

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

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Title 15—COMMERCE AND FOREIGN TRADE

Subtitle A—Office of the Secretary of
Commerce

PART 7—STANDARDS FOR SEAT BELTS FOR USE IN MOTOR VE- HICLES

As required by Public Law 88-201, approved on December 13, 1963 (77 Stat. 361), and after giving adequate public notice and considering public comments received, I hereby prescribe and publish the following standards for seat belts for use in motor vehicles. The purpose of these standards, as stated in Public Law 88-201, is "to provide the public with safe seat belts so that passenger injuries in motor vehicle accidents can be kept to a minimum."

These standards are essentially the same as Society of Automotive Engineers Standard 54b, Motor Vehicle Seat Assemblies, approved November 19, 1964, and published by the Society of Automotive Engineers, 485 Lexington Avenue, New York, N.Y., 10017. Standards are prescribed for three types of seat belt assemblies; namely, a lap belt, a safety harness for adults and a safety harness for children. The lap belt provides restraint only on the pelvis and is recommended for use where movement of the upper part of the body is not likely to cause injury. The safety harness provides restraint both on the pelvis and the upper torso and is recommended for use where movement of the entire body must be restricted to avoid injury. The standards permit the safety harness for adults to be either an integral harness or a combination of lap and shoulder belts.

Prior to June 1, 1965, the Department of Commerce, in consultation with the Society of Automotive Engineers, the industry, Government experts, and interested consumers, intends to add additional requirements to these standards including requirements for non-ferrous corrosion and cracking of hardware, and performance of retractors in a dusty environment. The proposed additions will be published in the FEDERAL REGISTER for public comment on or about April 1, 1965.

Done at Washington, D.C., this 2d day of December 1964.

LUTHER H. HODGES,
Secretary of Commerce.

- Sec.
7.9 Test procedures for assembly performance.
7.10 Provision for changes in the standards.
7.11 Effective date.

AUTHORITY: The provisions of this Part 7 issued under secs. 1-4, Public Law 88-201, approved Dec. 13, 1963 (77 Stat. 361).

§ 7.1 Definitions.

As used in these specifications:

(a) The term "act" means Public Law 88-201, 88th Congress, H.R. 134 (77 Stat. 361).

(b) The term "interstate commerce" means commerce between one State, Territory, possession, the District of Columbia, or the Commonwealth of Puerto Rico and another State, Territory, possession, the District of Columbia, or the Commonwealth of Puerto Rico.

(c) The term "motor vehicle" means any vehicle or machine propelled or drawn by mechanical power and used on the highways principally in the transportation of passengers other than those of carriers subject to safety regulations under Part II of the Interstate Commerce Act.

(d) The term "seat belt assembly" means any strap, webbing, or similar device designed to secure a person in a motor vehicle in order to mitigate the results of any accident, including all necessary buckles and other fasteners, and all hardware designed for installing such seat belt assembly in a motor vehicle.

(e) The term "pelvic restraint" means a seat belt assembly or portion thereof intended to restrain movement of the pelvis.

(f) The term "upper torso restraint" means a portion of a seat belt assembly intended to restrain movement of the chest and shoulder regions.

(g) The term "hardware" means any metal or rigid plastic part of a seat belt assembly.

(h) The term "buckle" means a quick release connector which fastens a person in a seat belt assembly.

(i) The term "attachment hardware" means any or all hardware designed for securing the webbing of a seat belt assembly to a motor vehicle.

(j) The term "adjustment hardware" means any or all hardware designed for adjusting the size of a seat belt assembly to fit the user, including such hardware that may be integral with a buckle, attachment hardware, or retractor.

(k) The term "retractor" means a device for storing part or all of the webbing in a seat belt assembly.

(l) The term "non-locking retractor" means a retractor from which the webbing is extended to essentially its full length by a small external force, which provides no adjustment for assembly length, and which may or may not be capable of sustaining restraint forces at maximum webbing extension.

(m) The term "automatic-locking retractor" means a retractor incorporating adjustment hardware by means of a positive self-locking mechanism which is capable when locked of withstanding restraint forces.

(n) The term "emergency-locking retractor" means a retractor incorporating adjustment hardware by means of

a locking mechanism that is activated by vehicle acceleration, webbing movement relative to the vehicle, or other automatic action during an emergency and is capable when locked of withstanding restraint forces.

(o) The term "seat back retainer" means the portion of some seat belt assemblies designed to restrict forward movement of a seat back.

(p) The term "webbing" means a narrow fabric woven with continuous filling yarns and finished selvages.

(q) The term "strap" means a narrow non-woven material used in a seat belt assembly in place of webbing.

§ 7.2 Scope and application.

The standards prescribed herein shall apply to any seat belt for use in a motor vehicle, including the manufacture for sale, the sale, or the offering for sale, in interstate commerce, or the importation into the United States, or the introduction, delivery for introduction, transportation, or causing to be transported in, interstate commerce, or for the purpose of sale, or delivery after sale, in interstate commerce. Standards are prescribed for the following types of seat belt assembly:

(a) Type 1 seat belt assembly is a lap belt for pelvic restraint.

(b) Type 2 seat belt assembly is a combination of pelvic and upper torso restraints.

(c) Type 2-a shoulder belt is an upper torso restraint for use only in conjunction with a lap belt as a Type 2 seat belt assembly.

(d) Type 3 seat belt assembly is a combination pelvic and upper torso restraint for persons weighing not more than 50 pounds or 23 kilograms and capable of sitting upright by themselves, that is children in the approximate age range of 8 months to 6 years.

§ 7.3 General requirements.

(a) *Single occupancy.* A seat belt assembly shall be designed for use by one, and only one, person at any one time.

(b) *Pelvic restraint.* A seat belt assembly shall provide pelvic restraint whether or not upper torso restraint is provided, and the pelvic restraint shall be designed to remain on the pelvis under all conditions, including collision or rollover of the motor vehicle. Pelvic restraint of a Type 2 seat belt assembly that can be used without upper torso restraint shall comply with requirement for Type 1 seat belt assembly in §§ 7.3 to 7.6.

(c) *Upper torso restraint.* A Type 2 or Type 3 seat belt assembly shall provide upper torso restraint without shifting the pelvic restraint into the abdominal region. An upper torso restraint shall be designed to minimize vertical forces on the shoulders and spine. Hardware for upper torso restraint shall be so designed and located in the seat belt assembly that the possibility of injury to the occupant is minimized. A Type 2-a shoulder belt shall comply with applicable requirements for a Type 2 seat belt assembly in §§ 7.3 to 7.6 inclusive.

(d) *Hardware.* All hardware parts which contact under normal usage a per-

- Sec.
7.1 Definitions.
7.2 Scope and application.
7.3 General requirements.
7.4 Requirements for webbing.
7.5 Requirements for hardware.
7.6 Requirements for assembly performance.
7.7 Test procedures for webbing.
7.8 Test procedures for hardware.

son, clothing, or webbing shall be free from burrs and sharp edges.

(e) *Release.* A Type 1 or Type 2 seat belt assembly shall be provided with a buckle or buckles readily accessible to the occupant to permit his easy and rapid removal from the assembly. A Type 3 seat belt assembly shall be provided with a quickly recognizable and easily operated release arrangement, readily accessible to an adult.

(f) *Attachment hardware.* A seat belt assembly shall include all hardware necessary for installation in a motor vehicle in accordance with SAE Information Report, Motor Vehicle Seat Belt Installations—SAE J800a, published by the Society of Automotive Engineers, 485 Lexington Avenue, New York, N.Y., 10017, except that seat belt assemblies designed for installation in motor vehicles equipped with seat belt anchorages shall not require underfloor hardware. The hardware shall be designed to prevent attaching bolts and other parts becoming disengaged from the vehicle in service. Reinforcing plates or washers furnished for universal floor installations shall be of steel, free from burrs and sharp edges on the peripheral edges adjacent to the vehicle, not less than 0.06 inch or 1.5 millimeters in thickness nor less than 4 square inches or 25 square centimeters in area. The distance between any edge of the plate and the edge of the bolt hole shall be at least 0.6 inch or 15 millimeters and any corner shall be rounded to a radius of not less than 0.25 inch or 6 millimeters, or cut at a 45-degree angle along an hypotenuse not less than 0.25 inch or 6 millimeters in length.

(g) *Adjustment.* A Type 1 or Type 2 seat belt assembly shall be capable of snug adjustment by the occupant by a means easily within his reach and easily operable without appreciable interference with the driving process, or shall be provided with an automatic-locking or emergency-locking retractor. A Type 3 seat belt assembly shall be capable of snug adjustment to fit any child capable of sitting upright and weighing not more than 50 pounds or 23 kilograms unless specifically labelled for use with a child in a smaller weight range.

(h) *Seat back retainer.* A Type 3 seat belt assembly designed for attachment to a seat back or for use in a seat with a hinged back shall include a seat back retainer unless such assembly is designed and labeled for use in specific models of motor vehicles in which the vehicle manufacturer has provided other adequate restraint for the seat back.

(i) *Webbing.* The ends of webbing in a seat belt assembly shall be protected or treated to prevent ravelling, and abrading or snagging of clothing with which the webbing ends may come in contact. The end of webbing in a seat belt assembly having a metal-to-metal buckle that is used by the occupant to adjust the size of the assembly shall not pull out of the adjustment hardware at maximum size adjustment. Provision shall be made for essentially unimpeded movement of webbing routed between a seat back and seat cushion and attached to a retractor located behind the seat.

(j) *Strap.* A strap used in a seat belt assembly to sustain restraint forces

shall comply with the requirements for webbing in § 7.4, and if the strap is made from a rigid material, it shall comply with applicable requirements in §§ 7.4, 7.5 and 7.6.

(k) *Marking.* Each seat belt assembly shall be permanently and legibly marked or labeled with year of manufacture, model, and name or trademark of manufacturer or distributor, or of importer if manufactured outside the United States. A model shall consist of a single combination of webbing having a specific type of fiber, weave and construction, and hardware having a specific design. Webbing of various colors may be included under the same model, but webbing of each color shall comply with the requirements for webbing in § 7.4.

(l) *Installation instructions.* A seat belt assembly or retractor shall be accompanied by an instruction sheet providing sufficient information for installing the assembly in a motor vehicle except for a seat belt assembly installed in a motor vehicle by an automobile manufacturer. The installation instructions shall state whether the assembly is for universal installation or for installation only in specifically stated motor vehicles, and shall include at least those items in SAE Information Report, Motor Vehicle Seat Belt Installations—SAE J800a, published by the Society of Automotive Engineers.

(m) *Usage and maintenance instructions.* A seat belt assembly or retractor shall be accompanied by written instructions for the proper use of the assembly, stressing particularly the importance of wearing the assembly snugly and properly located on the body, and on the maintenance of the assembly and periodic inspection of all components. The instructions shall show the proper manner of threading webbing in the hardware of seat belt assemblies in which the webbing is not permanently fastened.

§ 7.4 Requirements for webbing.

(a) *Width.* The webbing in a seat belt assembly shall be not less in width than the following dimensions when measured under conditions prescribed in § 7.7(a): Type 1 seat belt assembly—1.8 inches or 46 millimeters; Type 2 seat belt assembly—1.8 inches or 46 millimeters; Type 3 seat belt assembly—0.9 inch or 23 millimeters.

(b) *Breaking strength.* The webbing in a seat belt assembly shall have not less than the following breaking strength when tested by the procedures specified in § 7.7(b): Type 1 seat belt assembly—6,000 pounds or 2,720 kilograms; Type 2 seat belt assembly—5,000 pounds or 2,270 kilograms for webbing in pelvic restraint and 4,000 pounds or 1,810 kilograms for webbing in upper torso restraint; Type 3 seat belt assembly—1,500 pounds or 680 kilograms for webbing in pelvic and upper torso restraints, 4,000 pounds or 1,810 kilograms for webbing in seat back retainer and for webbing connecting pelvic and upper torso restraints to attachment hardware when assembly has single webbing connection, or 3,000 pounds or 1,360 kilograms for webbing connecting pelvic and upper torso restraint to attachment

hardware when assembly has two or more webbing connections.

(c) *Elongation.* The webbing in a seat belt assembly shall not extend to more than the following elongations when subjected to the specified forces in accordance with the procedure specified in § 7.7(c): Type 1 seat belt assembly—20 percent at 2,500 pounds or 1,130 kilograms; Type 2 seat belt assembly—30 percent at 2,500 pounds or 1,130 kilograms for webbing in pelvic restraint and 40 percent at 2,500 pounds or 1,130 kilograms for webbing in upper torso restraint; Type 3 seat belt assembly—20 percent at 700 pounds or 320 kilograms for webbing in pelvic and upper torso restraints, and 25 percent at 2,500 pounds or 1,130 kilograms for webbing in seat back retainer and for webbing connecting pelvic and upper torso restraints to attachment hardware when assembly has two or more webbing connections.

(d) *Resistance to abrasion.* The webbing in a seat belt assembly after being subjected to abrasion as specified in § 7.7(d) shall have a breaking strength not less than 75 percent of the strength before abrasion when measured by the procedure specified in § 7.7(b).

(e) *Resistance to light.* The webbing in a seat belt assembly after exposure to the light of a carbon arc and tested by the procedure specified in § 7.7(e) shall have a breaking strength not less than 60 percent of the strength before exposure to the carbon arc and shall have a color retention not less than No. 3 on the Geometric Gray Scale published by the American Association of Textile Chemists and Colorists, Post Office Box 886, Durham, N.C.

(f) *Resistance to micro-organisms.* The webbing in a seat belt assembly after being subjected to micro-organisms and tested by the procedures specified in § 7.7(f) shall have a breaking strength not less than 85 percent of the strength before subjection to micro-organisms.

(g) *Colorfastness to crocking.* The webbing in a seat belt assembly shall not transfer color to a crock cloth either wet or dry to a greater degree than class 3 on the AATCC Chart for Measuring Transference of Color published by the American Association of Textile Chemists and Colorists, when tested by the procedure specified in § 7.7(g).

(h) *Colorfastness to staining.* The webbing in a seat belt assembly shall not stain to a greater degree than class 3 on the AATCC Chart for Measuring Transference of Color published by the American Association of Textile Chemists and Colorists, when tested by the procedure specified in § 7.7(h).

§ 7.5 Requirements for hardware.

(a) *Corrosion resistance.* All hardware parts of a seat belt assembly after being subjected to the conditions specified in § 7.8(a) shall be free of red rust except for permissible red rust at peripheral edges or edges of holes on under-floor reinforcing plates or washers, and buckles and retractors shall conform to

applicable requirements in paragraphs (g) to (k) of this section inclusive.

(b) *Temperature resistance.* Plastic or other non-metallic hardware parts of a seat belt assembly when subjected to the conditions specified in § 7.8(b) shall not warp or otherwise deteriorate to cause the assembly to operate improperly or fail to comply with applicable requirements in this section and § 7.6.

(c) *Attachment hardware.* Eye bolts, shoulder bolts, or other bolts used to secure the pelvic restraint of a seat belt assembly to a motor vehicle shall withstand a force of 5,000 pounds or 2,270 kilograms when tested by the procedure specified in § 7.8(c)(1). A seat belt assembly having single attachment hooks of the quick-disconnect type for connecting webbing to an eye bolt shall be provided with a retaining latch or keeper which shall not move more than 0.08 inch or 2 millimeters in either the vertical or horizontal direction when tested by the procedure specified in § 7.8(c)(2).

(d) *Buckle release force.* The buckle of a Type 1 or Type 2 seat belt assembly shall release when a force of not more than 30 pounds or 14 kilograms is applied, and the buckle of a Type 3 seat belt assembly shall release when a force of not more than 20 pounds or 9 kilograms is applied as prescribed in § 7.8(d).

(e) *Adjustment force.* The force required to decrease the size of a seat belt assembly shall not exceed 11 pounds or 5 kilograms when measured by the procedure specified in § 7.8(e).

(f) *Tilt-lock adjustment.* The buckle of a seat belt assembly having tilt-lock adjustment shall lock the webbing when tested by the procedure specified in § 7.8(f) at an angle of not less than 30 degrees between the base of the buckle and the anchor webbing.

(g) *Buckle latch.* The buckle latch of a seat belt assembly when tested by the procedure specified in § 7.8(g) shall not fail, nor gall or wear to an extent that normal latching and unlatching is impaired, and a metal-to-metal buckle shall separate when in any position of partial engagement by a force of not more than 5 pounds or 2.3 kilograms.

(h) *Non-locking retractor.* The webbing of a seat belt assembly shall extend from a non-locking retractor within 0.25 inch or 6 mm of maximum length when a tension of 3 pounds or 1.4 kilograms is applied as prescribed in § 7.8(h).

(i) *Automatic-locking retractor.* The webbing of a seat belt assembly equipped with an automatic-locking retractor shall not move more than 1 inch or 2.5 centimeters between locking positions of the retractor, and shall be retracted with a force of not less than 0.6 pound or 0.27 kilogram when measured by the procedure specified in § 7.8(i).

(j) *Emergency-locking retractor.* An emergency-locking retractor used on a Type 1 or Type 2 seat belt assembly shall lock before the webbing extends 1 inch or 2.5 centimeters when the retractor is subjected to an acceleration of 0.5 gravity or 5 meters per second per second, and shall exert a retraction force of not less than 1.5 pounds or 0.7 kilogram under

zero acceleration when tested by the procedures specified in § 7.8(j).

(k) *Performance of retractor.* A retractor used on a seat belt assembly after subsection to the tests specified in § 7.8(k) shall comply with applicable requirements in paragraphs (h) to (j) of this section and § 7.6, except that the retraction force shall be not less than 50 percent of its original retraction force.

§ 7.6 Requirements for assembly performance.

(a) *Type 1 seat belt assembly.* The complete seat belt assembly including webbing, straps, buckles, adjustment and attachment hardware, and retractors shall comply with the following requirements when tested by the procedures specified in § 7.9(a):

(1) The assembly loop shall withstand a force of not less than 5,000 pounds or 2,270 kilograms; that is each structural component of the assembly shall withstand a force of not less than 2,500 pounds or 1,130 kilograms.

(2) The assembly loop shall extend not more than 7 inches or 18 centimeters when subjected to a force of 5,000 pounds or 2,270 kilograms; that is the length of the assembly between anchorages shall not increase more than 14 inches or 36 centimeters.

(3) Any webbing cut by the hardware during test shall have a breaking strength at the cut of not less than 4,200 pounds or 1,910 kilograms.

(b) *Type 2 seat belt assembly.* The components of a Type 2 seat belt assembly including webbing, straps, buckles, adjustment hardware, and retractors shall comply with the following requirements when tested by the procedure specified in § 7.9(b):

(1) The structural components in the pelvic restraint shall withstand a force of not less than 2,500 pounds or 1,130 kilograms.

(2) The structural components in the upper torso restraint shall withstand a force of not less than 1,500 pounds or 680 kilograms.

(3) The structural components in the assembly that are common to pelvic and upper torso restraints shall withstand a force of not less than 3,000 pounds or 1,360 kilograms.

(4) The length of the pelvic restraint between anchorages shall not increase more than 20 inches or 50 centimeters when subjected to a force of 2,500 pounds or 1,130 kilograms.

(5) The length of the upper torso restraint between anchorages shall not increase more than 20 inches or 50 centimeters when subjected to a force of 1,500 pounds or 680 kilograms.

(6) Any webbing cut by the hardware during test shall have a breaking strength of not less than 3,500 pounds or 1,590 kilograms at a cut in webbing of the pelvic restraint, or not less than 2,800 pounds or 1,270 kilograms at a cut in webbing of the upper torso restraint.

(c) *Type 3 seat belt assembly.* The complete seat belt assembly including webbing, straps, buckles, adjustment and attachment hardware, and retractors shall comply with the following requirements when tested by the procedures specified in § 7.9(c):

(1) The complete assembly shall withstand a force of 2,000 pounds or 900 kilograms.

(2) The complete assembly shall extend not more than 12 inches or 30 centimeters when subjected to a force of 2,000 pounds or 900 kilograms.

(3) Any webbing cut by the hardware during test shall have a breaking strength of not less than 1,050 pounds or 480 kilograms at a cut in webbing of pelvic or upper torso restraints, or not less than 2,800 pounds or 1,270 kilograms at a cut in webbing of seat back retainer or in webbing connecting pelvic and upper torso restraint at attachment hardware.

§ 7.7 Test procedures for webbing.

(a) *Width.* The width of webbing from three seat belt assemblies shall be measured after conditioning for at least 24 hours in an atmosphere having relative humidity between 48 and 67 percent and a temperature of 23 ± 2 degrees Celsius or 73.4 ± 3.6 degrees Fahrenheit. The tension during measurement of width shall be not more than 5 pounds or 2 kilograms on webbing from a Type 1 or Type 3 seat belt assembly, and $2,200 \pm 100$ pounds or $1,000 \pm 50$ kilograms on webbing from a Type 2 seat belt assembly. The width of webbing from a Type 2 seat belt assembly may be measured during the breaking strength test described in paragraph (b) of this section.

(b) *Breaking strength.* Webbing from three seat belt assemblies shall be conditioned in accordance with paragraph (a) of this section and tested for breaking strength in a testing machine of suitable capacity verified to have an error of not more than one percent in the range of the breaking strength of the webbing by the Tentative Methods of Verification of Testing Machines, ASTM Designation: E 4-64, published by the American Society for Testing and Materials, 1913 Race Street, Philadelphia, Pa., 19103. The machine shall be equipped with split drum grips illustrated in Figure 1, having a diameter between 2 and 4 inches or 5 and 10 centimeters. The rate of grip separation shall be between 2 and 4 inches per minute or 5 and 10 centimeters per minute. The distance between the centers of the grips at the start of the test shall be between 4 and 10 inches or 10 and 25 centimeters. After placing the specimen in the grips, the webbing shall be stretched continuously at a uniform rate to failure. Each value shall be not less than the applicable breaking strength requirement in § 7.4(b), but the median value shall be used for determining the retention of breaking strength in paragraphs (d), (e) and (f) of this section.

(c) *Elongation.* Elongation shall be measured during the breaking strength test described in paragraph (b) of this section by the following procedure: A preload between 44 and 55 pounds or 20 and 25 kilograms shall be placed on the webbing mounted in the grips of the testing machine and the needle points of an extensometer, in which the points remain parallel during test, are inserted in the center of the specimen. Initially the points shall be set at a known distance

apart between 4 and 8 inches or 10 and 20 centimeters. When the force on the webbing reaches the value specified in § 7.4(c), the increase in separation of the points of the extensometer shall be measured and the percent elongation shall be calculated to the nearest 0.5 percent. Each value shall be not more than the appropriate elongation requirement in § 7.4(c).

(d) *Resistance to abrasion.* The webbing from three seat belt assemblies shall be tested for resistance to abrasion by rubbing over the hexagon bar prescribed in Figure 2 in the following manner. The webbing shall be mounted in the apparatus shown schematically in Figure 2. One end of the webbing (A) shall be attached to a weight (B) which has a mass of 5.2 ± 0.1 pounds or 2.35 ± 0.05 kilograms, except that a mass of 3.3 ± 0.1 pounds or 1.50 ± 0.05 kilograms shall be used for webbing in pelvic and upper torso restraint of Type 3 seat belt assembly. The webbing shall be passed over the two new abrading edges of the hexagon bar (C) and the other end attached to an oscillating drum (D) which has a stroke of 13 inches or 33 centimeters. Suitable guides shall be used to prevent movement of the webbing along the axis of hexagonal bar C. Drum D shall be oscillated for 5,000 strokes or 2,500 cycles at a rate of 60 ± 2 strokes per minute or 30 ± 1 cycles per minute. The abraded webbing shall be conditioned as prescribed in paragraph (a) of this section and tested for breaking strength by the procedure described in paragraph (b) of this section. The median values for the breaking strengths determined on abraded and unabraded specimens shall be used to calculate the percentage of breaking strength retained.

(e) *Resistance to light.* Webbing at least 20 inches or 50 centimeters in length from three seat belt assemblies shall be suspended vertically on the inside of the specimen rack in a Type E carbon-arc light-exposure apparatus described in Recommended Practice for Operation of Light- and Water-Exposure Apparatus (Carbon-Arc Type) for Artificial Weathering Test, ASTM Designation: E 42-64, published by the American Society for Testing and Materials. The apparatus shall be operated without water spray at an air temperature of 60 ± 2 degrees Celsius or 140 ± 3.6 degrees Fahrenheit measured at a point 1.0 ± 0.2 inches or 2.5 ± 0.5 centimeters outside the specimen rack and midway in height. The temperature sensing element shall be shielded from radiation. The specimens shall be exposed to the light from the carbon arc for 100 hours and then conditioned as prescribed in paragraph (a) of this section. The colorfastness of the exposed and conditioned specimens shall be determined on the Geometric Gray Scale issued by the American Association of Textile Chemists and Colorists. The breaking strength of the specimens shall be determined by the procedure prescribed in paragraph (b) of this section. The median values for the breaking strengths determined on exposed and unexposed specimens shall be used to calculate the percentage of breaking strength retained.

(f) *Resistance to micro-organisms.* Webbing at least 20 inches or 50 centimeters in length from these seat belt assemblies shall be subjected successively to the procedures prescribed in Section 1C1—Water Leaching, Section 1C2—Volatilization, and Section 1B3—Soil Burial Test of AATCC Tentative Test Method 30-1957T, Fungicides, Evaluation of Textiles; Mildew and Rot Resistance of Textiles, published by American Association of Textile Chemists and Colorists. After soil-burial for a period of 2 weeks, the specimen shall be washed in water, dried and conditioned as prescribed in paragraph (a) of this section. The breaking strengths of the specimens shall be determined by the procedure prescribed in paragraph (b) of this section. The median values for the breaking strengths determined on exposed and unexposed specimens shall be used to calculate the percentage of breaking strength retained.

NOTE: This test shall not be required on webbing made from material which is inherently resistant to micro-organisms.

(g) *Colorfastness to crocking.* Webbing from three seat belt assemblies shall be tested by the procedure specified in Standard Test Method 8-1961, Colorfastness to Crocking (Rubbing) published by the American Association of Textile Chemists and Colorists.

(h) *Colorfastness to staining.* Webbing from three seat belt assemblies shall be tested by the procedure specified in Standard Test Method 107-1962, Colorfastness to Water, published by the American Association of Textile Chemists and Colorists, with the following modifications: Distilled water shall be used, the drying time in paragraph 4 of procedures shall be 4 hours, and section entitled "Evaluation Method for Staining (3)" shall be used to determine colorfastness to staining on the AATCC Chart for Measuring Transference of Colors.

§ 7.8 Test procedures for hardware.

(a) *Corrosion resistance.* All hardware from three seat belt assemblies shall be tested by Standard Method of Salt Spray (Fog) Testing, ASTM Designation: B 117-64, published by the American Society for Testing and Materials. The period of test shall be 50 hours for all attachment hardware at or near the floor, consisting of two periods of 24 hours exposure to salt spray followed by 1 hour drying and 25 hours for all other hardware, consisting of one period of 24 hours exposure to salt spray followed by 1 hour drying. In the salt spray test chamber, the parts from the three assemblies shall be oriented differently, selecting those orientations most likely to develop corrosion on the larger areas. Retractors shall be tested for corrosion resistance after 5,000 cycles of operation as prescribed in paragraph (k) of this section.

(b) *Temperature resistance.* All hardware having plastic or non-metallic components from three seat belt assemblies shall be subjected to the conditions prescribed in Procedure IV of Standard Methods of Test for Resistance of Plastics to Accelerated Service Conditions

published by the American Society for Testing and Materials, under designation D 756-56. The dimension and weight measurements shall be omitted. Buckles shall be unlatched and retractors shall be fully retracted during conditioning. The hardware parts after conditioning shall be used for all applicable tests in §§ 7.5 and 7.6.

(c) *Attachment hardware.* (1) Attachment bolts used to secure the pelvic restraint of a seat belt assembly to a motor vehicle shall be tested in the following manner: To one head of a testing machine described in § 7.7(b), two belt sections shall be attached. At the free end of each belt section, attachment hardware from the seat belt assembly (i.e., sister hooks, etc.) shall be attached. The attachment hardware shall be fastened by the bolt in a fixture on the other head of the testing machine as shown in Figure 3, which has a standard $\frac{1}{16}$ -20 UNF -2B threaded hole in a hardened steel plate at least 0.4 inch or 1 centimeter in thickness; the axis of this threaded hole forms a 45 degree angle with the line of pull of the belt sections. The bolt shall be 0.2 inch or 5 millimeters from its fully seated position with the attachment hardware from the two belt sections attached. A force of 5,000 pounds or 2,270 kilograms shall be applied. A bolt from each of three seat belt assemblies shall be tested.

(2) Single attachment hook for connecting webbing to an eye bolt shall be tested in the following manner: The hook shall be held rigidly so that the retainer latch or keeper, with cotter pin or other locking device in place, is in a horizontal position as shown in Figure 4. A force of 150 ± 2 pounds or 68 ± 1 kilograms shall be applied vertically as near as possible to the free end of the retainer latch, and the movement of the latch by this force at the point of application shall be measured. The vertical force shall be released, and a force of 150 ± 2 pounds or 68 ± 1 kilograms shall be applied horizontally as near as possible to the free end of the retainer latch. The movement of the latch by this force at the point of load application shall be measured. Alternatively, the hook may be held in other positions provided the forces are applied and the movements of the latch are measured at the points indicated in Figure 4.

(d) *Buckle release force.* Three seat belt assemblies shall be tested to determine compliance with the maximum buckle release force requirements, following the assembly test in § 7.9. After subjection to the force applicable for the assembly being tested, the force shall be reduced and maintained at 150 ± 10 pounds or 68 ± 4 kilograms on the assembly loop of a Type 1 seat belt assembly, 75 ± 5 pounds or 34 ± 2 kilograms on the components of a Type 2 seat belt assembly, or 45 ± 5 pounds or 20 ± 2 kilograms on a Type 3 seat belt assembly. The buckle release force shall be measured by applying a force on the buckle in a manner and direction typical of that which would be employed by a seat belt occupant. For lever release buckles, the force shall be applied on the centerline of the buckle lever or finger tab in such di-

rection as to produce maximum releasing effect. A hole 0.1 inch or 2.5 millimeters in diameter may be drilled through the buckle tab or lever on the centerline of the lever between 0.12 and 0.13 inch or 3.0 and 3.3 millimeters from its edge, and a small loop of soft wire may be used as the connecting link between the buckle tab or lever and the force measuring device.

(e) *Adjustment force.* Three seat belt assemblies shall be tested for adjustment force on the webbing at the buckle, or other manual adjusting device normally used to adjust the size of the assembly. With no load on the anchor end, the webbing shall be drawn through the adjusting device at a rate of 20 ± 2 inches per minute or 50 ± 5 centimeters per minute and the maximum force shall be measured to the nearest 0.25 pound or 0.1 kilogram after the first 1.0 inch or 25 millimeters of webbing movement. The webbing shall be precycled 10 times prior to measurement.

(f) *Tilt-lock adjustment.* This test shall be made on buckles or other manual adjusting devices having tilt-lock adjustment normally used to adjust the size of the assembly. Three buckles or devices shall be tested. The base of the adjustment mechanism and the anchor end of the webbing shall be oriented in planes normal to each other. The webbing shall be drawn through the adjustment mechanism in a direction to increase belt length at a rate of 20 ± 2 inches per minute or 50 ± 5 centimeters per minute while the plane of the base is slowly rotated in a direction to lock the webbing. Rotation shall be stopped when the webbing locks, but the pull on the webbing shall be continued until there is a resistance of at least 20 pounds or 9 kilograms. The locking angle between the anchor end of the webbing and the base of the adjustment mechanism shall be measured to the nearest degree. The webbing shall be precycled 10 times prior to measurement.

(g) *Buckle latch.* The buckles from three seat belt assemblies shall be opened fully and closed at least 10 times. Then the buckles shall be clamped or firmly held against a flat surface so as to permit normal movement of buckle parts, but with the metal mating plate (metal-to-metal buckles) or webbing end (metal-to-webbing buckles) withdrawn from the buckle. The release mechanism shall be moved 200 times through the maximum possible travel against its stop with a force of 30 ± 3 pounds or 14 ± 1 kilograms at a rate not to exceed 30 cycles per minute. The buckle shall be examined to determine compliance with the performance requirements of § 7.5(g). A metal-to-metal buckle shall be examined to determine whether partial engagement is possible by means of any technique representative of actual use. If partial engagement is possible, the maximum force of separation when in such partial engagement shall be determined.

(h) *Non-locking retractor.* After the retractor is cycled 10 times by full extension and retraction of the webbing, the retractor and webbing shall be suspended vertically and a force of 4 pounds or

1.8 kilograms shall be applied to extend the webbing from the retractor. The force shall be reduced to 3 pounds or 1.4 kilograms. The residual extension of the webbing shall be measured by manual rotation of the retractor drum or by disengaging the retraction mechanism. Measurements shall be made on three retractors.

(i) *Automatic-locking retractor.* Three retractors shall be tested in a manner to permit the retraction force to be determined exclusive of any gravitational forces on hardware or webbing. The webbing shall be fully extended from the retractor and a line shall be marked at 75 percent extension. While the webbing is being retracted, the lowest force of retraction within plus or minus 2 inches or 5 centimeters of 75 percent extension (25 percent retraction) shall be determined and the webbing movement between adjacent locking segments shall be measured in the same region of extension.

(j) *Emergency-locking retractor.* Three retractors shall be tested in a manner to permit the retraction force to be determined exclusive of any gravitational forces on hardware or webbing. The webbing shall be fully extended from the retractor and a line shall be marked at 75 percent extension. While the webbing is being retracted, the lowest force of retraction within plus or minus 2 inches or 5 centimeters of 75 percent extension (25 percent retraction) shall be determined. The retractor shall be subjected to an acceleration of 0.5 gravity or 5 meters per second while the webbing is at 75 percent extension, and the webbing movement before locking shall be measured under the following conditions: For a retractor sensitive to webbing withdrawal, the retractor shall be accelerated in the direction of webbing withdrawal while oriented horizontally and at angles of 45, 90, 135 and 180 degrees to the horizontal plane. For a retractor sensitive to vehicle acceleration, the retractor shall be accelerated in three directions normal to each other while oriented horizontally and at angles of 45, 90, 135 and 180 degrees to the horizontal plane unless the retractor locks by gravitational force when tilted in any direction to an angle of 45 degrees or more.

(k) *Performance of retractor.* The retractor shall be mounted in an apparatus capable of extending the webbing fully, applying a force of 20 pounds or 9 kilograms at full extension, and allowing the webbing to retract freely and completely. The webbing shall be withdrawn from the retractor and allowed to retract repeatedly in this apparatus until 5,000 cycles are completed. The retractor and webbing shall then be subjected to the corrosion test prescribed in paragraph (a) of this section. The performance of the retractor after the corrosion test shall be determined by withdrawing the webbing manually and allowing the webbing to retract for 25 cycles. Non-locking and automatic-locking retractors shall be subjected to 5,000 additional cycles of webbing withdrawal and retraction, and emergency-locking retractors shall be subjected to 45,000 additional cycles of webbing with-

drawal and retraction as previously described. The locking mechanism of an emergency-locking retractor shall be actuated about 10,000 times during the 50,000 cycles. At the end of test, compliance of the retractors with applicable requirements in §§ 7.5 (h), (i) and (j) shall be determined. Three retractors shall be tested for performance.

§ 7.9 Test procedures for assembly performance.

(a) *Type 1 seat belt assembly.* Three complete seat belt assemblies including webbing, straps, buckles, adjustment and attachment hardware, and retractors, arranged in the form of a loop as shown in Figure 5, shall be tested in the following manner:

(1) The testing machine shall conform to the requirements specified in § 7.7(b). A double-roller block shall be attached to one head of the testing machine. This block shall consist of 2 rollers 4 inches or 10 centimeters in diameter and sufficiently long so that no part of the seat belt assembly touches parts of the block other than the rollers during test. The rollers shall be mounted on anti-friction bearings and spaced 12 inches or 30 centimeters between centers, and shall have sufficient capacity so that there is no brinelling, bending or other distortion of parts which may affect the results. An anchorage bar shall be fastened to the other head of the testing machine.

(2) The attachment hardware furnished with the seat belt assembly shall be attached to the anchorage bar. The anchor points shall be spaced so that the webbing is parallel in the two sides of the loop. The orientation of the attachment hardware shall produce no twist in the webbing. The attaching bolt shall be parallel to, or at an angle of 45 or 90 degrees to the webbing, whichever results in the greatest angle between webbing and attachment hardware except that eye bolts shall be vertical, and attaching bolts of a seat belt assembly designed for use in specific models of motor vehicles shall be installed to produce the maximum angle in use indicated by the installation instructions. Rigid adapters between anchorage bar and attachment hardware shall be used if necessary to locate and orient the adjustment hardware. The adapters shall have a flat support face perpendicular to the threaded hole for the attaching bolt and adequate in area to provide full support for the base of the attachment hardware connected to the webbing. If necessary, a washer shall be used under a swivel plate or other attachment hardware that would crush or damage the webbing as the attaching bolt is tightened.

(3) The length of the assembly loop from attaching bolt to attaching bolt shall be adjusted to about 51 inches or 130 centimeters, or as near thereto as possible. A force of 55 pounds or 25 kilograms shall be applied to the loop to remove any slack in webbing at hardware. The force shall be removed and the heads of the testing machine shall be adjusted for an assembly loop between 48 and 50 inches or 122 and 127 centimeters in length. The length of the assembly loop shall then be adjusted

by applying a force between 20 and 22 pounds or 9 and 10 kilograms to the free end of the webbing at the buckle, or by the retraction force of an automatic-locking or emergency-locking retractor. A seat belt assembly that cannot be adjusted to this length shall be adjusted as closely as possible. An emergency-locking retractor when included in a seat belt assembly shall be locked after the adjustment for length. The buckle shall be in a location so that it does not touch the rollers during test, but to facilitate making the buckle release test in § 7.8(d) the buckle should be between the rollers or near a roller in one leg.

(4) The heads of the testing machine shall be separated at a rate between 2 and 4 inches per minute or 5 and 10 centimeters per minute until a force of 5,000±50 pounds or 2,270±20 kilograms is applied to the assembly loop. The extension of the loop shall be determined from measurements of head separation before and after the force is applied. The force shall be decreased to 150±10 pounds or 68±4 kilograms and the buckle release force measured as prescribed in § 7.8(d).

(5) After the buckle is released, the webbing shall be examined for cutting by the hardware. If the yarns are partially or completely severed in a line for a distance of 10 percent or more of the webbing width, the cut webbing shall be tested for breaking strength as specified in § 7.7(b) locating the cut in the free length between grips. If there is insufficient webbing on either side of the cut to make such a test for breaking strength, the webbing shall be repositioned in the hardware using another seat belt assembly. A tensile force of 2,500±25 pounds or 1,135±10 kilograms shall be applied to the components or a force of 5,000±50 pounds or 2,270±20 kilograms shall be applied to an assembly loop. After the force is removed, the breaking strength of the cut webbing shall be determined as prescribed above.

(6) If a Type 1 seat belt assembly includes an automatic-locking retractor or an emergency-locking retractor, the webbing and retractor shall be subjected to a tensile force of 2,500±25 pounds or 1,135±10 kilograms with the webbing fully extended from the retractor.

(b) *Type 2 seat belt assembly.* Components of three seat belt assemblies shall be tested in the following manner:

(1) The pelvic restraint between anchorages shall be adjusted to a length between 48 and 50 inches or 122 and 127 centimeters, or as near this length as possible if the design of the pelvic restraint does not permit its adjustment to this length. An emergency-locking retractor when included in a seat belt assembly shall be locked after the adjustment for length. The attachment hardware shall be oriented to the webbing as

specified in paragraph (a) (2) of this section and illustrated in Figure 5. A tensile force of 2,500±25 pounds or 1,135±10 kilograms shall be applied on the components in any convenient manner and the extension between anchorages under this force shall be measured. The force shall be reduced to 75±5 pounds or 34±2 kilograms and the buckle release force measured as prescribed in § 7.8(d).

(2) The components of the upper torso restraint shall be subjected to a tensile force of 1,500±15 pounds or 680±5 kilograms following the procedure prescribed above for testing pelvic restraint and the extension between anchorages under this force shall be measured. If the testing apparatus permits, the pelvic and upper torso restraints may be tested simultaneously. The force shall be reduced to 75±5 pounds or 34±2 kilograms and the buckle release force measured as prescribed in § 7.8(d).

(3) Any component of the seat belt assembly common to both pelvic and upper torso restraint shall be subjected to a tensile force of 3,000±30 pounds or 1,360±15 kilograms.

(4) After the buckle is released in tests of pelvic and upper torso restraints, the webbing shall be examined for cutting by the hardware. If the yarns are partially or completely severed in a line for a distance of 10 percent or more of the webbing width, the cut webbing shall be tested for breaking strength as specified in § 7.7(b) locating the cut in the free length between grips. If there is insufficient webbing on either side of the cut to make such a test for breaking strength, the webbing shall be repositioned in the hardware using another seat belt assembly. The force applied shall be 2,500±25 pounds, or 1,135±10 kilograms for components of pelvic restraint, and 1,500±15 pounds or 680±5 kilograms for components of upper torso restraint. After the force is removed, the breaking strength of the cut webbing shall be determined as prescribed above.

(5) If a Type 2 seat belt assembly includes an automatic-locking retractor or an emergency-locking retractor, the webbing and retractor shall be subjected to a tensile force of 2,500±25 pounds or 1,135±10 kilograms with the webbing fully extended from the retractor, or to a tensile force of 1,500±15 pounds or 680±5 kilograms with the webbing fully extended from the retractor if the design of the assembly permits only upper-torso restraint forces on the retractor.

(c) *Type 3 seat belt assembly.* Three seat belt assemblies including webbing, straps, buckles, adjustment and attachment hardware and retractors shall be tested in the following manner:

(1) The testing machine shall conform to the requirements specified in § 7.7(b). A torso having the dimensions shown in Figure 6 shall be attached to one head of the testing machine through a uni-

versal joint which is guided in essentially a frictionless manner to minimize lateral forces on the testing machine. An anchorage and simulated seat back shall be attached to the other head as shown in Figure 7.

(2) The torso shall be positioned at a distance of 3 inches or 8 centimeters forward of the simulated seat back. The seat belt assembly shall be installed on the torso and anchored in accordance with installation instructions. The heads of the testing machine shall be separated at a rate of between 2 and 4 inches per minute or 5 and 10 centimeters per minute until a force of 2,000 pounds or 900 kilograms is applied. The extension of the seat belt assembly shall be determined from measurement of head separation in the testing machine before and after the force is applied. The force shall be reduced to 45±5 pounds or 20±2 kilograms and the buckle release force measured as prescribed in § 7.8(d). A seat back retainer not connected to pelvic or upper torso restraint shall be subjected separately to a force of 2,000 pounds or 900 kilograms.

(3) After the buckle is released, the webbing shall be examined for cutting by the hardware. If the yarns are partially or completely severed in a line for a distance of 10 percent or more of the webbing width, the cut webbing shall be tested for breaking strength as specified in § 7.7(b) locating the cut in the free length between grips. If there is insufficient webbing on either side of the cut to make such a test for breaking strength, the webbing shall be repositioned in the hardware using another seat belt assembly. A tensile force shall be applied to the components as follows: Webbing in pelvic or upper torso restraint—700 pounds or 320 kilograms; webbing in seat back retainer or webbing connecting pelvic and upper torso restraint to attachment hardware—1,500 pounds or 680 kilograms. After the force is removed, the breaking strength of the cut webbing shall be determined as prescribed above.

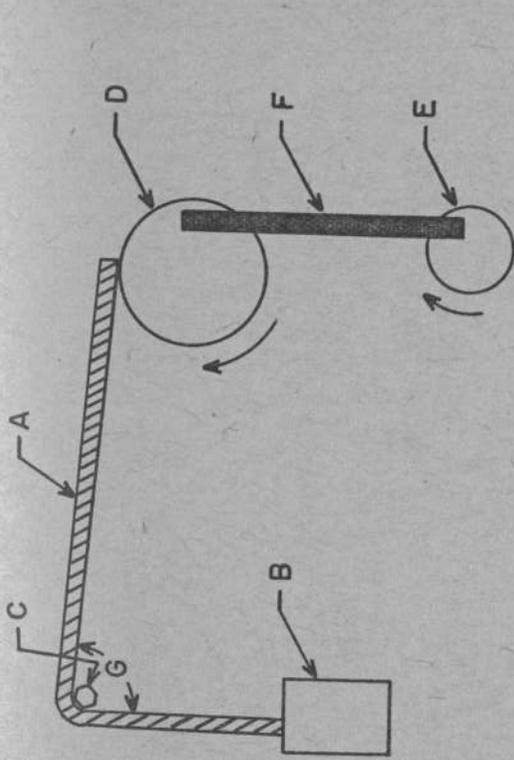
§ 7.10 Provision for changes in the standards.

Section 4 of the act provides for the possibility of changes in the standards first established pursuant to section 1 of this act. Any person, firm or organization wishing to propose a change in these standards shall submit the detailed proposal to the Director, National Bureau of Standards, U.S. Department of Commerce, Washington, D.C., 20234.

§ 7.11 Effective date.

The standards prescribed herein shall become effective upon publication in the FEDERAL REGISTER. Section 2 of the act shall take effect one year after the date of publication in the FEDERAL REGISTER.

LUTHER H. HODGES,
Secretary of Commerce.

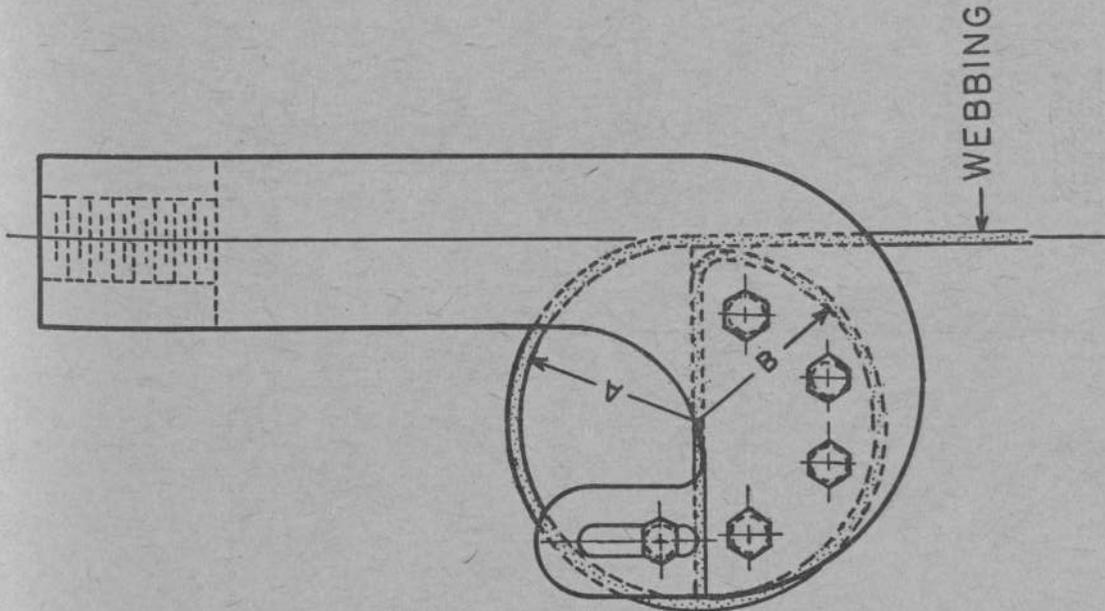


- A - WEBBING
- B - WEIGHT
- C - HEXAGONAL ROD

STEEL - SAE 51416
 ROCKWELL HARDNESS - B-97 to B-101
 SURFACE - COLD DRAWN FINISH
 SIZE - 0.250 ± 0.001 INCH OR
 6.35 ± 0.03 MILLIMETERS
 RADIUS ON EDGES - 0.024 ± 0.001 INCH OR
 0.61 ± 0.03 MILLIMETERS

- D - DRUM
DIAMETER - 16 INCHES OR 40 CENTIMETERS
- E - CRANK
- F - CRANK ARM
- G - ANGLE BETWEEN WEBBING 85 ± 2 DEGREES

Figure 2



A 1 TO 2 INCHES OR 2.5 TO 5 CENTIMETERS
 B A MINUS 0.06 INCH OR 0.15 CENTIMETER

FIGURE 1.

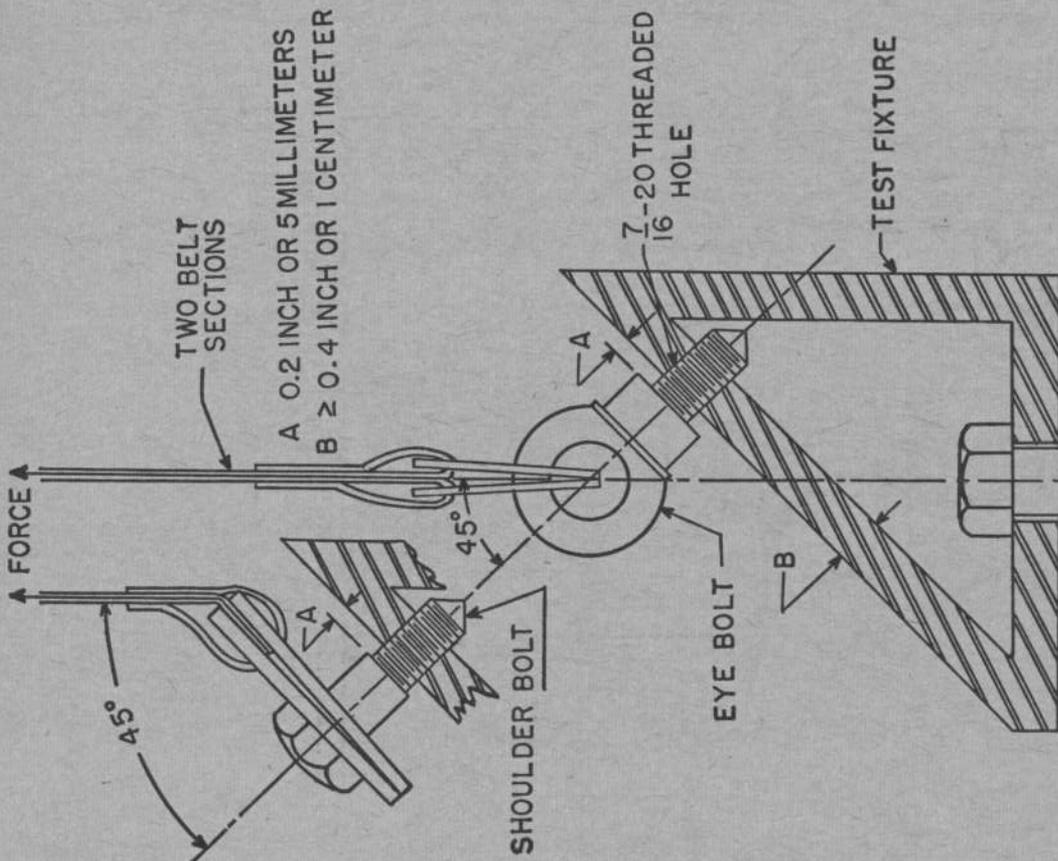


FIGURE 3.

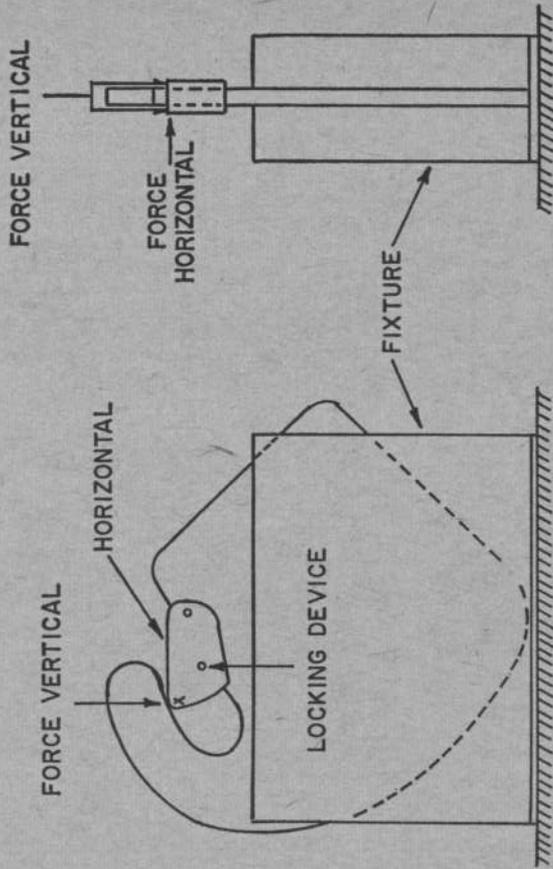
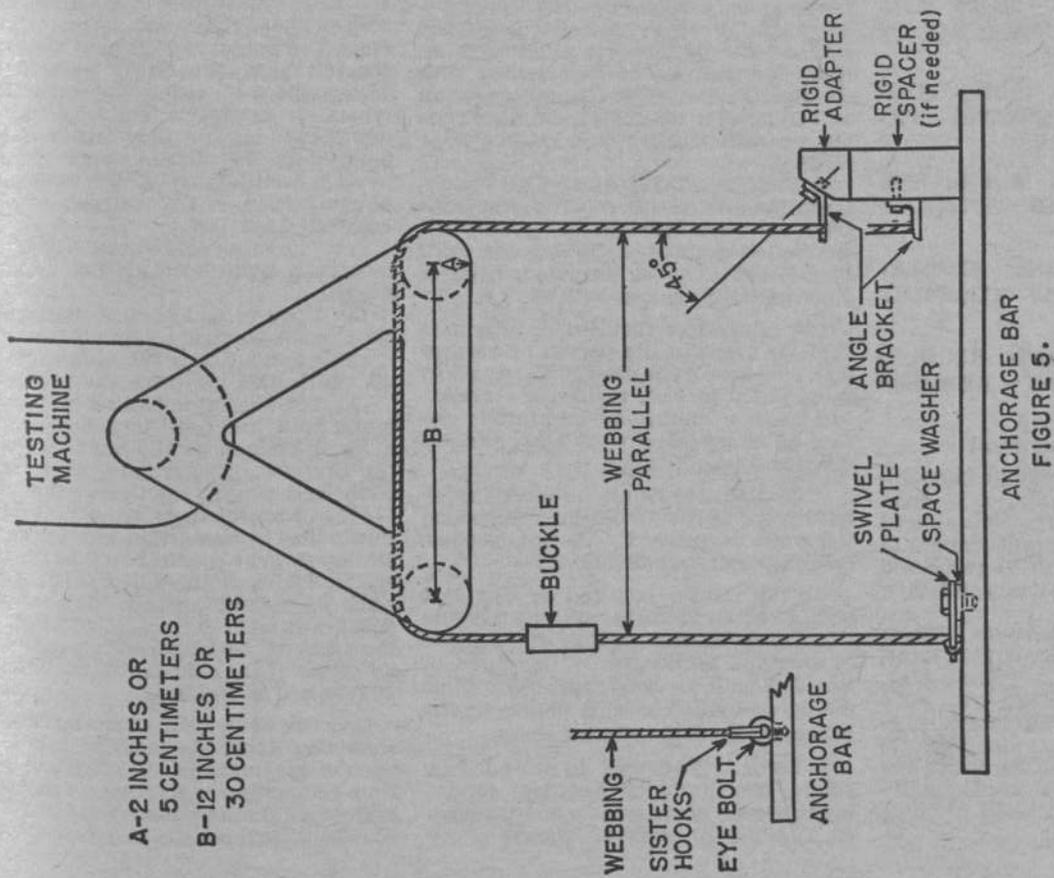


FIGURE 4
SINGLE ATTACHMENT HOOK



ANCHORAGE BAR
FIGURE 5.

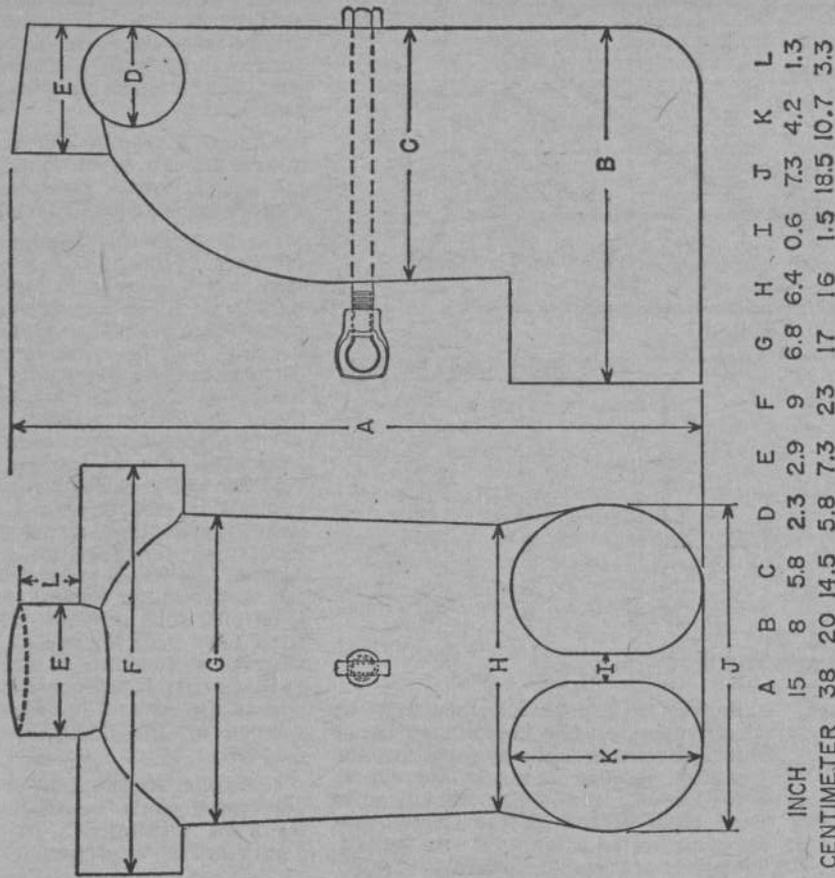


FIGURE 6.

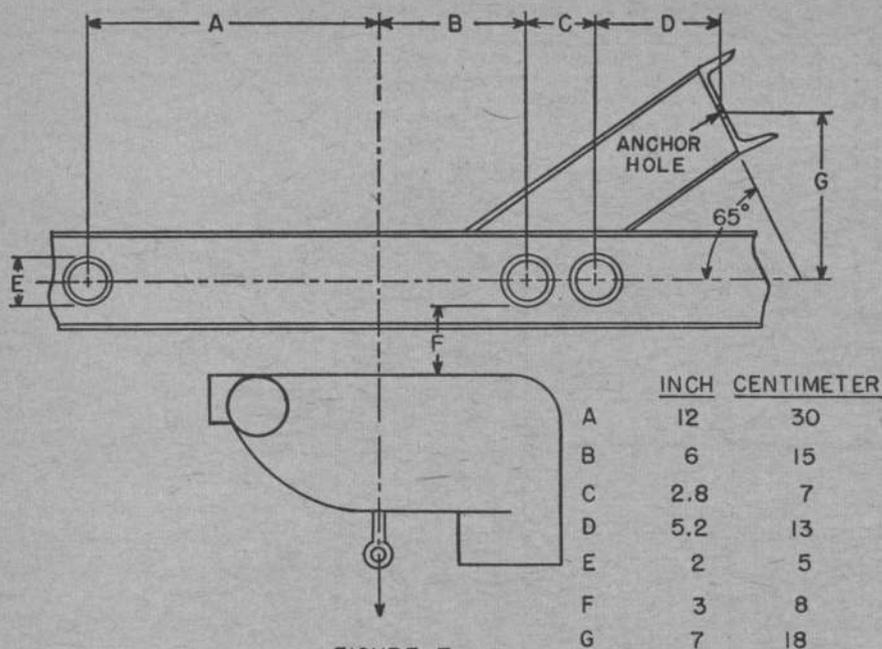


FIGURE 7.

[F.R. Doc. 64-12549; Filed, Dec. 10, 1964; 8:45 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release 33-4744 etc.]

PART 230—GENERAL RULES AND REGULATIONS, SECURITIES ACT OF 1933

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

PART 260—GENERAL RULES AND REGULATIONS, TRUST INDENTURE ACT OF 1939

PART 270—RULES AND REGULATIONS, INVESTMENT COMPANY ACT OF 1940

PART 275—RULES AND REGULATIONS, INVESTMENT ADVISERS ACT OF 1940

Use of Certified Mail

The Securities and Exchange Commission has amended seventeen of its rules under the various statutes administered by the Commission to permit the use of certified mail in addition to registered mail in each of the instances covered by the rules in question.

The Commission's action is as follows:

1. Sections 230.172(c), 230.173(c), 230.262(b), 240.0-7(c), 240.15b-7(c), 260.0-9(c), 260.0-10(c), 270.0-6(c), 270.0-7(c), 275.01(c), and 275.02(c), the provisions of all of which are identical, are each amended by adding the words "or certified" following the word "registered". As so amended, each of these sections reads as follows:

Service of any process, pleadings or other papers on the Commission under this part shall be made by delivering the requisite number of copies thereof to the Secretary of the Commission or to such other person as the Commission may authorize to act in its behalf. Whenever any process, pleadings or other papers as aforesaid are served upon the Commission, it shall promptly forward a copy thereof by registered or certified mail to the appropriate defendants at their last address of record filed with the Commission. The Commission shall be furnished a sufficient number of copies for such purpose, and one copy for its file.

2. Sections 230.261(d) and 230.610(d), the provisions of both of which are identical, are each amended by adding the words "or certified" following the word "registered". As so amended, each of these sections reads as follows:

(d) All notices required by this part shall be given to the person or persons on whose behalf the notification was filed by personal service, registered or certified mail or confirmed telegraphic notice at the addresses of such persons given in the notification.

3. Section 230.340(d) is amended by adding the words "or certified" following the word "registered". As so amended, § 230.340(d) reads as follows:

(d) All notices required by this part shall be given to the person who filed the offering sheet, and shall be given either by personal service, or by registered or certified mail, or confirmed telegraphic notice, addressed to such person at the address given in the offering sheet.

4. Section 230.656(d) is amended by adding the words "or certified" following the word "registered". As so amended, § 230.656(d) reads as follows:

(d) All notices required by this part shall be given to the issuer by personal service, registered or certified mail or confirmed telegraphic notice at the address of the issuer given in the notification.

5. Section 240.24b-2(e) is amended by adding the words "or certified" following the word "registered". As so amended, § 240.24b-2(e) reads as follows:

(e) Prior to any determination overruling the objection, if a hearing shall have been requested in accordance with paragraph (b) of this section, at least 10 days' notice of the time and place of such hearing shall be given by registered or certified mail to the person or his agent for service. Failure of any person making an application pursuant to paragraph (b) of this section, to request a hearing, to appear at such hearing, or to offer evidence at the hearing in support of his application, shall be deemed a consent by such person to the submission of his objection for determination by the Commission. In any case in which a hearing has been held, the Commission need consider only such grounds of objection as shall have been supported by evidence adduced at the hearing and the failure at the hearing to adduce evidence in support of any ground of objection may be deemed by the Commission a waiver thereof.

6. Section 240.24b-2(h) is amended by adding the words "or certified" following the word "registered". As so amended, § 240.24b-2(h) reads as follows:

(h) If such finding and determination are made with respect to the confidential portion of an application, report, or document filed pursuant to section 12 or 13 of the Act, the registration of the securities with respect to which the application, report, or document was filed may be withdrawn at any time within fifteen days of the dispatch of notice by registered or certified mail of such finding and determination. Such withdrawal shall be effected as follows:

(1) The issuer shall file with the Commission a written notification of withdrawal.

(2) Upon receipt of such notification, the Commission will send confirmed telegraphic notice thereof to each exchange on which the securities are registered.

(3) The registration shall continue in effect until, and shall terminate on, the close of business of the tenth day after the dispatch of such telegraphic notice to the exchange by the Commission.

(4) All applications, reports, or documents filed in connection with the registration shall be retained by the Commission and the exchange on which filed, and shall be plainly marked: "Registration withdrawn as of _____ (date of termination of registration)" except that all copies of the confidential portion will be returned to the issuer.

Effective date. The Commission finds that the foregoing actions relate to agency organization or procedure and that compliance with subsections 4 (a) and (b) of the Administrative Procedure Act is unnecessary. The Commission

further finds that the foregoing amendments are not of a substantive nature and that compliance with subsection 4(c) of the Administrative Procedure Act is unnecessary. Accordingly, the foregoing action becomes effective immediately upon publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

DECEMBER 4, 1964.

[F.R. Doc. 64-12691; Filed, Dec. 10, 1964;
8:46 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

PART 9—COLOR CERTIFICATION

FD&C Red No. 4

Pursuant to the authority vested in the Secretary of Health, Education, and Welfare by Title II of the Color Additives Amendments of 1960 (Title II, Public Law 86-618; 74 Stat. 404 et seq.; 21 U.S.C., note under 376) and delegated to the Commissioner of Food and Drugs (21 CFR 2.90; 29 F.R. 471), the transitional color additive regulations and the color certification regulations are amended as set forth below:

§ 8.501 [Amended]

1. Section 8.501 *Provisional lists of color additives* is amended in the following respects:

a. In paragraph (a), the item "FD&C Red No. 4 (§9.63 of this chapter)" is deleted.

b. Paragraph (c) is amended by inserting a new item after "Ext. D&C Red No. 15 * * *", as follows:

	Closing date	Restrictions
* * *	* * *	* * *
Ext. D&C Red No. 24 (§ 9.363 of this chapter).	July 1, 1965	-----
* * *	* * *	* * *

2. Section 8.502 is amended by adding thereto a new paragraph (d), as follows:

§ 8.502 Termination of provisional listings of color additives.

(d) *FD&C Red No. 4.* Feeding tests of this color additive have been conducted with three species:

(1) Rats of the Osborne-Mendel and Sprague-Dawley strains were fed FD&C Red No. 4 for 2 years at levels of 5 percent, 2 percent, 1 percent, and 0.5 percent of the diet. No effect was found.

(2) Mice of the C3Hf and C57BL strains were fed FD&C Red No. 4 for 2 years at levels of 2 percent and 1 percent of the diet. No effect was found.

(3) Dogs were fed FD&C Red No. 4 at levels of 2 percent and 1 percent of the diet. Adverse effects were found at both levels in the urinary bladder and in the adrenals. Three dogs of five fed on the 2-percent level died after 6 months, 9 months, and 5½ years on the test. Two of the dogs on the 2-percent level and all five of the dogs on the 1-percent level survived to the completion of the 7 year study.

The Commissioner of Food and Drugs has concluded that the data available to him do not permit the establishment of a safe level of use of this color additive for a long period of time in food and in ingested drugs and cosmetics. In order to protect the public health, the Commissioner hereby terminates the provisional listing of FD&C Red No. 4 (§ 9.63 of this chapter) for use in food and in drugs and cosmetics that may be ingested. The Commissioner does not find that the facts now before him require a prohibition of the use of FD&C Red No. 4 in drugs and cosmetics which are not ingested and the provisional listing with respect to these uses remains in effect.

3. Section 8.510 is amended by adding thereto a new paragraph (c), as follows:

§ 8.510 Cancellation of certificates.

(c) Certificates issued heretofore for the color additive designated FD&C Red No. 4 (§ 9.63 of this chapter) and of all mixtures containing this color additive are cancelled effective 180 days after the date of the publication of this order insofar as food and ingested drugs and cosmetics are concerned, and use of this color additive in the manufacture of food and ingested drugs and cosmetics after that date will result in adulteration. The certificates shall continue in effect for the use of this color additive in drugs and cosmetics which are not ingested. The Commissioner finds that no action needs to be taken to remove food and ingested drugs and cosmetics containing this color additive from the market on the basis of the scientific evidence before him, taking into account that the additive is not an acutely toxic substance and that it is used only in small amounts in food and ingested drugs and cosmetics.

4. Part 9 is amended by deleting § 9.63 *FD&C Red No. 4* from Subpart B and by adding to Subpart D the following new section:

§ 9.363 External D&C Red No. 24.

Disodium salt of 2-(5-sulfo-2,4-xylylazo)-1-naphthol-4-sulfonic acid.

Volatile matter (at 135° C.), not more than 10.0 percent.

Water-insoluble matter, not more than 0.3 percent.

Ether extracts, not more than 0.2 percent.

Chlorides and sulfates of sodium, not more than 5.0 percent.

Mixed oxides, not more than 1.0 percent.

Subsidiary dyes, not more than 5.0 percent.

Pure dye (as determined by titration with titanium trichloride), not less than 85.0 percent.

Notice and public procedure are not necessary prerequisites to the promulgation of this order because section 203(d) (2) of the Public Law 86-618 so provides.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Title II, Public Law 86-618; 74 Stat. 404 et seq.; 21 U.S.C., note under 376)

Dated: December 7, 1964.

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F.R. Doc. 64-12736; Filed, Dec. 10, 1964;
8:49 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 42—EGGS AND EGG PRODUCTS

Amendment of Identity Standards To Provide for Glucose Removal

In the matter of amending the standards of identity for dried whole eggs and dried egg yolks to provide for glucose removal:

Notices of proposed rule making in the above-identified matter were published in the FEDERAL REGISTER on March 28, 1964 (29 F.R. 4099) and May 28, 1964 (29 F.R. 7029). The first notice set forth a proposal by Fermco Laboratories, Inc., 4941 South Racine Avenue, Chicago, Ill., to amend the standards to provide for the optional use of an enzymatic method of removing glucose from liquid whole eggs and egg yolks before drying. The second notice set forth a proposal by Armour and Company, 401 North Wabash Avenue, Chicago, Ill., to amend the standards to give recognition to a yeast-fermentation method for glucose removal. Both proposals provided for label declaration when either of the two methods is used.

On the basis of the relevant information available, giving due consideration to comments filed, it is concluded that it will promote honesty and fair dealing in the interest of consumers to amend the standards for dried eggs and for dried egg yolks to permit glucose removal by the methods proposed. Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 72 Stat. 948; 21 U.S.C. 341, 371) and delegated to the Commissioner of Food and Drugs (21 CFR 2.90; 29 F.R. 471): *It is ordered.* That the standards of identity for dried whole eggs and dried egg yolks be revised to read as follows:

§ 42.30 Dried eggs, dried whole eggs; identity; label statement of optional ingredients.

(a) Dried eggs, dried whole eggs are prepared by drying liquid eggs. They may be powdered. Before drying, the glucose content of the liquid eggs may be reduced by one of the optional procedures set out in paragraph (b) of this section. Sodium silicoaluminate may be added as an optional anticaking ingredient, but the amount used is less than 2 percent

by weight of the finished food. The moisture content of the finished food, if the optional anticaking ingredient is used, does not exceed 5 percent by weight; however, if the optional anticaking ingredient is not used the moisture content may exceed 5 percent, but it does not exceed 8 percent. The moisture content is determined by the method prescribed in "Official Methods of Analysis of the Association of Official Agricultural Chemists," Ninth Edition, 1960, sections 16.002 and 16.003, under "Total Solids."

(b) The optional glucose-removing procedures are:

(1) *Enzyme procedure.* A glucose-oxidase-catalase preparation and hydrogen peroxide solution are added to the liquid eggs. The quantity used and the time of reaction are sufficient to substantially reduce the glucose content of the liquid eggs. The glucose-oxidase-catalase preparation used is one that is generally recognized as safe within the meaning of section 201(s) of the Federal Food, Drug, and Cosmetic Act. The hydrogen peroxide solution used shall comply with the specifications of the United States Pharmacopeia, except that it may exceed the concentration specified therein and it does not contain a preservative.

(2) *Yeast procedure.* The pH of the liquid eggs is adjusted to the range of 6.0 to 7.0, if necessary, by the addition of dilute, chemically pure hydrochloric acid, and controlled fermentation is maintained by adding food-grade baker's yeast (*Saccharomyces cerevisiae*). The quantity of yeast used and the time of reaction are sufficient to substantially reduce the glucose content of the liquid eggs.

(c) The name of the food for which a definition and standard of identity is prescribed by this section is "Dried eggs" or "Dried whole eggs," and if the glucose content was reduced, as provided in paragraph (b) of this section, the name shall be followed immediately by the statement "Glucose removed for stability" or "Stabilized, glucose removed."

(d) (1) When the optional anticaking ingredient sodium silicoaluminate is used, the label shall bear the statement "Less than 2 percent sodium silicoaluminate added as an anticaking agent."

(2) The name of any optional ingredient used, as provided in subparagraph (1) of this paragraph, shall be listed on the principal display panel or panels of the label with such prominence and conspicuousness as to render such statement likely to be read and understood by the ordinary individual under customary conditions of purchase.

§ 42.60 Dried egg yolks, dried yolks; identity; label statement of optional ingredients.

(a) Dried egg yolks, dried yolks is the food prepared by drying egg yolks. Before drying, the glucose content of the liquid egg yolk may be reduced by one of the optional procedures set out in paragraph (b) of this section. Sodium silicoaluminate may be added as an optional anticaking ingredient, but the amount used is less than 2 percent by weight of the finished food. The mois-

ture content of the finished food, if the optional anticaking ingredient is used, does not exceed 3 percent by weight; however, if the optional anticaking ingredient is not used, the moisture content may exceed 3 percent but it does not exceed 5 percent. The moisture content is determined by the method prescribed in "Official Methods of Analysis of the Association of Official Agricultural Chemists," Ninth Edition, 1960, sections 16.002 and 16.003, under "Total Solids."

(b) The optional glucose-removing procedures are:

(1) *Enzyme procedure.* A glucose-oxidase-catalase preparation and hydrogen peroxide solution are added to the liquid yolks. The quantity used and the time of reaction are sufficient to substantially reduce the glucose content of the liquid egg yolks. The glucose-oxidase-catalase preparation used is one that is generally recognized as safe within the meaning of section 201(s) of the Federal Food, Drug, and Cosmetic Act. The hydrogen peroxide solution used shall comply with the specification of the United States Pharmacopeia, except that it may exceed the concentration specified therein and it does not contain a preservative.

(2) *Yeast procedure.* The pH of the liquid egg yolks is adjusted to the range of 6.0 to 7.0, if necessary, by the addition of dilute, chemically pure hydrochloric acid, and controlled fermentation is maintained by adding food-grade baker's yeast (*Saccharomyces cerevisiae*). The quantity of yeast used and the time of reaction are sufficient to substantially reduce the glucose content of the liquid egg yolks.

(c) The name of the food for which a definition and standard of identity is prescribed by this section is "Dried egg yolks," or "Dried yolks," and if the glucose content was reduced, as provided in paragraph (b) of this section, the name shall be followed immediately by the statement "Glucose removed for stability" or "Stabilized, glucose removed."

(d) (1) When the optional anticaking ingredient sodium silicoaluminate is used, the label shall bear the statement "Less than 2 percent sodium silicoaluminate added as an anticaking agent."

(2) The name of any optional ingredient used, as provided in subparagraph (1) of this paragraph, shall be listed on the principal display panel or panels of the label with such prominence and conspicuousness as to render such statement likely to be read and understood by the ordinary individual under customary conditions of purchase.

Any person who will be adversely affected by the foregoing order may at any time within 30 days following the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in triplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the

order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 948; 21 U.S.C. 341, 371)

Dated: December 4, 1964.

JOHN L. HARVEY,
Deputy Commissioner of
Food and Drugs.

[F.R. Doc. 64-12737; Filed, Dec. 10, 1964;
8:49 a.m.]

SUBCHAPTER C—DRUGS

PART 144—ANTIBIOTIC DRUGS; EXEMPTIONS FROM LABELING AND CERTIFICATION REQUIREMENTS

PART 148c—COLISTIN

Miscellaneous Amendments;
Corrections

Because of the recodification of certain portions of the antibiotic regulations, the following corrections are necessary in the amendatory language in F.R. Doc. 64-11924, published in the FEDERAL REGISTER of November 21, 1964 (29 F.R. 15644).

In amendment 1, the reference to § 146.26(b) should read "§ 144.26(b)."

In amendment 3, the reference to § 148.4 should read "§ 146.2(c)."

(Sec. 507, 52 Stat. 463 as amended; 21 U.S.C. 357)

Dated: December 4, 1964.

JOHN L. HARVEY,
Deputy Commissioner of
Food and Drugs.

[F.R. Doc. 64-12738; Filed, Dec. 10, 1964;
8:49 a.m.]

Title 27—INTOXICATING
LIQUORS

Chapter I—Internal Revenue Service,
Department of the Treasury

[T.D. 6776]

PART 4—LABELING AND ADVERTISING OF WINE

Labeling of Wine Containing Volatile
Fruit-Flavor Concentrates

This Treasury decision amends the following provisions of the regulations in 27 CFR Part 4, Labeling and Advertising of Wine, to make them consistent with provisions of the Internal Revenue Code as amended by Public Law 88-653, 78 Stat. 1085, approved October 13, 1964.