ACTION: Correction.

SUMMARY: The Department of Defense is issuing a correction to the final rule published at 61 FR 58488, November 15, 1996.

EFFECTIVE DATE: November 15, 1996.

FOR FURTHER INFORMATION CONTACT: Defense Acquisition Regulations Council, Attn: Ms. Michele Peterson, PDUSD (A&T) DP (DAR), IMPD 3D139, 3062 Defense Pentagon, Washington, DC 20301–3062. Telephone (703) 602–0131; telefax (703) 602–0350.

Correction

In the issue of Friday, November 15, 1996, on page 58489, in the first column, amendatory instruction 5 is corrected to read as follows: ''Section 225.7005 is added to read as follows:''.

Michele P. Peterson,

Executive Editor, Defense Acquisition Regulations Council.

[FR Doc. 97–21890 Filed 8–19–97; 8:45 am]

BILLING CODE 5000–04–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 572

[Docket No. 97–047, Notice 01]

RIN 2127–AG44

Anthropomorphic Test Dummy; Six-Year-Old Child Dummy

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

ACTION: Final rule; technical amendment.

SUMMARY: This document corrects NHTSA's regulation specifying the characteristics of the test dummy representing a six-year-old child. It revises the specification for locating the center of gravity (cg) of the thorax by moving it forward 0.4 inches from the location currently specified in part 572. This document also amends the dummy's specifications to show that thorax ballast mass, if used, is mounted on the inside of the anterior wall of the spine box rather than to its sides. Both of these changes bring the drawing specifications in line with the actual construction of the dummy. They are intended to ensure that there is no confusion among dummy manufacturers and users as to whether a particular dummy meets the specifications of NHTSA's regulation.

DATES: The changes made in this rule are effective August 20, 1997. The incorporation by reference of certain publications listed in this rule is approved by the Director of the Federal Register as of August 20, 1997.

FOR FURTHER INFORMATION CONTACT: *For nonlegal issues:* Stan Backaitis, Office of Crashworthiness Standards (*telephone:* 202–366–4912). *For legal issues:* Deirdre Fujita, Office of the Chief Counsel (202–366–2992). Both can be reached at the National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: On November 14, 1991, NHTSA published a rule that added specifications for a 6-year-old child test dummy to NHTSA's set of regulations for ''Anthropomorphic Test Dummies'' (49 CFR part 572). The dummy was adopted to test child restraint systems for older children. The specifications for the dummy are set forth in subpart I of 49 CFR part 572.

The dummy is instrumented with accelerometers for measuring accelerations in the thorax during dynamic testing. NHTSA was very specific in describing, in drawings referenced in part 572, subpart I, the location of the center of gravity (cg) of the dummy's thorax. However, location descriptions for the cg in the specifications do not reflect where the cg is actually located in the dummy.

This discrepancy was brought to the agency's attention by First Technology Safety Systems, Inc. (FTSS), a manufacturer of test dummies. On January 23, 1996, FTSS petitioned the agency to move the shown location of the cg of the thorax of the dummy forward 0.4 inches from the current location specified in drawings that are incorporated into part 572. Currently, these drawings specify that the cg is 0.9 ± 0.5 inches back from the dummy's shoulder yoke center. The petitioner requested that the cg be located 0.5 ± .5 inches back from the shoulder yoke, ''to fit within the design proportions and put the cg in line with its current production value.''

NHTSA has examined FTSS's concerns and agrees that the specification for the cg of the dummy's thorax should be amended. Accordingly, this document corrects the specification for locating the cg of the thorax by moving the specified location forward 0.4 inches.

The discrepancy in the current specification usually results when ballast is used in the dummy's thorax to achieve the required thorax weight.[1] NHTSA had found that in some tests of the dummy, the screws that affix the ballast firmly to the lateral sides of the thoracic spine box loosen during dynamic testing. This causes the ballast to vibrate, resulting in extraneous accelerometer responses. To prevent the ballast retaining screws from loosening, NHTSA moved the ballast forward from the lateral sides of the thoracic spine box to the inside anterior wall of the box, where the ballast could not load the screws with high dynamic forces. FTSS estimates that the repositioned ballast could result in the accumulation of the various weight tolerances within the thorax such that it could put the cg location up to 0.6 inches forward from its current specification. However, FTSS believes that relocating the cg 0.4 inches forward from the current position would be a more representative mean location for all of the dummy population.

NHTSA has decided to revise Subpart I as requested by FTSS to avoid potential sources of complaint and confusion caused by a discrepancy in the cg location of the dummy's thorax. Dummy manufacturers have asked NHTSA on different occasions to correct inconsistencies between the part 572 specifications and the actual design and manufacture of the test dummies, to avoid potential customer complaints that a particular dummy does not meet the specifications of NHTSA's regulation, even when the problems are relatively minor and are related to the specification rather than the dummy. Such conforming amendments to part 572 have been made several times, e.g., corrections of NHTSA's regulations for the side impact test dummy, 59 FR 52089; October 14, 1994; and six-year-old dummy, 60 FR 2896, January 12, 1995.) These amendments are primarily corrective in nature, and do not affect the impact response of the dummy in any significant manner.

Today's correction does not impose any additional responsibilities on any manufacturer and has virtually no effect on the performance of the dummy. To determine the importance and the effects of thorax cg location on the dummy's kinematics, a modeling study was performed for NHTSA by the National Crash Analysis Center of the George Washington University. The study used an Articulated Total Body computer model to represent the six-year-old child dummy restrained by a three-point belt system and seated on a belt-positioning booster seat. The location of the thorax cg varied over a range of one inch up, down, forward and backward. The study showed that a movement of the cg one inch forward did not change the chest g response, reduced head g response by 1 g and

[1] The amount of ballast in the thorax depends on how weight tolerances of the various parts that make up the thorax assembly accumulate.

increased head excursion by 0.5 inches. Assuming a linear relationship between changes in the cg location and the dummy's responses, moving the cg of the thorax 0.4 inch forward would amount to no change in chest g, about 0.4g decrease in the head and 0.2 inch increase in head displacement. These changes translate to 0 percent change in the torso response, approximately 0.8 percent decrease in the head injury criterion and only slightly over 3 percent increase in head displacement.

It should be noted that these estimates represent theoretical potential response changes. Actually, there would be no change in the performance of existing dummies, because existing dummies would not be changed. This revision brings in line the part 572 specification to the dummy as actually produced.

This document also corrects Drawing No. SA 106C 001 to show that the thorax ballast, if used, would be mounted inside the thoracic spine box, rather than outside as is currently shown. As explained above, in actual practice, the ballast (if needed) is mounted inside rather than outside of the spine box on all currently manufactured six-year-old child dummies. Accordingly, this change would bring in line the subject drawing to current dummy construction practice.

The following table identifies the drawings that are revised by this document, and shows the new revision letters for the drawings:

AFFECTED DRAWINGS

Drawing name	Drawing No.	Previous revision letter	New revision letter
Crash Test Dummy Assembly; 6-Year-Old Child	SA 106C 001 (sheet 1)	D	E
Crash Test Dummy Assembly; 6-Year-Old Child	SA 106C 001 (sheet 3)		A
Crash Test Dummy Assembly; 6-Year-Old Child	SA 106C 001 (sheet 10)	B	C
Crash Test Dummy Assembly; 6-Year-Old Child	SA 106C 001 (sheet 11)	C	D
Sternum Thoracic Weld Assembly	6C 1000–1	B	C
Ballast	6C 1021	A	B
Cover-Chest Accelerometer	6C 909		A
Screw Button Head Socket	6C 1610–1		A
Bushing	6C 1023	Deleted.	

This document also updates the reference in § 572.70 to the address and telephone number of Reprographic Technologies, concerning where the drawings for the dummy may be obtained.

This document does not impose any additional responsibilities on any vehicle or dummy manufacturer. Since this rule does not impose any additional burdens, and because it corrects minor inconsistencies in the regulation and removes potential sources of question for dummy manufacturers, NHTSA finds for good cause that notice and an opportunity for comment on this document are unnecessary, and that this rule should be effective upon publication.

These minor technical amendments were not reviewed under E.O. 12866. NHTSA has considered costs and other factors associated with these amendments, and determined that these amendments do not change any of the conclusions in the November 1991 final rule regarding the impacts of that final rule, including the impacts on small businesses, manufacturers and other entities.

List of Subjects in 49 CFR Part 572

Motor vehicle safety, Incorporation by reference.

In consideration of the foregoing, NHTSA amends 49 CFR part 572 as follows:

PART 572—[AMENDED]

1. The authority citation for part 572 continues to read as follows:

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

Subpart I—6-Year-Old Child

2. In § 572.70, paragraph (b)(1) is revised to read as follows:

§ 572.70 Incorporation by reference.

* * * * *

(b) * * *

(1) Drawing number SA 106 C001 sheets 1 through 18, and the drawings listed in the parts lists described on sheets 8 through 17, are available from Reprographic Technologies, 9000 Virginia Manor Rd., Beltsville, MD 20705, Telephone (301) 210–5600, Fax (301) 210–5607.

* * * * *

3. In § 572.71, paragraphs (a)(1), (b) and table A are revised to read as follows:

§ 572.71 General description.

(a) * * *

(1) Technical drawings, specifications, and the parts list package shown in SA 106C 001, sheets 1 through 18, rereleased July 11, 1997;

* * * * *

(b) The dummy is made up of the component assemblies set out in Table A:

TABLE A

Assembly drawing No.	Drawing title	Listed on drawing No.	Revision
SA 106C 010	Head Assembly	SA 106C 001, sheet 8	A
SA 106C 020	Neck Assembly	SA 106C 001, sheet 9	A
SA 106C 030	Thorax Assembly	SA 106C 001, sheet 10	C
SA 106C 030	Thorax Assembly	SA 106C 001, sheet 11	D
SA 106C 041	Arm Assembly (right)	SA 106C 001, sheet 14	A
SA 106C 042	Arm Assembly (left)	SA 106C 001, sheet 15	A
SA 106C 050	Lumbar Spine Assembly	SA 106C 001, sheet 12	A
SA 106C 060	Pelvis Assembly	SA 106C 001, sheet 13	A
SA 106C 071	Leg Assembly (right)	SA 106C 001, sheet 16	A
SA 106C 072	Leg Assembly (left)	SA 106C 001, sheet 17	A

* * * * *

4. In § 572.74, paragraph (a) is revised to read as follows:

§ 572.74 Thorax assembly and test procedure.

(a) *Thorax assembly.* The thorax consists of the part of the torso assembly designated as SA 106C 030 on drawing SA 106C 001, sheet 2, Revision A, and conforms to each applicable drawing on SA 106C 001 sheet 10, Revision C (including Drawing number 6C–1610–1 thru –4, Revision A, titled ''Screw Button Head Socket'', dated September 30, 1996, and Drawing number 6C–1021, Revision B, titled ''Ballast, 6 Yr. Thoraxc (for 7267A)'', dated September 24, 1996), and sheet 11, Revision D (including Drawing number SA 6C–909, Revision A, titled ''Cover-chest Accelerometer'', dated September 21, 1996, and Drawing number 6C–1000–1, Revision C, titled ''Sternum Thoracic Weld Ass'y.'', dated September 24, 1996).

* * * * *

5. In § 572.74, paragraph (d) is revised to read as follows:

§ 572.78 Performance test conditions.

* * * * *

(d) The dummy's dimensions are specified in drawings SA 106C 001, sheet 3, Revision A, July 11, 1997, and sheets 4 through 6.

* * * * *

Issued: August 12, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97–21910 Filed 8–19–97; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

RIN 1018–AD45

Endangered and Threatened Wildlife and Plants; Final Rule To Designate the Whooping Cranes of the Rocky Mountains as Experimental Nonessential and To Remove Whooping Crane Critical Habitat Designations From Four Locations; Correction

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule; correction.

SUMMARY: On July 21, 1997, the U.S. Fish and Wildlife Service (Service) published a final rule designating the Rocky Mountain population of whooping cranes (*Grus americana*) as experimental nonessential and removing whooping crane critical habitat designations from four National Wildlife Refuges; Bosque del Apache in New Mexico, Monte Vista and Alamosa in Colorado, and Grays Lake in Idaho. The rule inadvertently omitted language amending 50 CFR 17.95 to remove the designated critical habitat from the four National Wildlife Refuges. This proposed removal of critical habitat was included in the Service's proposed rule (61 FR 4394), which provided opportunity for public comment. Comments received on the proposed removal of designated critical habitat were summarized and discussed in the Service's final rule designating the Rocky Mountain population of whooping cranes as nonessential experimental. The Service herein amends 50 CFR 17.95 Typographical errors which occurred in the final rule in the entry under part 17.11(h) are also corrected here.

DATES: Effective August 20, 1997.

ADDRESSES: The complete file for this rule will be available for public inspection, by appointment, during normal business hours at the southwest Regional Office, 500 Gold Avenue SW., Room 4012, Albuquerque, New Mexico, 87103–1306.

FOR FURTHER INFORMATION CONTACT: Susan MacMullin, Southwest Regional Office, Albuquerque, New Mexico (see **ADDRESSES** section) (telephone 505/248–6663; facsimile 505/248–6922).

Regulation Promulgation

Accordingly, the Service hereby amends part 17, subchapter B of chapter I, title 50 of the Code of Federal Regulations, as set forth below:

PART 17—[AMENDED]

1. Section 17.11(h) is amended by revising the entries for ''Crane, whooping'' under BIRDS, to read as follows:

§ 17.11 Endangered and threatened wildlife.

* * * * *

(h) * *

Species		Historic range	Vertebrate population where endangered or threatened	Status	When listed	Critical habitat	Special rules
Common name	Scientific name						
*	*	*	*	*	*		*
Birds							
*	*	*	*	*	*		*
Crane, whopping	*Grus americana*	Canada, U.S.A. (Rocky Mountains East to Carolinas), Mexico.	Entire, except where listed as an experimental population.	E	1, 3, 487, 621.	17.95(b)	NA