

Environmental Protection Specialist (AT-082), Air Programs Section, at the EPA Regional Office listed below.

Copies of the documents relevant to this proposed rule are available for public inspection during normal business hours at the following locations. The interested persons wanting to examine these documents should make an appointment with the appropriate office at least 24 hours before the visiting day.

U.S. Environmental Protection Agency, Region 10, Air Programs Section, 1200 6th Avenue, Seattle, WA 98101.

The State of Washington Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600.

**FOR FURTHER INFORMATION CONTACT:**

George Lauderdale, Air Programs Branch (AT-082), EPA, 1200 6th Avenue, Seattle, WA 98101, (206) 553-6511.

**SUPPLEMENTARY INFORMATION:** See the information provided in the Direct Final action which is located in the Rules Section of this Federal Register.

Dated: October 2, 1995.

Chuck Clarke,

*Regional Administrator.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 571

[Docket No. 95-72; Notice 1]

RIN 2127-AF75

#### Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices and Associated Equipment

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes amendments to Standard No. 108, the Federal motor vehicle standard on lighting, which are intended to harmonize the Standard's geometric visibility requirements for signal lamps, and rear side marker color, with those of the ECE. With harmonization of international standards in mind, the notice also seeks comments on whether the performance and installation of front and rear fog lamps ought to be regulated by Standard No. 108. Harmonization of motor vehicle safety regulations worldwide, *without* reducing safety, would allow manufacturers to reduce costs by producing to a single world

vehicle standard rather than several, thus reducing costs and improving the flow of trade. These actions implement the grant of a petition for rulemaking submitted by the Groupe de Travail Bruxelles.

**DATES:** Comments are due December 26, 1995.

**ADDRESSES:** Comments should refer to Docket No. 95-72; Notice 1 and be submitted to: Docket Section, room 5109, 400 Seventh Street SW., Washington, DC 20590. (Docket hours are from 9:30 a.m. to 4 p.m.)

**FOR FURTHER INFORMATION CONTACT:** Rich Van Iderstine, Office of Safety Performance Standards, NHTSA (Phone: 202-366-5275; FAX: 202-366-4329).

**SUPPLEMENTARY INFORMATION:**

Harmonization of Geometric Visibility Requirements

The Groupe de Travail Bruxelles 1952 ("GTB") is composed of vehicle and lamp manufacturers from Europe, Japan, and the United States. GTB is an advisory group for the two organizations operating under the United Nations' Economic Commission for Europe that are involved in establishing motor vehicle lighting standards: The Meeting of Experts on Lighting and Light Signalling (GRE) and the Working Party on the Construction of Motor Vehicles (WP29).

GTB is seeking to "harmonize" the geometric visibility requirements of the United States and Europe through petitioning NHTSA for an amendment to Standard No. 108, and GRE and WP29 for amendments to ECE Regulation No.48 *Uniform Provisions Concerning the Approval of Vehicles With Regard to the Installation of Lighting and Light-Signalling Devices* ("ECE R48"), specifically ECE R48.01. Under present lighting regulations, motor vehicle manufacturers must produce four different lighting packages for the same vehicle in order for it to be sold in the United States, the United Kingdom, continental Europe, and Japan. Harmonization of lighting requirements, without reducing safety, would reduce costs to manufacturers and purchasers, and improve the flow of trade.

In its petition of June 15, 1994, GTB asked NHTSA to amend or introduce geometric visibility requirements for the following lamps and reflectors: backup lamp, front and rear turn signal lamps, stop lamps including the center highmounted stop lamp, parking lamps, taillamps, rear fog lamp, reflectors (front, intermediate, side, and rear), marker lamps (front, intermediate, and side), and daytime running lamps. The

petition noted that rear fog lamps are not presently included in Standard No. 108, and that many items of lighting equipment are not presently subject to geometric visibility requirements.

By way of explanation, "geometric visibility" is not a defined term in Standard No. 108. It refers to the visibility of a lamp or reflector mounted on a vehicle through a range of angles from left to right, and from up to down, with reference to the lens centerpoint (e.g., from 45 degrees left to 45 degrees right). With the exception of the center highmounted stop lamp (S5.1.1.27), the geometric visibility requirements for motor vehicle lamps are not set out in full in the text of Standard No. 108, but are contained in related SAE Standards that have been incorporated by reference in Standard No. 108. SAE requirements are not uniform and were adopted on an ad hoc basis.

The changes that GTB requested would affect passenger cars only, and would expand the range of visibility requirements for many lamps, especially turn signal lamps and parking lamps. GTB believes that a majority of vehicles being sold in the United States already meet the requirements. For those that do not, the petitioner suggests that "the necessary design changes should not be difficult to implement, assuming that adequate lead time is provided."

The requested rulemaking would add a fifth table to Standard No. 108 of lamps covered by geometric visibility requirements and a new paragraph in S5.1.1 which would apply to the vehicles presently subject to tables III and IV, i.e., not only passenger cars, but also multipurpose passenger vehicles, trucks, trailers, and buses whose overall width is less than 80 inches (2032 mm). This section would allow manufacturers the option of providing geometric visibility of at least 12.5 sq. cm. or "meeting ECE Reg 48.01 paragraph 6." This would result in imposing geometric visibility requirements on five lamps and four reflectors not currently subject to geometric visibility specifications.

#### Options Presented by the Petition

NHTSA has examined the possibility of incorporating ECE R48 into Standard No. 108, and decided that it is unnecessarily complex and could be confusing. For example, a turn signal lamp is allowable under R48:

as meeting ECE Reg. 48.01 *Addendum 47* paragraph 6, dated March 22, 1994, and meeting the geometric visibility requirements specified in: \* \* \* ECE Regulation, R-6 Revision 2, 9 Aug. 1993 *Front and Rear Turn Signals*.

Geometric visibility requirements appear in both ECE R48 and in ECE R6. According to the text cited above, turn signal lamps shall meet all requirements of ECE R48 other than geometric visibility which would be those of R6. Thus, it seems unnecessary to reference ECE R48 when the geometric requirements appear to be those of ECE R-6. Further, there are numerous references beyond R48 and R-6 incorporated in those regulations. These are automatically updated, unlike Standard No. 108, where the SAE materials incorporated by reference are not automatically changed by updates.

There is also the matter of terminology. SAE J222 refers to parking lamps also as front position lamps. Yet there are separate categories for these in ECE R48 (6.9 Front Position Lamp, p. 37; Parking Lamp, 6.12, p. 41). NHTSA could not recommend incorporating ECE R48 without modifying some of its provisions in the text of Standard No. 108. At the very least, the new Table requested by the petitioner ought to cross reference the appropriate geometric visibility sections of that regulation with the lamps to which they apply.

Further, there needs to be language that more clearly defines the lamp categories and the vehicles to which they apply.

Annex 1 of R6 is far more preferable for incorporation into Standard No. 108. The geometric visibility provisions of R6 are not termed as such but appear to be the "minimum angles required for light distribution in space of \* \* \* categories of direction indicators" in Annex 1 to R6. They are expressed in a series of diagrams. This is much clearer. Presumably, NHTSA could adopt text defining the 6 categories of turn signal lamps.

By far, the more preferable amendment would be the incorporation of the requested new Table. However, this raises a further issue: whether the Table should comprise only those items or equipment currently subject to geometric visibility requirements, or whether all lamps and reflectors requested by GTB should be included?

With respect to the option of restricted coverage, Standard No. 108 does not prohibit a manufacturer of vehicles for sale in the United States from meeting European geometric visibility requirements with respect to any of the nine equipment items not now covered. The lack of geometric visibility requirements for these nine items means that European and Japanese manufacturers need not concern themselves with this aspect of performance in designing vehicles for

the American market. On the other hand, an American manufacturer must design its vehicles to comply with geometric visibility requirements for these nine items if it wishes to sell in European markets.

Although the silence of Standard No. 108 on geometric visibility requirements for the nine items in no way disadvantages foreign manufacturers, in many minds it may not be synonymous with "harmonization." To some members of GTB, "harmonization" often means identity of regulations while, to NHTSA, a harmonized regulation is not necessarily identical but one that is broad enough to encompass "windows of harmony." This allows a common vehicle to be manufactured and sold in many countries having different regulations. Thus, to encourage the ECE bodies to harmonize their lighting regulations and to forestall any questions of preemption by the individual States in America, NHTSA has tentatively decided that it is in the interest of motor vehicle safety to make the list inclusive and to regulate the aspect of performance of lighting equipment called "geometric visibility" for the lighting equipment requested. As previously noted, the geometric visibility of some lighting equipment is already covered by Standard No. 108. NHTSA believes that a geometric visibility requirement for all lamps and reflectors is already either explicit or implicit in paragraph S5.3.1.1. Under this paragraph, each lamp shall be located so that it meets the visibility requirements in any applicable SAE Standard or Recommended Practice.

Additionally, under this paragraph, no part of the vehicle shall prevent any lamp from meeting the photometric output at any test point specified in Standard No. 108. However, if motor vehicle equipment does prevent compliance with photometrics by any required lamp or reflective device, an auxiliary lamp or reflector shall be provided that does meet the photometric requirements. In NHTSA's opinion, the effect of a final rule will make explicit what has always been implied.

To accomplish this, NHTSA is proposing a new paragraph S5.1.1.30, applicable to the vehicles covered by Tables III and IV (i.e., those less than 80 inches in overall width). The new paragraph would allow continued conformance to the existing requirements or to the "geometric visibility of at least 12.5 square centimeters of the light-emitting surface through a field of view as indicated in Table V, except for side marker lamps and reflex reflectors which have no area

requirement." Although the petitioner did not request it, as part of NHTSA's good faith effort towards compatibility of standards worldwide, the agency is proposing that the existing requirements be phased out in favor of the harmonized ones after two years (comment is especially requested on lead time). The definition of "Light-emitting Surface" that appears in SAE Standard J387 "Terminology, Motor Vehicle Lighting" would be added and defined to mean "that part of the exterior surface of the lens that encloses the light source and is required for conformance with photometric and colorimetric requirements." This definition is necessary because the term appears in the proposed requirement.

Table V would be added to cover 15 items of lighting equipment (lamps and reflectors), including the rear fog lamp. While a rear fog lamp is not required motor vehicle equipment, if a manufacturer chooses to provide one, it would then be required to meet the geometric visibility requirements (but no other requirements would apply at the present time).

The visibility requirements are expressed with relation to the Horizontal (H) and Vertical (V) axes of the lamp or reflector. As an example, the geometric visibility requirement for a front turn signal lamp would be minus 45 degrees to plus 45 degrees at Horizontal, and minus 15 degrees to plus 15 degrees at Vertical.

NHTSA, however, is not proposing to adopt ECE's backup lamp geometric visibility requirements because of its possibly adverse effect on safety. Standard No. 108 requires that the center of the backup lamp lens be seen from anywhere on a vertical transverse plane located three feet behind the vehicle and extending to three feet on either side of the vehicle, starting from two feet and ending at six feet above the road surface. For a minivan whose backup lamps are about 33 inches above the ground, Standard No. 108's requirement creates upward visibility angles greater than 45 degrees. For passenger cars with lower lamp heights, the angles are even larger. Allowing these angles to be as small as ECE's 15 degrees upward would allow a significant reduction in the ability of a pedestrian to see the lamp's signal.

#### *Rear Side Marker Color*

In its good faith efforts towards worldwide compatibility of standards, NHTSA itself has tentatively decided that a further area where harmonization might be achieved is the color of rear side marker lamps and reflectors. These are not mandatory items of equipment

in the ECE, unlike the United States. However, if rear side marker lamps and reflectors are provided, under ECE regulations, they must be amber with a few exceptions. In the United States, the required color is red, with no exceptions.

Allowance of amber as an optional color for rear side marker equipment could improve harmony of requirements world wide without, in the opinion of the agency, derogating from safety. Therefore, the agency is proposing amendments to Tables I and III that would allow amber as an optional color for rear side marker equipment. If there are any safety concerns, NHTSA anticipates that commenters will bring them to the agency's attention.

#### *Regulation of Fog Lamps*

Another aspect of motor vehicle lighting that might be appropriate for harmonization is the regulation of front and rear fog lamps. These are not items of motor vehicle equipment mandated by Standard No. 108. They are regulated by the States as each jurisdiction deems appropriate. NHTSA has no information as to the extent that European and Japanese manufacturers must modify the fog lamps and their installations on their vehicles in order to meet the regulations of the States. Should NHTSA assert its jurisdiction over that aspect of motor vehicle equipment performance and specify performance requirements (in addition to geometric visibility) for front and rear fog lamps as optional equipment, that would preempt State regulations and could afford windows of harmonization with standards of the ECE. With respect to this issue, NHTSA is especially desirous of receiving comments from European and Japanese manufacturers and State motor vehicle officials.

The performance requirements that appear appropriate to NHTSA would be SAE Standard J583 JUN93 "Front Fog Lamps" and SAE Standard J1319 JUN93 "Fog Tail Lamp".

NHTSA is taking this action on its own initiative to demonstrate its good faith in exploring possible areas of harmonization of standards.

#### *Proposed Effective Date*

The amendments would be effective 30 days after publication of the final rule in the Federal Register. At that time, manufacturers would have the option for the succeeding two years to conform to either the present or the harmonized geometric visibility requirements. After two years, the harmonized specifications would be the sole geometric visibility requirements. As noted previously, it is likely that

many of the proposed requirements are already being met by manufacturers selling in world markets.

However, when compliance with the final rule becomes mandatory, it will affect U.S. vehicle lines that are not sold in world markets. NHTSA therefore seeks comments on the appropriateness of a two-year leadtime for mandatory compliance with the final rule, and a discussion of related costs or other impacts upon the commenter.

Finally, the proposal would reinstate the lighting item "Headlamps" and headlamp mounting requirements of SAE J566 in Table I, which were mistakenly omitted when Table I was amended to reflect the addition of section S7 *Headlighting requirements* to the standard. References to S7 would also be added under the vehicle-type columns, in the manner set forth in Table III.

#### *Rulemaking Analyses and Notices*

*Executive Order 12866 and DOT Regulatory Policies and Procedures.* This rulemaking action was not reviewed under Executive Order 12866. Further, it has been determined that the rulemaking action is not significant under Department of Transportation regulatory policies and procedures. The purpose of the rulemaking action is to make an existing requirement clearer and to harmonize regulations. It is anticipated that the costs of the final rule would be so minimal as not to warrant preparation of a full regulatory evaluation. Vehicles presently selling in world markets are presumed to comply with the proposed rule. NHTSA has asked for comments on the costs and other impacts associated with a two-year leadtime for mandatory compliance of those vehicles not presently complying. This could involve relocation of certain lamps and reflectors and associated sheet metal changes, or redesign of lamps or reflectors. These could be easily accommodated within the present or next design cycle. If the comments received indicate that the impacts are more than minimal NHTSA will prepare a full regulatory evaluation before issuing a final rule.

*National Environmental Policy Act.* NHTSA has analyzed this rulemaking action for the purposes of the National Environmental Policy Act. It is not anticipated that a final rule based on this proposal would have a significant effect upon the environment. The composition of lighting equipment would not change from those presently in production.

*Regulatory Flexibility Act.* The agency has also considered the impacts of this

rulemaking action in relation to the Regulatory Flexibility Act. For the reasons stated above and below, I certify that this rulemaking action would not have a significant economic impact upon a substantial number of small entities. Accordingly, no regulatory flexibility analysis has been prepared. Manufacturers of motor vehicles and motor vehicle equipment, those affected by the rulemaking action, are generally not small businesses within the meaning of the Regulatory Flexibility Act.

*Executive Order 12612 (Federalism).* This rulemaking action has also been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and NHTSA has determined that this rulemaking action does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

*Civil Justice.* A final rule based on this proposal would not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a state may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

#### *Request for Comments*

Interested persons are invited to submit comments on the proposal. It is requested but not required that 10 copies be submitted.

All comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the

agency's confidential business information regulation. 49 CFR Part 512.

All comments received before the close of business on the comment closing date indicated above for the proposal will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Comments received too late for consideration in regard to the final rule will be considered as suggestions for further rulemaking action. Comments on the proposal will be available for inspection in the docket. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Those persons desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles.

In consideration of the foregoing, 49 CFR Part 571 would be amended as follows:

**PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS**

1. The authority citation for Part 571 would continue to read as follows:

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

2. Section 571.108 would be amended by:

- a. adding to paragraph S4, in alphabetical order, a new definition "Light-emitting Surface",
- b. adding a new paragraph S5.1.1.30,
- c. revising the heading of Table I, revising the text preceding the table, and adding Headlamps as the first entry,
- d. revising the text preceding the table and the entries for Reflex reflectors and Side marker lamps in Tables I, II, III and IV, and
- e. adding a new Table V to follow Table IV and to precede the Note to the standard, to read as follows:

**§ 571.108 Standard No. 108; Lamps, reflective devices, and associated equipment.**

\* \* \* \* \*

*S4 Definitions.*

\* \* \* \* \*

*Light-emitting Surface* means all or part of the exterior surface of the transparent or translucent lens that encloses the lighting or light-signalling device and allows conformance with

photometric and colorimetric requirements.

\* \* \* \* \*

S5.1.1.30. (a) Each passenger car, multipurpose passenger vehicle, truck, or bus, of less than 80 inches overall width, manufactured before [two years after the effective date of the final rule], when equipped with any item of lighting equipment listed in Table V, may provide geometric visibility of at least 12.5 square centimeters of the projected light-emitting surface perpendicular to the axis of viewing through a field of view as indicated in Table V, except for side marker and reflex reflectors which have no area requirement.

(b) Each passenger car, multipurpose passenger vehicle, truck, or bus, of less than 80 inches overall width manufactured on or after [two years after the effective date of the final rule], when equipped with any item of lighting equipment listed in Table V, shall provide geometric visibility of at least 12.5 square centimeters of the projected light-emitting surface perpendicular to the axis of viewing through a field of view as indicated in Table V, except for side marker and reflex reflectors which have no area requirement.

\* \* \* \* \*

TABLE I.—REQUIRED MOTOR VEHICLE LIGHTING EQUIPMENT

[Multipurpose passenger vehicles, trucks, trailers, and buses of 80 (2032) or more inches (MM) overall width]

Item	Multipurpose passenger vehicles, trucks, and buses	Trailers	Applicable SAE standard or recommended practice (See S6 for subreferenced SAE materials)
Headlamps .....	See S7 .....	None .....	J566, January 1960.
* * * * *	* * * * *	* * * * *	* * * * *
Reflex reflectors .....	4 red; 2 amber; or 2 red; 4 amber	4 red; 2 amber; or 2 red; 4 amber	J594f, January 1977.
Side marker lamps .....	2 red; 2 amber; or 4 amber .....	2 red; 2 amber; or 4 amber .....	J592e, July 1972.
* * * * *	* * * * *	* * * * *	* * * * *

TABLE II.—LOCATION OF REQUIRED EQUIPMENT

[Multipurpose passenger vehicles, trucks, trailers, and buses of 80 (2032) or more inches (MM) overall width]

Item	Location on—		Height above road surface measured from center of item on vehicle at curb weight
	Multipurpose passenger vehicles, trucks, and buses	Trailers	
Reflex reflectors	On the rear—1 red on each side of the vertical centerline, as far apart as practicable, and at the same height. On each side—1 red or amber as far to the rear as practicable, and 1 amber as far to the front as practicable.	On the rear—1 red on each side of the vertical centerline, as far apart as practicable, and at the same height. On each side—1 red or amber as far to the rear as practicable, and 1 amber as far to the front as practicable.	Do.
Side marker lamps	do	do	Not less than 15 inches, and on the rear of trailers not more than 60 inches.

TABLE III.—REQUIRED MOTOR VEHICLE LIGHTING EQUIPMENT

[All passenger cars and motorcycles, and multipurpose passenger vehicles, trucks, buses, and trailers, of less than 80 (2032) inches (MM) overall width]

Item	Passenger cars, multipurpose passenger vehicles, trucks, and buses	Trailers	Motorcycles	Applicable SAE standard or recommended practice (See S6 for subreferenced SAE materials)
Reflex reflectors	4 red; 2 amber; or 2 red; 4 amber.	4 red; 2 amber; or 2 red; 4 amber.	3 red; 2 amber; or 1 red; 4 amber.	J594f, January 1977.
Side marker lamps	2 red; 2 amber; or 4 amber.	2 red; 2 amber; or 4 amber.	None	J592e, July 1972.

TABLE IV.—LOCATION OF REQUIRED EQUIPMENT

[All passenger cars and motorcycles, and multipurpose passenger vehicles, trucks, trailers, and buses of less than 80 (2032) inches (MM) overall width]

Item	Location on—		Height above road surface measured from center of item on vehicle at curb weight
	Passenger cars, multipurpose passenger vehicles, trucks, trailers, and buses	Motorcycles	
Reflex reflectors	On the rear—1 red on each side of the vertical centerline, at the same height, and as far apart as practicable. On each side—1 red as far to the rear as practicable, and 1 amber as far to the front as practicable. On each side—1 red or amber as far to the rear as practicable, and 1 amber as far to the front as practicable.	On the rear—1 red on the vertical centerline, except that, if two are used on the rear, they shall be symmetrically disposed about the vertical centerline. On each side—1 red or amber as far to the rear as practicable, and 1 amber as far to the front as practicable.	Not less than 15 inches, nor more than 60 inches.
Side marker lamps	On each side—1 red or amber as far to the rear as practicable, and 1 amber as far to the front as practicable.	Not required	Not less than 15 inches.

TABLE V.—SPECIFICATIONS FOR GEOMETRIC VISIBILITY OF INSTALLED LIGHTING DEVICES

Lighting device	Axis	Geometric visibility requirement
Front Turn Signal Lamp .....	H	–45° to +45°.
	V	–15° to +15°. <sup>1</sup>
Rear Turn Signal Lamp .....	H	–15° to +45°.
	V	–15° to +15°. <sup>1</sup>
Stop Lamp .....	H	–45° to +45°.
	V	–15° to +15°. <sup>1</sup>
Front Parking Lamp .....	H	–45° to +45°.
	V	–15° to +15°. <sup>1</sup>
Tail Lamp .....	H	–45° to +45°.
	V	–15° to +15°. <sup>1</sup>
Rear Fog Lamp .....	H	–10° to +10°.
	V	–5° to +5°.
Rear Reflex Reflector .....	H	–30° to +30°.
	V	–10° to +10°. <sup>1</sup>
Front Side Reflex Reflector .....	H	–45° to +45°.
	V	–10° to +10°. <sup>1</sup>
Intermediate Side Reflex Reflector .....	H	–45° to +45°.
	V	–10° to +10°. <sup>1</sup>
Rear Side Reflex Reflector .....	H	–45° to +45°.
	V	–10° to +10°. <sup>1</sup>
Front Side Marker Lamp .....	H	–45° to +45°.
	V	–10° to +10°. <sup>1</sup>
Intermediate Side Marker Lamp .....	H	–45° to +45°.
	V	–10° to +10°. <sup>1</sup>
Rear Side Marker Lamp .....	H	–45° to +45°.
	V	–10° to +10°.
High Mounted Stop Lamp .....	H	–10° to +10°.
	V	–5° to +10°.
Daytime Running Lamp .....	H	–20° to +20°.
	V	–10° to +10°.

<sup>1</sup> Angle below horizontal may be reduced to 5° if the lamp is less than 750 mm. above the ground.

\* \* \* \* \*

Issued on October 17, 1995.

Barry Felrice,

*Associate Administrator for Safety  
Performance Standards.*

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