

following inert ingredients, to read as follows:

§ 180.1001 Exemptions from the requirement of a tolerance.

(d) * * *

* * * * *

Inert ingredients	Limits	Uses
Oxo-decyl acetate (CAS reg. No. 108419-33-6)	Solvent
Oxo-heptyl acetate (CAS Reg. No. 90438-79-2)	Solvent
Oxo-hexyl acetate (CAS Reg. No. 88230-35-7)	Solvent
Oxo-nonyl acetate (CAS Reg. No. 108419-34-7)	Solvent
Oxo-octyl acetate (CAS Reg. No. 108419-32-5)	Solvent
Oxo-tridecyl acetate (CAS Reg. No. 108419-35-8)	Solvent

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Parts 571 and 575

[Docket No. 96-09, Notice 01]

RIN 2127-AF81

Federal Motor Vehicle Safety Standards, Truck-Camper Loading; Consumer Information Regulations, Truck-Camper Loading

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

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to rescind Federal Motor Vehicle Safety Standard (Standard) No. 126, *Truck-camper loading*, and combine its provisions with 49 CFR 575.103, *Truck-camper loading*. This action is being proposed because a review of all of this agency's standards and regulations pursuant to the President's regulatory reinvention initiative led the agency to the tentative conclusion that combining these two rules into one will make their respective requirements easier to understand and apply.

DATE: Comments must be received on or before April 15, 1996.

ADDRESSES: Comments must refer to the docket number and notice number set forth above and be submitted, preferably in 10 copies, to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street SW, Room 5109, Washington, DC 20590. Docket hours are from 9:30 a.m. to 4:00 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: For technical issues: Robert M. Clarke, Office of Vehicle Safety Standards,

National Highway Traffic Safety Administration, 400 Seventh Street, SW, Room 5307, Washington, DC 20590. Telephone (202) 366-5278, FAX (202) 366-4329. For legal issues: Walter Myers, Office of the Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Room 5219, Washington, DC 20590. Telephone: (202) 366-2992; FAX (202) 366-3820.

SUPPLEMENTARY INFORMATION:

Background

Standard No. 126 was initially established by final rule published on August 15, 1972 (37 FR 16497) to provide information that can be used by consumers to reduce overloading and improper load distribution in truck-camper combinations. The standard requires manufacturers of slide-in campers to affix a label to each camper specifying, among other things, the maximum weight of the camper and its equipment. The standard also requires that the owner's manual for the camper contain a picture showing the location of the longitudinal center of gravity of the camper when properly loaded. When initially published, the standard also required manufacturers of trucks capable of accommodating slide-in campers to include in the truck operator's manual a picture showing the manufacturer's recommended longitudinal center of gravity for the cargo weight rating of the camper and a picture of the proper match of a truck and slide-in camper.

On the same day, August 15, 1972, NHTSA published a notice of proposed rulemaking (NPRM) proposing to require that slide-in campers be identified by a vehicle identification number "to facilitate any future defect notification and recall campaigns that might occur" (37 FR 16505).

In a notice published on December 14, 1972 (37 FR 26605), NHTSA adopted the requirement for a vehicle

identification number. In the same notice, in response to petitions for reconsideration of the final rule of August 15, 1972, which established Standard No. 126 (37 FR 16497), NHTSA withdrew the truck requirements from the standard and reissued them in 49 CFR 575.103, a consumer information regulation (37 FR 26607).

Pursuant to the March 4, 1994 directive entitled *Regulatory Reinvention Initiative* from the President to the heads of all Federal departments and agencies, NHTSA reviewed all its Federal motor vehicle safety standards and related regulations. As a result of that review, NHTSA identified several standards and regulations, or portions thereof, that it would propose to rescind or amend. The agency tentatively determined that the camper requirements of Standard No. 126 and the truck requirements of 49 CFR 575.103 should be combined into one regulation as before, but this time as a consumer information regulation rather than as a safety standard.

Agency Proposal

a. Truck Camper Loading

After reviewing the requirements for truck-camper loading, which involve labeling and certain information in the owner's manual, the agency has tentatively concluded that it serves no useful purpose to keep the camper requirements separate from the truck requirements in the CFR. The agency believes that it would be easier, more convenient, and more efficient for manufacturers, regulators, and the public to apply those provisions if they were combined rather than maintained as separate provisions in the CFR. Indeed, placing them together is appropriate since their subject matter is so closely related. Accordingly, the agency proposes to rescind Standard No. 126 and consolidate its requirements into 49 CFR 575.103.

b. Slide-in Camper Vehicle Identification Number

As stated in the *Background* discussion above, Standard No. 126 requires camper manufacturers to assign a vehicle identification number (VIN) to each slide-in camper they produce. Specifically, paragraph S5.1.1(e) provides that manufacturers must assign a number to each slide-in camper "for identification purposes consisting of arabic numerals, roman letters, or both." The same paragraph further provides that no two campers produced within a 10-year period shall have the same identification number.

The final rule of December 14, 1972 stated that the purpose of the camper VIN was to increase the accuracy and efficiency of recall campaigns conducted by manufacturers to remedy safety defects. However, out of the 26 recalls that have been conducted under Standard No. 126 since its inception in 1972, none have involved or relied on the camper VIN. Information available to NHTSA discloses that while some camper manufacturers use a 17-digit VIN similar to the VIN required on vehicles by Standard No. 115 and 49 CFR Part 565, others combine the camper VIN and the camper serial number. Thus, there is no uniformity in the industry as to the application of the camper VIN. Agency experience in past slide-in camper recalls has been that the manufacturer's model and serial numbers are sufficient to identify the campers and/or the models involved in the recall. NHTSA has tentatively concluded, therefore, that requiring slide-in campers to have a VIN is redundant and does not serve its intended purpose. Accordingly, NHTSA proposes to delete the requirement for a vehicle identification number on slide-in campers.

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This rulemaking document was not reviewed under E.O. 12866, *Regulatory Planning and Review*. NHTSA has considered the impact of this rulemaking action under the DOT's regulatory policies and procedures and has determined that it is not "significant" within the meaning of those policies and procedures.

The amendments proposed in this rulemaking action are intended to reorganize certain existing requirements and to eliminate a separate, unneeded requirement, thereby simplifying and streamlining the body of Federal regulations. The agency estimates that there would be no cost impact or lead

time effects for either manufacturers, dealers, or consumers.

Elimination of the requirement for assigning and affixing a camper VIN would result in only minimal cost savings. Currently, camper manufacturers are required to place the camper VIN on the label containing other information about campers. Since camper manufacturers would continue to be required to place that label on their campers, being relieved of the necessity of placing a camper VIN on the label would at most enable the manufacturers to use a slightly smaller label.

Accordingly, the agency believes that impacts would be so minimal as not to warrant the preparation of a full preliminary regulatory evaluation.

Regulatory Flexibility Act

NHTSA has also considered the impacts of this notice under the Regulatory Flexibility Act. I hereby certify that this proposed rule would not have a significant economic impact on a substantial number of small entities. For the reasons stated above, this proposal would have no significant impact on manufacturers of slide-in campers and trucks capable of accommodating slide-in campers, thus would have no impact on the costs of those products. Accordingly, the agency has not prepared a preliminary regulatory flexibility analysis.

Executive Order 12612 (Federalism)

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rule would not have sufficient Federalism implications to warrant preparation of a Federalism Assessment. No state laws would be affected.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980, Pub. L. 96-511, the agency notes that there are no information collection requirements associated with this rulemaking action.

Executive Order 12778 (Civil Justice Reform)

This proposed rule would not have any retroactive effect. Under 49 U.S.C. 30103(b), whenever a Federal motor vehicle safety standard is in effect, a state or political subdivision thereof may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle only if the state's standard is identical to the Federal standard. However, the United States government, a state or political

subdivision thereof may prescribe a standard for a motor vehicle or motor vehicle equipment for its own use that imposes a higher performance requirement than that required by the Federal standard. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. This section does not require submission of a petition for reconsideration or other administrative procedures before parties may file suit in court.

Comments

Interested persons are invited to submit comments on the proposal. It is requested but not required that 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 a concise fashion. Necessary attachments may be appended to these submissions 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 given above, and 7 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 49 CFR Part 512, the agency's confidential business information regulation.

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 to the public for examination in the docket at the above address both before and after the closing 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. The agency will continue to file relevant information in the docket as it becomes available 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 docket section 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

49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

49 CFR Part 575

Consumer protection, Motor vehicle safety, Reporting and recordkeeping requirements, Tires.

In consideration of the foregoing, 49 CFR Parts 571 and 575 would 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.

§ 571.126 [Removed]

2. Section 571.126 would be removed.

PART 575—CONSUMER INFORMATION REGULATIONS

3. 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.

4. Section 575.103 would be revised to read as follows:

§ 575.103 Truck-camper loading.

(a) *Scope.* This section requires manufacturers of slide-in campers to affix to each camper a label that contains information relating to identification and proper loading of the camper and to provide more detailed loading information in the owner's manual. This section also requires manufacturers of trucks that would accommodate slide-in campers to specify the cargo weight ratings and the longitudinal limits within which the center of gravity for the cargo weight rating should be located.

(b) *Purpose.* The purpose of this section is to provide information that can be used to reduce overloading and improper load placement in truck-camper combinations and unsafe truck-camper matching in order to prevent accidents resulting from the adverse effects of these conditions on vehicle steering and braking.

(c) *Application.* This section applies to slide-in campers and to trucks that are capable of accommodating slide-in campers.

(d) *Definitions.* *Camper* means a structure designed to be mounted in the

cargo area of a truck, or attached to an incomplete vehicle with motive power, for the purpose of providing shelter for persons.

Cargo Weight Rating means the value specified by the manufacturer as the cargo-carrying capacity, in pounds or kilograms, of a vehicle, exclusive of the weight of occupants in designated seating positions, computed as 150 pounds or 68 kilograms times the number of designated seating positions.

Slide-in Camper means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

(e) *Requirements.*

(1) *Slide-in Camper.*

(i) *Labels.* Each slide-in camper shall have permanently affixed to it, in such a manner that it cannot be removed without defacing or destroying it, and in a plainly visible location on an exterior rear surface other than the roof, steps, or bumper extension, a label containing the following information in the English language lettered in block capitals and numerals not less than 2.4 millimeters (three thirty-seconds of an inch) high, of a color contrasting with the background, in the order shown below and in the form illustrated in Figure 1 to this section.

(A) Name of camper manufacturer.

The full corporate or individual name of the actual assembler of the camper shall be spelled out, except that such abbreviations as "Co." or "Inc." and their foreign equivalents, and the first and middle initials of individuals may be used. The name of the manufacturer shall be preceded by the words "Manufactured by" or "Mfd by."

(B) Month and year of manufacture. It may be spelled out, such as "June 1995" or expressed in numerals, such as "695."

(C) The following statement completed as appropriate:

"Camper weight is _____ kg. (_____ lbs.) maximum when it contains standard equipment, _____ liters (_____ gal.) of water, _____ kg. (_____ lbs.) of bottled gas, and _____ cubic meters (_____ cubic ft.) refrigerator (or icebox with _____ kg. (_____ lbs.) of ice, as applicable). Consult owner's manual (or data sheet, as applicable) for weights of additional or optional equipment."

(D) "Liters (or gal.) of water" refers to the volume of water necessary to fill the camper's fresh water tanks to capacity. "Kg. (or lbs.) of bottled gas" refers to the amount of gas necessary to fill the camper's bottled gas tanks to capacity. The statement regarding a "refrigerator" or "icebox" refers to the capacity of the refrigerator with which the vehicle is

equipped or the weight of the ice with which the icebox may be filled. Any of these items may be omitted from the statement if the corresponding accessories are not included with the camper, provided that the omission is noted in the camper owner's manual as required in paragraph (e)(1)(ii) of this section.

(ii) *Owner's manual.* Each slide-in camper manufacturer shall provide with each camper a manual or other document containing the information specified in paragraphs (e)(1)(ii)(A) through (F) of this section.

(A) The statement and information provided on the label as specified in paragraph (e)(1)(i) of this section. Instead of the information required by paragraphs (e)(1)(i)(B) and (C) of this section, a manufacturer may use the statements "See camper identification label located (as applicable) for month and year of manufacture." If water, bottled gas, or refrigerator (icebox) has been omitted from this statement, the manufacturer's information shall note such omission and advise that the weight of any such item when added to the camper should be added to the maximum camper weight figure used in selecting an appropriate truck.

(B) A list of other additional or optional equipment that the camper is designed to carry, and the maximum weight of each if its weight is more than 9 kg. (20 lbs) when installed.

(C) The statement: "To estimate the total cargo load that will be placed on a truck, add the weight of all passengers in the camper, the weight of supplies, tools, and all other cargo, the weight of installed additional or optional camper equipment, and the manufacturer's camper weight figure. Select a truck that has a cargo weight rating that is equal to or greater than the total cargo load of the camper and whose manufacturer recommends a cargo center of gravity zone that will contain the camper's center of gravity when it is installed."

(D) The statements: "When loading this camper, store heavy gear first, keeping it on or close to the camper floor. Place heavy things far enough forward to keep the loaded camper's center of gravity within the zone recommended by the truck manufacturer. Store only light objects on high shelves. Distribute weight to obtain even side-to-side balance of the loaded vehicle. Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck-camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine axle loads. The load on an axle should not exceed its gross axle weight rating

(GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These weight ratings are given on the vehicle certification label that is located on the left side of the vehicle, normally on the dash panel, hinge pillar, door latch post, or door edge next to the driver on trucks manufactured on or after January 1, 1972. If weight ratings are exceeded, move or remove items to bring all weights below the ratings."

(E) A picture showing the location of the longitudinal center of gravity of the camper within an accuracy of 5 centimeters (2 inches) under the loaded condition specified in paragraph (e)(1)(i)(D) of this section in the manner illustrated in Figure 2 of this section.

(F) A picture showing the proper match of a truck and slide-in camper in the form illustrated in Figure 3 to this section.

(2) *Trucks.*

(i) Except as provided in paragraph (e)(2)(ii) of this section, each manufacturer of a truck that is capable of accommodating a slide-in camper shall provide to the purchaser in the owner's manual or other document delivered with the truck, in writing and in the English language, the information specified in paragraphs (e)(2)(i) (A) through (E) of this section.

(A) A picture showing the manufacturer's recommended longitudinal center of gravity zone for

the cargo weight rating in the form illustrated in Figure 4 to this section. The boundaries of the zone shall be such that when a slide-in camper equal in weight to the truck's cargo weight rating is installed, no GAWR of the truck is exceeded.

(B) The truck's cargo weight rating.

(C) The statements: "When the truck is used to carry a slide-in camper, the total cargo load of the truck consists of the manufacturer's camper weight figure, the weight of installed additional camper equipment not included in the manufacturer's camper weight figure, the weight of camper cargo, and the weight of passengers in the camper. The total cargo load should not exceed the truck's cargo weight rating and the camper's center of gravity should fall within the truck's recommended center of gravity zone when installed."

(D) A picture showing the proper match of a truck and slide-in camper in the form illustrated in Figure 3 to this section.

(E) The statements: "Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine axle loads. Individual axle loads should not exceed either of the gross axle weight ratings (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These

ratings are given on the vehicle certification label that is located on the left side of the vehicle, normally the dash, hinge pillar, door latch post, or door edge next to the driver. If weight ratings are exceeded, move or remove items to bring all weights below the ratings."

(ii) If a truck would accommodate a slide-in camper but the manufacturer of the truck recommends that the truck not be used for that purpose, the information specified in paragraph (E) of this section shall not be provided but instead the manufacturer shall provide a statement that the truck should not be used to carry a slide-in camper.

Mfd. By: (Camper Manufacturer's Name)

(Month and Year of Manufacture)

Camper weight is _____ kg (_____ lb) maximum when it contains standard equipment, _____ liters (_____ gal) of water, _____ kg (_____ lb) of bottled gas, and _____ cubic meters (_____ cubic ft) refrigerator (or icebox with _____ kg (_____ lb) of ice, as applicable). Consult owner's manual (or data sheet as applicable) for weights of additional or optional equipment.

Figure 1. Label for Camper

BILLING CODE 4910-59-P

CAMPER MANUFACTURER'S NAME

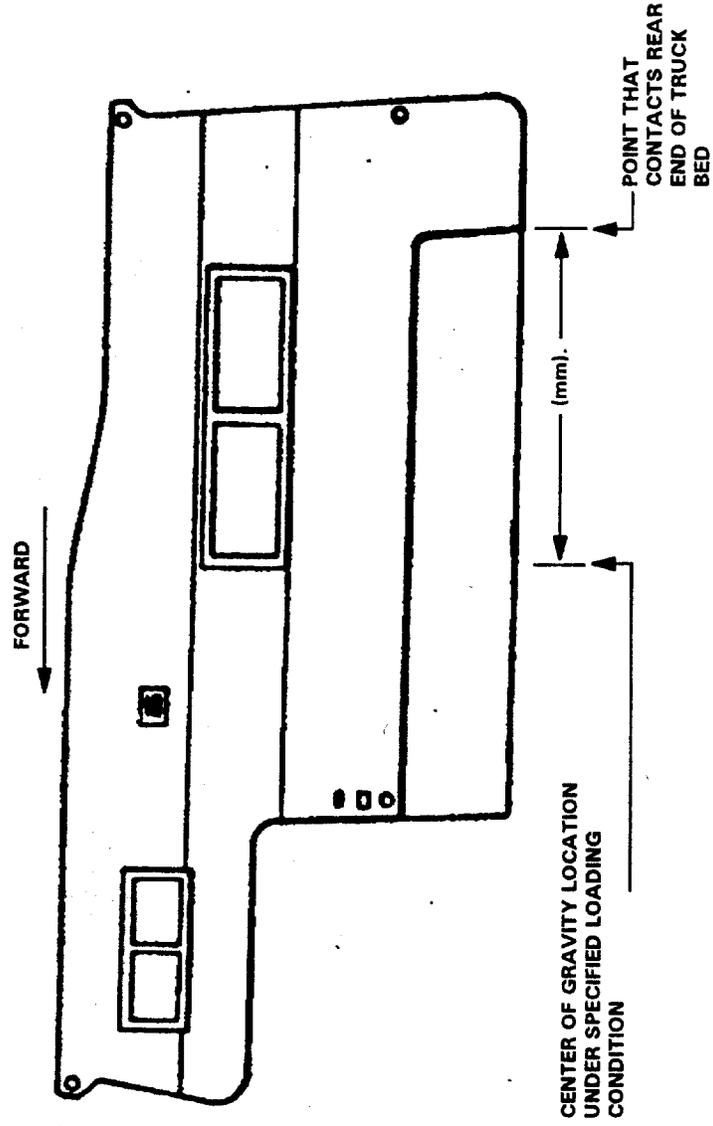


FIGURE 2. CAMPER CENTER OF GRAVITY INFORMATION

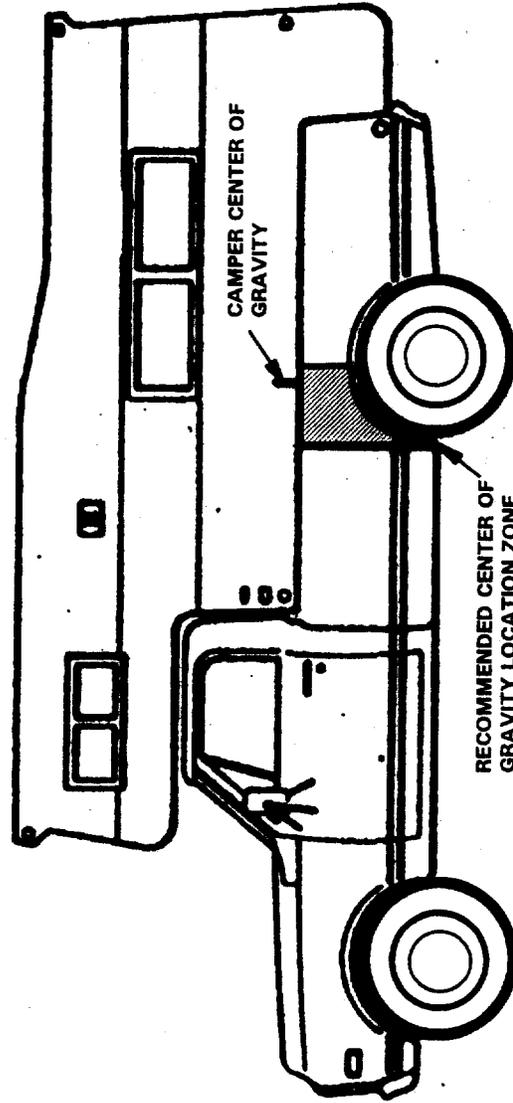


FIGURE 3. EXAMPLE OF PROPER TRUCK AND CAMPER MATCH

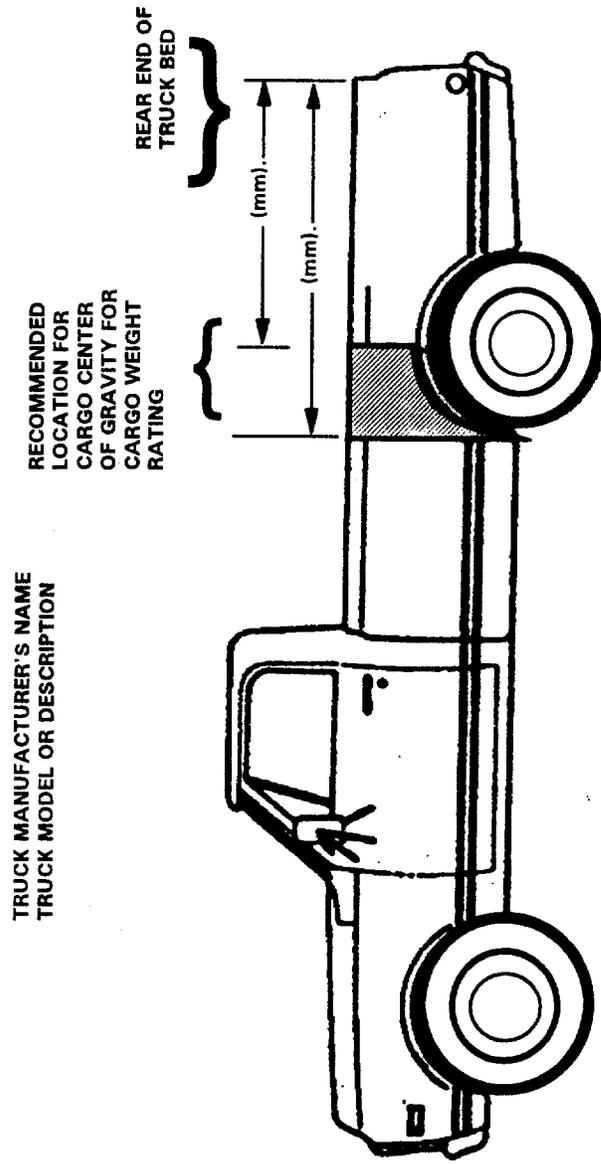


FIGURE 4. TRUCK LOADING INFORMATION

BILLING CODE 4910-59-C

Issued on February 8, 1996.

Barry Felrice,

Associate Administrator for Safety
Performance Standards.

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