

enforce its requirements. (See section 307(b)(2).)

#### List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Permitting, Reporting and recordkeeping requirements.

Dated: June 12, 2003.

Alexis Strauss,

Acting Regional Administrator, Region IX.

■ Part 52, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

#### PART 52—[AMENDED]

■ 1. The authority citation for Part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

#### Subpart F—California

■ 2. Section 52.220 is amended by adding paragraph (c)(231)(i)(E) to read as follows:

##### § 52.220 Identification of plan.

\* \* \* \* \*

(c) \* \* \*  
(231) \* \* \*  
(i) \* \* \*

(E) Great Basin Unified Air Pollution Control District.

(1) Rules 218 and 219, adopted on December 4, 1995.

\* \* \* \* \*

[FR Doc. 03-20426 Filed 8-8-03; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### National Highway Traffic Safety Administration

#### 49 CFR Part 571

[Docket No. 03-15277]

RIN 2127-AH16

#### Federal Motor Vehicle Safety Standards: Heavy Vehicle Antilock Brake System (ABS) Performance Requirement

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

**ACTION:** Final rule.

**SUMMARY:** In March 1995, NHTSA published a final rule amending the hydraulic and air brake standards to require medium and heavy vehicles (e.g., truck tractors, trailers, single unit trucks, and buses) to be equipped with antilock brake systems (ABS) to improve

the directional stability and control of these vehicles during braking. We supplemented the ABS requirements for truck tractors with a braking-in-a-curve test. The braking-in-a-curve test was not applied to single-unit trucks or buses or to air-braked trailers because we had performed only limited testing of ABS-equipped single-unit vehicles. We stated that we would continue research on dynamic performance tests for single-unit trucks, buses, and trailers, and would consider applying performance test requirements to these vehicles in the future.

After issuing the final rule, we tested several ABS-equipped single-unit trucks and buses equipped with both hydraulic and air brakes. Our testing and research indicated that the braking-in-a-curve performance test requirement is practicable for those vehicles. Accordingly, in December 1999, we proposed applying the braking-in-a-curve requirements to them to complement both the ABS equipment requirements and stopping distance requirements. This final rule extends application of the braking-in-a-curve dynamic performance test requirement to single-unit trucks and buses that are required to be equipped with ABS.

**DATES:** The amendments made in this rule are effective October 10, 2003. If you wish to petition for reconsideration of this rule, your petition must be received by September 25, 2003.

**ADDRESSES:** Any petitions for reconsideration should refer to the docket and notice number of this notice and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** For non-legal issues, you may call Mr. Jeff Woods, Safety Standards Engineer, Office of Crash Avoidance Standards, Vehicle Dynamics Division at (202) 366-2720, and fax him at (202) 493-2739.

For legal issues, you may call: Mr. Otto Matheke, Attorney-Advisor, Office of the Chief Counsel at (202) 366-2992, and fax him at (202) 366-3820.

You may send mail to both of these officials at National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC, 20590.

#### SUPPLEMENTARY INFORMATION:

- I. Background
- II. Single-Unit Truck & Bus ABS Performance Testing
- III. Notice of Proposed Rulemaking
- IV. Public Comments
- V. Final Rule
- VI. Pre-selection of Compliance Option
- VII. Effective Date

#### VIII. Rulemaking Analyses and Notices

##### I. Background

On December 18, 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA or Act), Public Law 102-240 was signed by President George H. Bush and became law. Section 4012 of the Act directed the Secretary of Transportation to initiate rulemaking for improving the braking performance of new commercial motor vehicles—defined by ISTEA as those with a GVWR of over 26,000 pounds (lbs.)—including truck tractors, trailers, and dollies. The Act directed that in that rulemaking, the agency examine antilock brake systems (ABS), means of improving brake compatibility, and methods of ensuring the effectiveness of brake timing. In response to that congressional mandate, we published a final rule requiring ABS to be installed on hydraulic and air-braked medium and heavy vehicles on March 10, 1995 (60 FR 13216) (hereinafter referred to as the stability and control final rule). For truck tractors only, the ABS requirements included a braking-in-a-curve performance test on a low-coefficient of friction surface. The test includes a full brake application in both the lightly loaded (bobtail) configuration and with the tractor loaded to its GVWR, the latter using an unbraked control trailer.

Due to limited data and concerns regarding the braking-in-a-curve test, the March 1995 Final Rule did not apply the test to single-unit trucks, buses, or air-braked trailers. We stated, however, that we would continue research on dynamic performance tests for single-unit vehicles and would consider proposing to apply performance test requirements to those vehicles at a future time.<sup>1</sup>

##### II. Single-Unit Truck and Bus ABS Performance Testing

We conducted ABS testing of single-unit trucks and buses in 1996 and 1997 at our Vehicle Research and Test Center (VRTC) in East Liberty, OH.<sup>2</sup> Five air-

<sup>1</sup> The agency published two companion final rules on the same day, one to reinstate stopping distance requirements for air-braked medium and heavy vehicles (60 FR 13286) and another to implement stopping distance requirements for hydraulic-braked medium and heavy vehicles (60 FR 13297). The cost/benefit information used for the three final rules was based on NHTSA's Final Assessment, *Final Rules, FMVSS Nos. 105 & 121, Stability and Control During Braking Requirements and Reinstatement of Stopping Distance Requirements for Medium and Heavy Vehicles*, published in February, 1995.

<sup>2</sup> DOT HS 808941, *Single Unit Truck and Bus ABS Braking-In-A-Curve Performance Testing*, February 1999.