

money. However, estimated or target cost will not be adjusted.

23. Sections 1830.7002-1 through 1830.7002-2 are removed.

PART 1831—CONTRACT COST PRINCIPLES AND PROCEDURES

24. Section 1831.205-670 is revised to read as follows:

1831.205-670 Evaluation of contractor and subcontractor compensation for service contracts.

(a) The contracting officer shall evaluate the reasonableness of employee compensation in service contracts:

(1) Prior to the award of a cost reimbursement or noncompetitive fixed-price type contract which has a total potential value in excess of \$500,000, and

(2) Periodically after award for cost reimbursement contracts and subcontracts, but at least every three years.

(b) The contracting officer shall ensure the reasonableness of compensation is evaluated for cost reimbursement and non-competitive fixed-price type service subcontracts under a prime contract meeting the criteria in paragraph (a)(1) of this section if:

(1) The subcontract has a total potential value in excess of \$500,000; and

(2) The cumulative value of all of a subcontractor's service subcontracts under the prime contract is in excess of 10 percent of the prime contract's total potential value.

(c) The results of the contracting officer's evaluation, including any excessive compensation found and its planned resolution, shall be addressed in the prenegotiation position memorandum, with the final resolution discussed in the price negotiation memorandum. The results of the periodic evaluations of contractor and subcontractor compensation after contract award shall be documented in the contract file.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 95-50; Notice 02]

RIN 2127-AF74

Federal Motor Vehicle Safety Standards; Reflecting Surfaces

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

ACTION: Notice of proposed rulemaking (NPRM); extension of comment period.

SUMMARY: On June 26, 1995, NHTSA published a notice of proposed rulemaking to rescind Federal Motor Vehicle Safety Standard No. 107, *Reflecting Surfaces*. The NPRM stated that the comment period ends July 26, 1995. In response to a petition from an interested party, NHTSA extends the comment period to August 25, 1995. The extension of time is granted to all persons.

DATES: Comments must be received on or before August 25, 1995.

ADDRESSES: Comments must refer to Docket No. 95-50, Notice 1 and be submitted to: Docket Section, Room 5109, NHTSA, 400 Seventh Street SW., Washington, DC 20590. It is requested, but not required, that 10 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Van Iderstine, Office of Vehicle Safety Standards, Office of Safety Performance Standards, NHTSA, 400 Seventh Street SW., Washington, DC 20590. Mr. Van Iderstine's telephone number is (202) 366-5280, and his FAX number is (202) 366-4329.

SUPPLEMENTARY INFORMATION

Notice of Proposed Rulemaking

On June 26, 1995, NHTSA published in the **Federal Register** a notice of proposed rulemaking (NPRM) (60 FR 32935) to rescind Federal Motor Vehicle Safety Standard No. 107, *Reflecting Surfaces* (49 CFR § 571.107). The proposed action is part of NHTSA's efforts to implement the President's Regulatory Reinvention Initiative to remove unnecessary regulations. The proposed action discussed why NHTSA believes Standard No. 107 can be rescinded without adversely affecting motor vehicle safety. That belief is based primarily on the vehicle manufacturers' established practice of using nonglossy materials and finishes on regulated and nonregulated

components in the driver's forward field of view. Since the nonregulated components are not glossy, NHTSA believes that currently regulated components would not become glossy if they were deregulated. The NPRM stated that public comments must be received on or before July 26, 1995.

Extension of Comment Period

In a letter dated July 6, 1995, Advocates for Highway and Auto Safety (Advocates) petitioned for a 45-day extension of the comment period, i.e., until September 11, 1995. Advocates explained that in its view, the NPRM's comment period did not provide enough time to evaluate the proposed rescission of a safety standard. Advocates cited a desire to investigate the history of Standard No. 107, including past NHTSA actions described in the NPRM. Advocates argued that public interest in Standard No. 107 has continued, and extending the public comment period "will enable interested parties to supply informed comments to the docket."

NHTSA has decided to grant Advocates' request for an extension of the public comment period. NHTSA will extend the comment period an additional 30 days, to August 25, 1995. NHTSA has granted the additional time because Advocates has shown good cause for the extension of time and that the extension is consistent with the public interest. The extension of time is granted to all persons.

NHTSA believes that an additional 30 days should be sufficient to examine the Standard's rather limited history. Since Standard No. 107 took effect on January 1, 1968, it has been the subject of little rulemaking activity. The two most notable Standard No. 107 rulemaking proceedings (neither of which resulted in amendments to the standard) were discussed in NHTSA's June 26, 1995 NPRM.

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

Barry Felrice,

Associate Administrator for Safety Performance Standards.

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