

compressed gases is governed by regulations issued by the Hazardous Materials Regulations Board (HMRB) of the U.S. Department of Transportation (49 CFR Parts 170-189). These regulations include, inter alia, detailed requirements with respect to the physical and chemical properties of the devices, their marking and their packaging.

Because the automotive industry virtually universally makes interstate shipment of its products, it appears certain that any of these explosive and pressure devices used in motor vehicles will be required to conform to the Federal regulations cited above. The regulations do not, however, apply directly to manufacturers, but rather to carriers and persons who deliver materials for shipment by the carriers. It has been tentatively determined that these devices, when used as motor vehicle equipment, should be brought within the enforcement scheme of the motor vehicle safety standards, in order to place the responsibility directly on the manufacturers who are best equipped to insure compliance.

In addition to the Federal regulations concerning these explosive devices and pressure vessels, there is presently a large and varying body of State and local regulations controlling shipment and use within their areas of jurisdiction. As is the case in other aspects of safety regulations governing the manufacture of motor vehicles, the national character of the industry makes it highly important that the regulations be substantially uniform. The need for such uniformity is clearly manifested in the legislative history of the National Traffic and Motor Vehicle Safety Act, 15 U.S.C. 1391 et seq. The Act provides for such uniformity in section 103(d) (15 U.S.C. 1392(d)), which requires that any State safety standard applicable to the same aspect of performance of the same vehicles as a Federal safety standard must be identical to the Federal standard.

In accordance with these considerations, it is proposed that Standard No. 208, Occupant Crash Protection, be amended to provide that any explosive devices or pressure vessels used in occupant protection systems shall conform to the applicable regulations of the Hazardous Materials Regulations Board of the Department of Transportation (49 CFR Parts 170-189), with respect to the physical and chemical properties, the packaging, and the marking of those items. The limitations on the areas of regulation that would be adopted as part of the safety standard are not intended in any sense to suggest the inapplicability of other aspects of the HMRB regulations to these items in their own terms. They merely reflect the fact that the safety standards are by statute limited to the objective properties of the items concerned, as contrasted, for example, with quality control provisions that also are part of the HMRB regulations.

It is assumed that if and when this amendment becomes effective, any State and local regulations that relate to the

design or performance of the items concerned, expressed as limitations on their manufacture, shipment, or use, will be required under section 103(d) of the Act to be identical to the Federal standard.

Standard No. 208 would also be amended to apply these provisions to the equipment manufacturers, as well as the manufacturers of vehicles in which the equipment is included.

In light of the foregoing, it is proposed that Standard No. 208, 49 CFR 571.21, be amended as follows:

1. The following section would be added:

S9. *Explosive materials and pressure vessels.* Any explosive materials or devices, and any vessels designed to contain a pressurized fluid or gas, that are used or intended for use in a motor vehicle as part of a system designed to provide protection to occupants in the event of a crash, shall conform to all applicable provisions of Parts 170 through 189 of this subtitle that relate to the physical and chemical properties, the packaging, and the marking of those items.

2. S3. *Application*, would be amended to read as follows:

S3. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses. In addition, S9, *Explosive materials and pressure vessels*, applies to explosive materials or devices, and to vessels designed to contain a pressurized fluid or gas, for use in the above types of motor vehicles.

Proposed effective date: January 1, 1972.

Interested persons are invited to submit comments on the revised proposals as set forth below. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on November 15, 1971 will be considered, and will be available for examination in the docket at the above address both before and after the closing date. To the extent possible, comments filed after the above date will also be considered by the Administration. However, the rulemaking action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rulemaking. The Administration will continue to file relevant material, 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 materials.

This notice of proposed rulemaking is issued under the authority of sections 103, 112, and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392, 1401, 1407), and the delegations of

authority at 49 CFR 1.51 and 49 CFR 501.8.

Issued on October 5, 1971.

ROBERT L. CARTER,  
Acting Associate Administrator,  
Motor Vehicle Programs.

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## FEDERAL RESERVE SYSTEM

[ 12 CFR Part 226 ]

[Reg. Z]

### TRUTH IN LENDING

#### Leap Year

1. Pursuant to the authority contained in the Truth in Lending Act (15 U.S.C. 1601 et seq.), the Board of Governors proposes to amend Part 226 (Regulation Z), in the manner and for the reasons set forth below:

Amend § 226.6 by the addition of a new paragraph (1) to read as follows:

§ 226.6 General disclosure requirements.

(1) *Leap year.* Any variance in the amount of any finance charge, payment, percentage rate, or other term required under this part to be disclosed, or stated in any advertisement, which occurs by reason of the addition of February 29 in each leap year, may be disregarded, and such term may be disclosed or stated without regard to such variance.

2. The amendment would permit creditors to ignore any variance in terms which occurs as a result of leap year, and will facilitate the use of preprinted disclosures without the need for the preparation of new forms solely as a result of leap year. In general any variance in terms caused as a result of leap year will be minor.

This notice is published pursuant to section 553(b) of Title 5, United States Code, and § 262.2(a) of the rules of procedure of the Board of Governors of the Federal Reserve System (12 CFR 262.2(a)).

To aid in the consideration of these matters by the Board, interested persons are invited to submit relevant data, views, or arguments. Any such material should be submitted in writing to the Secretary, the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to any Federal Reserve Bank for transmittal to the Board, to be received at the Board not later than November 15, 1971. Such material will be made available for inspection and copying upon request, except as provided in § 261.6(a) of the Board's Rules Regarding Availability of Information.

By order of the Board of Governors,  
October 1, 1971.

[SEAL]

TYNAN SMITH,  
Secretary.

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