

TABLE 5.—COMPARISON OF PLASTIC AIR BRAKE TUBING ASSEMBLY AND END FITTING REQUIREMENTS/PROCEDURES IN FMVSS NO. 106 AND SAE J1131, SAE J246, AND SAE J512

Requirement/Procedure		Existing FMVSS No. 106		SAE J1131
Fittings for Nylon Air Brake Tubing				
“x” indicates requirements/procedures proposed to be included in FMVSS No. 106. A new section would be added for the performance of these fittings. Existing FMVSS No. 106 requirements/procedures for fittings would also apply.				
Tensile Strength	x	Same as for air brake hose assemblies		No tensile test at ambient conditions.
Hot Tensile Strength		Only at ambient temperature, higher strength specifications.	x	Immersion in boiling water followed by pull test.
Conditioned Pull Test		Only at ambient temperature, higher strength specifications.	x	Four cold soak cycles followed by boiling water, then pull test.
Vibration Leak Test		None	x	Leakage specification after vibration conditioning.
Proof and Burst Test		Burst test, does not specify failure mode ...	x	No fitting separation during proof and burst tests.
Serviceability Test		None	x	Leakage specifications for flanged-sleeve fittings after five assembly cycles.
Fitting Compatibility Test		None	x	Pressure and temperature cycling to evaluate fitting retention.
Constriction	x	66 percent of nominal inside diameter		None.
End Fitting Dimensional Requirements	x	None		Specified in SAE J246 and SAE J512—variations permitted.
End Fitting Corrosion Resistance	x	Same as for hydraulic brake hose end fittings.		Specified in SAE J246 and SAE J512—similar, exemption for brass fittings.

V. Rulemaking Analyses and Notices

A. Executive Order 12866 and DOT Regulatory Policies and Procedures

Executive Order 12866, “Regulatory Planning and Review” (58 FR 51735, October 4, 1993), provides for making determinations whether a regulatory action is “significant” and therefore subject to Office of Management and Budget (OMB) review and to the requirements of the Executive Order. The Order defines a “significant regulatory action” as one that is likely to result in a rule that may:

(1) Have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or Tribal governments or communities;

(2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another agency;

(3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs or the rights and obligations or recipients thereof; or

(4) Raise novel legal or policy issues arising out of legal mandates, the President’s priorities, or the principles set forth in the Executive Order.

This notice was not reviewed under Executive Order 12866. Further, this notice was determined not to be significant within the meaning of the DOT Regulatory Policies and Procedures.

In this document, NHTSA is proposing to incorporate performance

requirements and test procedures that are currently contained and/or referenced in the Federal Motor Carrier Safety Regulations. Those performance requirements/test procedures are based on voluntary standards adopted by the Society of Automotive Engineers. Although NHTSA proposes to incorporate the most recent versions of these SAE requirements/procedures and to apply them to brake hoses, tubing, and fittings for all motor vehicles, not just commercial motor vehicles, the agency tentatively concludes that most, if not all, such hoses, tubing, and fittings are already designed to meet the SAE requirements/procedures. However, in the event that there are some brake hose products that would need to be modified to comply with the proposed regulations, the agency (1) estimates that it is a small proportion of brake hose products that would need modification, as most are believed to already comply; and (2) tentatively concludes that the manufacturers of the components used in producing such products are not small businesses.

For air brake hoses, both rubber hose and plastic tubing products, and hydraulic and vacuum brake hoses installed on vehicles that are typically used as commercial motor vehicles such as medium duty trucks, the agency tentatively concludes that all of the brake hose products already comply with the proposed regulations. The largest effect of the proposed regulations would be on the light vehicle sector including passenger cars and light trucks, of which approximately 16

million vehicles are produced each year. As the typical light vehicle is equipped with three to four brake hoses, 48 to 64 million hydraulic brake hose assemblies as installed in new vehicles would be affected, as well as an unknown quantity of replacement brake hoses for light vehicles, but probably a few million. In addition, the agency estimates that approximately 15.5 million vacuum brake hoses and/or assemblies are installed on these vehicles.

Since large quantities of brake hose material are needed to manufacture these brake hoses, the agency believes that there are large manufacturers that produce both hydraulic and vacuum brake hoses in such large quantities. There are many small companies that use the brake hose material and end fitting components to produce brake hose assemblies, but NHTSA does not anticipate that they would be affected by the proposed changes because they simply assemble already-compliant components supplied by the large manufacturers.

The agency does not have data on how many hydraulic and vacuum brake hose assemblies would need to be modified to meet the proposed changes. Based on an informal survey of available hydraulic and vacuum brake hose assemblies, the agency estimates that perhaps as many as 20 percent may need to be modified in some manner to comply with the proposed requirements. Likewise, the agency does not know the cost to modify the manufacturing processes of the brake