches, 20 inches rearward of the centerline of the vehicle's front axle.

S6.11.2 *Multipurpose passenger vehicles, trucks and buses.*

(a) For vehicles with a wheelbase of 98 inches or less, 12 inches rearward of the centerline of the vehicle's front axle, except as otherwise specified in paragraph (d) of this section.

(b) For vehicles with a wheelbase of greater than 98 inches but not greater than 114 inches, 37 inches forward of the center of the vehicle's wheelbase, except as otherwise specified in paragraph (d) of this section.

(c) For vehicles with a wheelbase greater than 114 inches, 20 inches rearward of the centerline of the vehicle's front axle, except as otherwise specified in paragraph (d) of this section.

(d) At the manufacturer's option, for different wheelbase versions of the same model vehicle, the impact reference line may be located by the following:

(1) Select the shortest wheelbase vehicle of the different wheelbase versions of the same model and locate on it the impact reference line at the location described in (a), (b) or (c) of this section, as appropriate;

(2) Measure the distance between the seating reference point (SgRP) and the impact reference line;

(3) Maintain the same distance between the SgRP and the impact reference line for the version being tested as that between the SgRP and the impact reference line for the shortest wheelbase version of the model.

(e) For the compliance test, the impact reference line will be located using the procedure used by the manufacturer as the basis for its certification of compliance with the requirements of this standard. If the manufacturer did not use any of the procedures in this section, or does not specify a procedure when asked by the agency, the agency may locate the impact reference line using either procedure.

* * * * *

S7. *Positioning procedure for the Part 572 Subpart F Test Dummy.* Position a correctly configured test dummy, conforming to subpart F of part 572 of this chapter, in the front outboard seating position on the side of the test vehicle to be struck by the moving deformable barrier and, if the vehicle has a second seat, position another conforming test dummy in the second seat outboard position on the same side of the vehicle, as specified in S7.1 through S7.4. Each test dummy is restrained using all available belt systems in all seating positions where such belt restraints are provided. In addition, any folding armrest is retracted.

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Issued on: July 20, 1995.

Ricardo Martinez,

Administrator.

[FR Doc. 95–18275 Filed 7–27–95; 8:45 am]

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49 CFR Part 571

[Docket No. 85–07; Notice 10]

RIN 2127–AF23

Federal Motor Vehicle Safety Standards; Air Brake Systems Control Line Pressure Balance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Final rule.

SUMMARY: In response to a petition for rulemaking submitted by Sealco Air Controls, this document amends the control line pressure differential requirements in Standard No. 121, *Air Brake Systems*, for converter dollies and trailers designed to tow other air braked vehicles. The agency has concluded that the amendments will improve the braking compatibility of such vehicles by allowing the use of a relay valve known as a spool-type low opening valve.

DATES: *Effective date.* The amendments in this document become effective August 28, 1995.

Petitions for reconsideration. Any petitions for reconsideration of this rule must be received by NHTSA no later than August 28, 1995.

ADDRESSES: Petitions for reconsideration of this rule should refer to Docket No. 85–07; Notice 10 and should be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Carter, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202–366–5274).

SUPPLEMENTARY INFORMATION:

I. Background

Standard No. 121, *Air Brake Systems*, establishes performance and equipment requirements for braking systems on vehicles equipped with air brakes, including requirements for pneumatic timing. NHTSA recently amended the control signal pressure differential requirements of Standard No. 121, with respect to converter dollies and towing trailers. (57 FR 37902; August 21, 1992) The amendment specifically requires that, for trailers and converter dollies manufactured after August 23, 1993, the pressure differential between the control line input coupling and a 50 cubic inch test reservoir connected to the rear control line output coupling shall not exceed 1 psi at all input pressures between 5 psi and 20 psi and 2 psi at all input pressures greater than 20 psi. Input pressures below 20 psi represent routine braking applications, while input pressures between 20 psi and 40 psi represent moderate to heavy braking applications, and input pressures above 40 psi represent severe braking applications.[1]

The August 1992 amendment was intended to ensure that the control signal ''passes'' through a towing trailer or dolly without being altered along the way. Since the control signal passes through unaltered, each vehicle in a combination unit receives the same brake control signal. This serves to increase the braking compatibility of combination vehicles, since each vehicle in a combination has comparable braking performance. By specifying the maximum permissible differential between the input and output control line pressures, this requirement addresses problems of heat buildup and brake fade during long, gradual downhill runs at relatively low

[1] In today's final rule, NHTSA has decided to modify the limit above 40 psi to allow a 5 percent differential (which at higher pressures exceeds the current limit of 2 psi) based on, among other things, the Society of Automotive Engineer's (SAE's) Recommended Practice SAE J1505, *Brake Force Distribution Test Code Commercial Vehicles.*