

2. In § 180.1001 the table in paragraph (c) and paragraph (e) is amended by adding alphabetically the inert ingredient 2-bromo-2-nitro-1,3-

propanediol (CAS Reg. No. 52-51-7), to read as follows:

§ 180.1001 Exemptions from the requirements of a tolerance.

* * * * *
(c) * * *

Inert Ingredients	Limits	Uses
2-Bromo-2-nitro-1,3-propanediol (CAS Reg. No. 52-51-7).	Not more than 0.04 percent by weight of pesticide formulation.	Preservative

(e) * * *

Inert Ingredients	Limits	Uses
2-Bromo-2-nitro-1,3-propanediol (CAS Reg. No. 52-51-7).	Not more than 0.04 percent by weight of pesticide formulation.	Preservative

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40 CFR Part 440

[WH-FRL-5457-4]

Notice To Extend Comment Period for the Proposed Amendment to Ore Mining and Dressing Point Source Category; Effluent Limitations Guidelines and New Source Performance Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule; extension of comment period.

SUMMARY: The Environmental Protection Agency (EPA) is announcing a 30 day extension of the previous 60 day comment period for the proposed regulations. The proposed amendment to the ore mining and dressing point source category was published in the Federal Register on February 12, 1996 (61 FR 5364). This action is being taken to allow additional time to comment as requested by a number of interested parties.

DATES: The previous date for submission of comments was April 12, 1996. The new date for submission of written comments on the proposed rule is May 13, 1996.

FOR FURTHER INFORMATION CONTACT: Ronald G. Kirby at (202) 260-7168, Engineering and Analysis Division (Mail

Code 4303), Office of Science and Technology, 401 M Street SW., Washington, DC 20460; by telephone at (202) 260-7168.

SUPPLEMENTARY INFORMATION: The extended comment period for the proposed rule now ends on May 13, 1996. The date for submittal of comments on issues related to the technological alternatives for the A-J site remains August 2, 1996. All timely written comments submitted in accordance with the instructions in the Proposed Rule will be incorporated into the Record and considered before promulgation of the final rule.

Dated: April 5, 1996.
Robert Perciasepe,
Assistant Administrator for Water.
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**DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration**

49 CFR Parts 571 and 574

[Docket No. 95-69, Notice 02]

RIN 2127-AF80

Federal Motor Vehicle Safety Standards: New Non-Pneumatic Tires for Passenger Cars; Tire Selection and Rims; Tire Selection and Rims for Motor Vehicles Other than Passenger Cars; Tire Identification and Recordkeeping

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

ACTION: Termination of rulemaking.

SUMMARY: This notice terminates a rulemaking proceeding in which NHTSA proposed to rescind the Federal motor vehicle safety standard (Standard) establishing performance and labeling requirements for non-pneumatic spare tires on new passenger cars. The notice further proposed to rescind related portions of several other tire standards and regulations. The basis for the proposed rescission was that non-pneumatic spare tires were not being produced and that there were not any known plans to develop or produce any. However, a comment on the notice revealed that non-pneumatic spare tires are in fact under development. In light

of that comment, and since retention of the non-pneumatic tire provisions is necessary not only to regulate these tires, but also to provide an exception to the general requirement that new passenger cars and light trucks be equipped with pneumatic tires, the agency has decided to terminate this rulemaking action.

FOR FURTHER INFORMATION CONTACT: For technical issues: Robert M. Clarke, Chief, Vehicle Dynamics Division, Office of Crash Avoidance Standards, National Highway Traffic Safety Administration, 400 Seventh Street S.W., 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 S.W., Washington, DC 20590, telephone (202) 366-2992, FAX (202) 366-3820.

SUPPLEMENTARY INFORMATION:

Background

In the late 1980's, motor vehicle and tire manufacturers embarked on research and development of non-pneumatic tires for possible use as temporary, light, and inexpensive spare tires on new passenger cars. Anticipating such development, NHTSA established Standard No. 129, *New non-pneumatic tires for passenger cars* (55 FR 29581, July 20, 1990), to become effective August 20, 1990. In the same notice, NHTSA amended Standard No. 110, *Tire selection and rims*, Standard No. 120, *Tire selection and rims for motor vehicles other than passenger cars*, and 49 CFR Part 574, *Tire Identification and Recordkeeping*, to permit equipping new passenger cars and light trucks with non-pneumatic spare tires and establish labeling requirements. Thereafter, for various technical reasons, development of non-pneumatic tires was suspended and none were produced.

On March 4, 1994, the President issued a directive entitled "Regulatory Reinvention Initiative" to the heads of all Federal departments and agencies, directing them to review all regulations for which they were responsible in the Code of Federal Regulations (CFR) and eliminate unneeded ones and update the ones still needed. Pursuant to that

directive, NHTSA reviewed its standards and regulations and tentatively concluded that the non-pneumatic spare tire provisions were unneeded and could therefore be rescinded. Consequently, NHTSA published a notice of proposed rulemaking (NPRM) proposing to rescind those provisions.

Notice of Proposed Rulemaking

The proposal to rescind Standard No. 129, the exceptions for non-pneumatic spare tires in Standard Nos. 110 and 120, and the applicable provisions of 49 CFR Part 574 was published in an NPRM on September 26, 1995 (60 FR 49541), with a comment closing date of November 27, 1995. NHTSA stated that no such tires were being produced and, to the agency's knowledge, none were under development for future production. The agency suggested that it did not make any sense to retain the standard and the exceptions if there were no foreseeable plans to produce non-pneumatic tires. The agency did, however, solicit comments on whether, if a new non-pneumatic spare tire technology were developed in the future, existing requirements would be sufficiently generic to accommodate whatever non-pneumatic technology was likely to be employed.

Public Comment

Two comments were received in response to the NPRM. Chrysler Corporation supported the proposal, stating that neither tire manufacturers nor the automotive industry showed any interest in the further development of non-pneumatic tires.

However, American Tire Corporation of Ravenna, Ohio (American) opposed the proposal. American stated that it is a new company, founded in 1995, and that it had patented a new tire technology called "Dynamic Steerable Spring" that encompasses both pneumatic and non-pneumatic technology. American asserted that the new technology will produce a lower-cost tire/wheel system, will provide "unprecedented" safety and, being trouble-free, will eliminate mobility down-times. American stated that it has signed development and manufacturing license agreements with U.S., Asian, and European tire and wheel

manufacturers and that it is negotiating agreements with others. The company plans to provide a prototype tire to DOT in the spring of 1996. American stated that the current non-pneumatic tire provisions have been "very useful as a technology screening procedure which allowed engineers to assess new technology without endangering the public." The company requested, therefore, that NHTSA not rescind Standard No. 129.

Agency Decision

Based upon its consideration of available information, particularly the comments of American Tire Corporation, NHTSA has decided not to rescind Standard No. 129 and the related provisions of Standard Nos. 110 and 120 and 49 CFR Part 574. As discussed above, NHTSA originally proposed to rescind the non-pneumatic tire requirements in the belief that such tires were not being produced or even considered for development. However, based upon American's comment that a tire incorporating a new non-pneumatic technology is indeed under development, NHTSA now concludes that it should retain the existing provisions establishing performance and labeling requirements for non-pneumatic spare tires, including the provisions of Standard Nos. 110 and 120 permitting equipping new vehicles with non-pneumatic tires. In view of American's comment and the apparent ability of the existing provisions in Standard No. 129 to accommodate the technology currently under development, the agency need not reach the question it posed in the NPRM about the ability of the Standard to accommodate future non-pneumatic tire technology.

For the reasons stated above, NHTSA is therefore terminating this rulemaking action.

Authority: 49 U.S.C. §§ 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

Issued on April 4, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

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