

(1) (1) When train airbrake system is tested from a yard test plant, an engineer's brake valve or a suitable test device must be used to provide increase and reduction of brake pipe air pressure or electropneumatic brake application and release at the same or a slower rate as with engineer's brake valve and yard test plant must be connected to the end which will be nearest to the hauling road locomotive.

(2) When yard test plant is used, the train airbrakes system must be charged and tested as prescribed by paragraphs (c) to (g) of this section inclusive, and when practicable should be kept charged until road motive power is coupled to train, after which, an automatic brake application and release test of airbrakes on rear car must be made. If train is to be operated in electropneumatic brake operation, this test must also be made in electropneumatic brake operation before proceeding.

(3) If after testing the brakes as prescribed in subparagraph (2) of this paragraph the train is not kept charged until road motive power is attached, the brakes must be tested as prescribed by paragraph (d) (1) of this section and if train is to be operated in electropneumatic brake operation as prescribed by paragraph (d) (2) of this section.

(j) Before adjusting piston travel or working on brake rigging, cutout cock in brake pipe branch must be closed and air reservoirs must be drained. When cutout cocks are provided in brake cylinder pipes, these cutout cocks only may be closed and air reservoirs need not be drained.

§ 232.13 [Amended]

2. Section 232.13 (d) (1), (d) (2) (i), (d) (2) (ii), and (e) (2) is amended by deleting "§ 232.12 (a) to (h)" in each case and adding in place thereof "§ 232.12 (c)-(j)".

3. A new § 232.19 is added to read as follows:

§ 232.19 Airbrake tests on run-through and unit run-through trains.

(a) For the purposes of this section—
(1) "Run-through train" means a train which passes from one carrier to another carrier with no change in consist (including locomotive) other than the addition or removal of a block of one or more cars; and

(2) "Unit run-through train" means a run-through train operated by more than one carrier on a continuous round-trip cycle and consisting of assigned equipment.

(b) The carriers involved shall jointly notify the Federal Railroad Administrator in writing of run-through trains and unit run-through trains operating over their tracks. The notice must identify points of interchange and all other points where equipment and air brake inspections are made.

(c) Each run-through train shall be inspected and tested as prescribed by § 232.12 (c)-(j) —

(1) Where the train is originally made up (initial terminal);

(2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; and

(3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.

(d) Each unit run-through train shall be inspected and tested as prescribed by § 232.12 (c)-(j) —

(1) Where the train is originally made up and where it is reassembled after being broken up;

(2) Once during each round-trip cycle of less than 500 miles at an inspection point designated in writing by the carriers involved; and

(3) At intermediate inspection points not more than 500 miles apart, subject to the requirements of paragraph (f) of this section.

(e) Each carrier that adds a block of one or more cars to a run-through train or unit run-through train after the train is originally made up, shall inspect and test the block as follows:

(1) In accordance with § 232.12 (c)-(j) at the point where the block is added; or

(2) In accordance with § 232.13 (d) (1) at the point where the block is added, and § 232.12 (c)-(j) at the next point on its line where the inspections and tests can be performed, but not beyond a designated 500-mile inspection point.

(f) For the purpose of the intermediate inspections and tests required by paragraphs (c) (3) and (d) (3) of this section—

(1) Piston travel of a body-mounted 10-inch brake must not exceed 10 inches; and

(2) Piston travel on all other brakes—
(i) Must not exceed the nominal travel specified by more than 2 inches; and

(ii) Must not exceed the maximum travel specified by the badge plate or stencil on the car.

(g) The inspections and tests made under § 232.12 (c)-(j) as required by this section shall be performed by qualified carrier personnel at locations where adequate repair facilities are available to maintain power brake systems in effective operating condition in conformity with this part. Defective cars shall be repaired or removed from service at the point of inspection and testing.

(h) Each carrier shall record the inspections and tests made under § 232.12 (c)-(j) as required by this section at the time they are performed by completing Form FRA F-6180-48¹ in duplicate. This form shall be signed by the supervisor or other carrier employee responsible for the inspections and tests.

¹ The Federal Railroad Administration will furnish specimen copies of Form FRA F-6180-48, which is filed as part of the original document, upon request. The reporting and/or recordkeeping requirements contained herein have been approved by the Office of Management and Budget in accordance with the Federal Reports Act of 1942.

One copy of the form shall be kept in the cab of the locomotive until the train arrives at its final terminal, and one copy shall be retained for 3 months at the terminal where the inspections and tests are made.

(i) At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that—

(1) The cab of the locomotive contains a Form FRA F-6180-48 completed as required by paragraph (h) of this section;

(2) Brake pipe leakage does not exceed 5 pounds per minute; and

(3) Brakes apply and release on the rear car from a 20-pound service brake pipe pressure reduction.

If the cab of the locomotive does not contain a completed Form FRA F-6180-48, the train must be inspected and tested as prescribed by § 232.12 (c)-(j) before it proceeds.

4. The table of sections is amended by adding at the end thereof:

232.19 Air brake tests on run-through and unit run-through trains.

[FR Doc. 72-9326 Filed 6-20-72; 8:49 am]

Chapter V—National Highway Traffic Safety Administration

[Docket No. 71-1; Notice 3]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Glazing Materials

The purpose of this notice is to amend Motor Vehicle Safety Standard No. 205, "Glazing Materials," to permit the use of certain plastic materials in motor vehicles in addition to those presently allowed, to modify the certification and labeling requirements, and to modify the test for the chemical resistance of plastic materials. It also clarifies the applicability of the standard to motor vehicle equipment, and the provisions of the standard dealing with readily removable windows.

Federal Motor Vehicle Safety Standard No. 205 was initially published February 3, 1967 (32 F.R. 2414), and amended July 8, 1967 (32 F.R. 10072), September 19, 1968 (33 F.R. 14162), and March 1, 1969 (34 F.R. 3688). On January 9, 1971, a notice of proposed rule making (Docket 71-1, Notice 1) was published based upon petitions for rule making received from the Eastman Chemical Products, Inc., and the California Highway Patrol. The former requested that the standard be amended to allow the use of butyrate plastic materials, and the latter requested changes in the requirements of the standard dealing with the marking of glazing materials. This amendment responds to both of these petitions and also modifies the standard as a result of independent agency action.

Standard No. 205 is applicable to "glazing materials for use in passenger

cars, multipurpose passenger vehicles, trucks, buses and motorcycles." It is also applicable, under FHWA Ruling 68-1 (33 F.R. 5020, March 26, 1968), to glazing for use in slide-in and chassis-mount campers. This amendment to Standard No. 205 incorporates the substances of FHWA Ruling 68-1 into the applicability section of the standard and specifies, in accordance with the notice of March 1, 1969 (Docket 23; Notice 2, 34 F.R. 3688) the glazing materials that are permitted to be used in these equipment items.

The notice of January 9, 1971, proposed to revise the incorporation by reference of American Standards Association Test (ASA) Z26.1-1966 to include supplement Z26.1a-1969, March 7, 1969, and to reflect the change in the name of the American Standards Association to the American National Standards Institute. No objections were raised in the comments to these proposals, and they are incorporated into the standard by this amendment.

The notice proposed to modify the chemical resistance tests incorporated into the standard (Tests 19 and 20), by deleting carbon tetrachloride as a testing agent and by adding trichloroethylene. The tests are designed to test the resistance of plastic materials to chemicals that are commonly used to clean them. By this notice, carbon tetrachloride is deleted from the list of materials. As indicated in the notice of proposed rule making, the deletion is commensurate with the ban imposed by the Food and Drug Administration on this substance because of its high toxicity. At the same time, the NHTSA has decided not to include either trichloroethylene or freon in the list of testing agents. The comments have indicated that these substances are not commonly used as cleaning agents, and accordingly they are not used for test purposes.

The major revision proposed by the notice, based upon a petition for rule making from the Eastman Chemical Products Co., Inc., was to allow additional plastic materials to be used in motor vehicles. The petitioner claimed that the requested materials would meet any test to which other plastic materials are subjected, except for resistance to undiluted denatured alcohol (Formula SD 30), where a slight tackiness would occur. Rather than merely exempt these plastics from the alcohol resistance requirement, the notice suggested that they still be subjected to the same chemicals as other plastics, but that if structural integrity were maintained, a loss of transparency would be allowed. The notice for the same reason proposed not to subject these materials to the abrasion and weathering tests applied to other plastics. Instead, the proposal would have required labels to be affixed to the material specifying cleaning agents and instructions that would minimize loss of transparency, and would have restricted them to locations in motor vehicles where loss of transparency would not affect driver visibility.

Based upon information received during the rule making process, the NHTSA has determined that the materials in

question exhibit characteristics which make them satisfactory from the standpoint of safety for use in certain motor vehicle applications. Many comments, however, opposed the approach taken by NHTSA in the proposed rule, and as a result the proposed requirements have been changed. The standard as now amended will provide that these materials not be required to show resistance to undiluted denatured alcohol if (1) they show resistance to the other chemicals presently specified as testing agents, (2) they can meet the other tests to which other plastic materials are subjected, and (3) they are used in only limited locations in the motor vehicle. In addition, they must be labeled, as proposed, with instructions regarding cleaning that will minimize a loss of transparency.

Some comments also objected to certain locations where the additional plastic materials would have been allowed to be used: specifically, auxiliary wind deflectors and folding doors. The comments suggested that transparency is an important characteristic for glazing used in these locations, and that materials not resistant to Formula SD 30 alcohol should not be used in them. The NHTSA has determined that these comments have merit, and has not permitted these materials to be used in the two locations.

The notice of proposed rule making would have required all interior mirrors, both rearview and vanity-type, to be constructed of glazing materials that meet the requirements of ANS Z26. As a result of comments received, the NHTSA has determined that the requirements should not be applied to interior mirrors. With regard to rearview mirrors, many are today constructed of annealed glass of a wedge shape, in the form of day/night mirrors. The comments have indicated that materials allowed to be used pursuant to ANS Z26 do not make satisfactory day/night mirrors. As these mirrors have clear safety advantages when used in night driving conditions, the NHTSA has determined that their elimination would not be in the best interests of safety. With reference to other vehicle interior mirrors, while the use of safety glazing in them is preferable, there is presently a lack of data which shows a compelling need for changing current industry practices. This is especially important where, as here, much of the equipment involved is not peculiarly adapted to motor vehicle usage. One particular type of mirror, a sun-visor mirror, falls within the purview of Motor Vehicle Safety Standard No. 201, "Occupant Protection in Interior Impact," and will be dealt with as part of that standard.

The notice of proposed rule making prescribed a scheme for the marking and certification of glazing materials which would have required prime glazing manufacturers to certify glazing materials by applying to the glazing material the symbol DOT and an appropriate code mark, together with the marking required by section 6 of ANS Z26. The proposal would have also required these

markings to be in a specified format and in a specific location of the completed glazing. Other than primary manufacturers would have been required to certify the material by affixing the mark of the primary manufacturer.

As amended Standard No. 205 will require prime manufacturers to certify glazing material, as proposed, by adding to the markings required by section 6 of ANS Z26 the symbol DOT and a code mark obtained on application to the NHTSA. Those who as manufacturers or distributors cut glazing for use in motor vehicles from larger sheets are required to certify conformity to the standard in any way they choose, as long as the method chosen is consistent with Section 114 of the National Traffic and Motor Vehicle Safety Act. One such method would be to affix a label to the completed piece of glazing containing a statement to the effect that the material conforms to Standard No. 205. The proposed requirement that such manufacturers label the material with the marking of the prime manufacturer has been deleted, as is the proposed requirement that would have required the markings to appear in a specified order, or in specific locations on the glazing material.

An issue arose during the period that this rulemaking was under consideration concerning the use of plastics in side windows of buses. General Motors has requested an interpretation of Standard No. 205 that would include within the definition of "readily removable windows" emergency escape windows which can be pushed out, except for one side which is hinged to the window frame, without the use of any special tools. The NHTSA has concluded that the term "readily removable windows" includes windows of this design, and in this amendment so clarifies Standard No. 205.

Effective dates. The addition of glazing materials to those already allowed imposes no additional burdens on any person, and relieves restrictions on the types of glazing materials which can be used. That part of the amendment pertaining to the addition of these materials, paragraphs S5.1.1.2, S5.1.1.3, and S5.1.2, is effective upon publication of this notice in the FEDERAL REGISTER (6-21-72). Similarly, both the deletion of the test for chemical resistance of plastics to carbon tetrachloride in paragraph S5.1.1.1, and the clarification of "readily removable windows" in S5.1.1.4 relieve restrictions, and the effective date of those amendments is the date of publication of this notice. The other amendments to the standard are effective April 1, 1973.

In light of the above, Motor Vehicle Safety Standard No. 205, appearing at 49 CFR 571.205, is revised to read as set forth below.

(Secs. 103, 114, 119, National Traffic and Motor Vehicle Safety Act, 15 U.S.C. 1322, 1403, 1407; delegation of authority, 49 CFR 1.51)

Issued on June 14, 1972.

DOUGLAS W. TOMS,
Administrator.

§ 571.205 Standard No. 205; glazing materials.

S1. Scope. This standard specifies requirements for glazing materials for use in motor vehicles and motor vehicle equipment.

S2. Purpose. The purpose of this standard is to reduce injuries resulting from impact to glazing surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.

S3. Application. This standard applies to glazing materials for use in passenger cars, multipurpose passenger vehicles, trucks, buses, motorcycles, and campers designed to carry persons while in motion.

S4. Definitions. "Camper" means a structure designed to be mounted in the cargo area of a truck, or attached to an incomplete vehicle with motive power, for the purpose of providing shelter for persons.

S5. Requirements.

S5.1 Materials.

S5.1.1 Glazing materials for use in motor vehicles, except as otherwise provided in this standard, shall conform to the American National Standard "Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," Z26.1-1966, July 15, 1966, as supplemented by Z26.1a-1969, March 7, 1969 (hereinafter referred to as "ANS Z26").

S5.1.1.1 The chemicals specified for testing chemical resistance in Tests Nos. 19 and 20 of ANS Z26 shall be:

(a) One percent solution of nonabrasive soap.

(b) Kerosene.

(c) Undiluted denatured alcohol, Formula SD No. 30 (1 part 100-percent methyl alcohol in 10 parts 190-proof ethyl alcohol by volume).

(d) Commercial motor car gasoline.

S5.1.1.2 The following locations are added to the lists specified in ANS Z26 in which item 4, item 5, item 8, and item 9 safety glazing may be used:

(j) Windows and doors in campers designed to carry persons while in motion.

S5.1.1.3 The following locations are added to the lists specified in ANS Z26 in which item 6 and item 7 safety glazing may be used:

(j) Windows, except forward-facing windows, and doors in campers designed to carry persons while in motion.

S5.1.1.4 The phrase "readily removable" windows as defined in ANS Z26, for the purposes of this standard, in buses having a GVWR of more than 10,000 pounds, shall include pushout windows and windows mounted in emergency exits that can be manually pushed out of their location in the vehicle without the use of tools, regardless of whether such windows remain hinged at one side to the vehicle.

S5.1.2 In addition to the glazing materials specified in ANS Z26, materials conforming to S5.1.2.1 or motor vehicles specified in those sections.

S5.1.2.1 Item 12—Rigid plastics. Safety plastic materials that comply with Tests Nos. 10, 13, 16, 17, 21, and 24

of ANS Z26, Tests Nos. 19 and 20 of ANS Z26 with the exception of the test for resistance to undiluted denatured alcohol Formula SD No. 30, and the labeling requirements of S5.1.2.3, may be used in a motor vehicle only in the following specific location at levels not requisite for driving visibility.

(a) Windows and doors in campers designed to carry persons while in motion.

(b) Motorcycle windscreens below the intersection of a horizontal plane 15 inches vertically above the lowest seating position.

(c) Standee windows in buses.

(d) Interior partitions.

(e) Openings in the roof.

(f) Flexible curtains or readily removable windows or in ventilators used in conjunction with readily removable windows.

S5.1.2.2 Item 13—Flexible plastics. Safety plastic materials that comply with Tests Nos. 16, 22, and 23 or 24 of ANS Z26, Tests Nos. 19 and 20 of ANS Z26 with the exception of the test for resistance to undiluted denatured alcohol Formula SD No. 30, and the labeling requirements of S5.1.2.3, may be used in a motor vehicle only in the following specific locations at levels not requisite for driving visibility.

(a) Windows, except forward-facing windows, and doors in campers designed to carry persons while in motion.

(b) Motorcycle windscreens below the intersection of a horizontal plane 15 inches vertically above the lowest seating position.

(c) Standee windows in buses.

(d) Interior partitions.

(e) Openings in the roof.

(f) Flexible curtains or readily removable windows or in ventilators used in conjunction with readily removable windows.

S5.1.2.3 Cleaning instructions. Each manufacturer of glazing materials designed to meet the requirements of S5.2.1 or S5.1.2.2 shall affix a label, removable by hand, to each item of such glazing material. The label shall specify instructions and agents for cleaning the material that will minimize the loss of transparency.

S5.2 Edges. In vehicles except schoolbuses, exposed edges shall be treated in accordance with SAE Recommended Practice J673a, "Automotive Glazing", August 1967. In schoolbuses, exposed edges shall be banded.

S6. Certification and marking.

S6.1 Each prime glazing material manufacturer, except as specified below, shall mark glazing materials manufactured by him in accordance with section 6 of ANS Z26. A prime glazing material manufacturer is one who fabricates, laminates, or tempers the glazing material.

S6.2 Each prime glazing material manufacturer shall certify that his product complies with this standard, pursuant to section 114 of the National Traffic and Motor Vehicle Safety Act of 1966, by adding to the mark required by S6.1, in letters and numerals of the size specified in section 6 of ANS Z26, the symbol "DOT" and a manufacturer's code mark, which will be assigned by the NHTSA on the

written request of the manufacturer.

S6.3 Each manufacturer or distributor who cuts a section of glazing material for use in a motor vehicle or item of motor vehicle equipment shall certify that his product complies with this standard in accordance with section 114 of the National Traffic and Motor Vehicle Safety Act.

[FR Doc.72-9283 Filed 6-16-72;9:23 am]

Chapter X—Interstate Commerce Commission

SUBCHAPTER D—TARIFFS AND SCHEDULES

[Docket No. 35613]

PART 1300—FREIGHT SCHEDULES; RAILROADS

PART 1303—PASSENGER SERVICE SCHEDULES; RAIL AND WATER CARRIERS

PART 1304—EXPRESS COMPANIES SCHEDULES AND CLASSIFICATIONS

PART 1306—PASSENGER AND EXPRESS TARIFFS AND SCHEDULES OF MOTOR CARRIERS

PART 1307—FREIGHT RATE TARIFFS, SCHEDULES, AND CLASSIFICATIONS OF MOTOR CARRIERS

PART 1308—FREIGHT TARIFFS AND SCHEDULES OF WATER CARRIERS

PART 1309—TARIFFS AND CLASSIFICATIONS OF FREIGHT FORWARDERS

Transmission of Tariffs and Schedules to Subscribers and Other Interested Parties

JUNE 13, 1972.

Order of May 1, 1972.

The outstanding order in the above-entitled proceeding not yet having become effective, and appropriate petitions for reconsideration of such order having been timely filed, such order is, pursuant to section 17(8) of the Interstate Commerce Act, stayed pending disposition of the petitions.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc.72-9352 Filed 6-20-72;8:50 am]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

SUBCHAPTER C—THE NATIONAL WILDLIFE REFUGE SYSTEM

PART 28—PUBLIC ACCESS, USE, AND RECREATION

Special Regulations: Recreation and User Fees

Special regulations governing recreation and user fees on certain national

RULES AND REGULATIONS

RECREATION FEES

There shall be four types of user fees:

* * * * *

(d) Fee for a seasonal permit applicable to those entering by private, non-commercial vehicle. The fee shall be \$5 per vehicle. The seasonal permit shall admit the purchaser and all who accompany him. The seasonal permit is valid only at the area for which it is purchased. Such permits are nontransferable except that the permit may be used by members of the purchaser's immediate family (spouse and children).

wildlife refuges were originally published as document 72-7023 on page 9323 of the May 9, 1972, issue of the FEDERAL REGISTER, and became effective immediately upon publication.

These special regulations are hereby amended to allow the issuance of seasonal permits for recreation and public use on the national wildlife refuges designated as fee areas in the original document. Accordingly the section entitled "Recreation fees" is amended by substituting the word "four" for the word "three" and deleting the words "charged on a daily basis" in the first sentence and by adding paragraph (d). The amended section will read as follows:

It is determined that notice and public procedure thereon are unnecessary as this amendment continues a fee program previously in effect and does not further restrict members of the public. Therefore, this amendment will become effective upon publication in the FEDERAL REGISTER (6-21-72).

(76 Stat. 653; 16 U.S.C., 460k to 460k-4)

E. V. SCHMIDT,
Acting Deputy Director, Bureau
of Sport Fisheries and Wild-
life.

JUNE 14, 1972.

[FR Doc.72-9340 Filed 6-20-72;8:49 am]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Office of the Secretary

[41 CFR Part 14-1]

SMALL BUSINESS CONCERNS

Notice of Proposed Rule Making

Notice is hereby given in accordance with the administrative procedure provisions in 5 U.S.C. 553, that pursuant to the Federal Property and Administrative Services Act of 1949, as amended (41 U.S.C. 251 et seq.), the Office of the Secretary is considering an amendment to Subpart 14-1.7 of the Interior Procurement Regulations by adding a new § 14-1.701-50 providing a definition of small business for the "purpose of surety bond guarantee assistance," by amending § 14-1.702 to give additional emphasis to the small business policies of the Department of the Interior, by amending § 14-1.706-1 to increase the class set-asides for construction from contracts of \$500,000 or less to contracts of \$1 million or less, and by adding a new § 14-1.706-5 to provide appropriate provisions to include in solicitations size standards for small businesses involved in the procurement and to give notice to small business bidders that certain surety bond assistance is available.

Any person who wishes to submit written data, views, or comments pertaining to the proposed amendments may do so by filing them in duplicate with the Director, Office of Survey and Review, Office of the Assistant Secretary—Management and Budget, Department of the Interior, 19th and E Streets NW., Washington, DC 20240, within 30 days after publication of this notice in the FEDERAL REGISTER.

The amendments to the Interior Procurement Regulations as proposed will read as follows.

CHARLES G. EMLEY, JR.,
Deputy Assistant Secretary
of the Interior.

JUNE 13, 1972.

PART 14-1—GENERAL

Subpart 14-1.7—Small Business Concerns

§ 14-1.701 Definitions.

§ 14-1.701-50 Definition of small business for the purpose of surety bond guarantee assistance.

(a) The Small Business Administration may guarantee up to 90 percent of the loss on a surety bond required of a small business in order to obtain a Government contract.

(b) A small business concern for the purpose of surety bond guarantee assist-

ance is a concern that qualifies as a small business under § 1-1.701-1 of this title with the following exception: Any construction concern is small if its annual receipts for its preceding fiscal year or its average annual receipts for its preceding 3 fiscal years, do not exceed \$750,000.

(c) Procurement personnel shall assist small businesses needing this surety bond guarantee whenever possible by directing them to the nearest office of the Small Business Administration.

§ 14-1.702 Small business policies.

(a) The Department of the Interior fully supports the national policy of placing a fair proportion of its purchases of all types with small business including minority business. Heads of bureaus and offices shall take positive action to assure implementation of this policy and the requirements of §§ 1-1.702 and 1-1.713-2 of this title. Such action shall include but shall not be limited to the following:

(1) Designate a member of the headquarters procurement staff as "Small Business Advisor" and wherever possible and practical a small business representative should also be designated in major field procurement offices such as regional offices and service centers.

(2) Instruct small business representatives to work closely with procurement personnel to identify potentially qualified small and minority business firms prior to the actual procurement process and make sure that such firms are given full opportunity to participate equitably, see to it that field procurement personnel take full advantage of the services of the Small Business Administration Field Procurement Representatives, and work closely with them in a continuing effort to make sure that legitimate opportunities to place procurements with small and minority businesses are not overlooked.

(b) Small business advisors shall work with technical staffs and make them aware of the national policy relative to small and minority business and that design, specifications, and procurement requests are drawn, when possible and practical, to permit small and minority business participation in the procurement. It shall also be the duty of the small business advisors to counsel small and minority businesses in regard to the proper procedures for participating in Government procurement and to enlist the advice and assistance of program and technical personnel to the small or minority business contractor in the proper performance of his contract.

(c) It shall be the goal of the Department of the Interior to place at least 50 percent (dollar value) of its purchases from small business as a result of set-asides.

(d) Random checks shall be made periodically to measure the effectiveness of the small business program and effect

improvements in the program wherever possible. The degree to which the small business policies have been carried out will also be an item for checking in every procurement review and will likewise be surveyed by the Departmental Audit Staff during the course of routine audits.

§ 14-1.706 Procurement set-asides for small business.

§ 14-1.706-1 General.

(a) Pursuant to §§ 1-1.706-1, 1-3.201 (a) and (b) of this title, and 14-3.201 (a) of this chapter, it shall be the policy of the Department of the Interior to set aside on a class basis for small business all procurements for construction including alteration, maintenance, and repairs estimated to cost \$1 million or less, except individual procurements for which small purchase procedures (see Subpart 1-3.6 of this title) are to be used or when emergency repair work is required. Contracting officers may deviate from this class set-aside policy as provided in § 1-1.706-3 of this title.

(b) Construction procurements, including alteration, maintenance, and repair, estimated to cost more than \$1 million shall be considered for small business set-aside on a case-by-case basis.

§ 14-1.706-5 Total set-asides.

(a) To implement the requirements of § 1-1.706-5(c) of this title, that the small business size standard to be set forth in the schedule, a statement substantially as follows shall be included in invitations and requests for proposals involving total set-asides for small business:

Small business size standard for item(s) or schedule(s) (insert as appropriate) number(s) ----- is (insert appropriate information from § 1-1.701-1 of this title).

The statement should be inserted only once for each size standard applicable to the procurement.

(b) If the articles or services to be procured cannot be identified with an industry for which a size standard is specifically established then it shall be assumed that the size standard is 500 employees or less. (See § 1-1.701-1(a) (2) of this title.)

(c) Invitations or requests for proposals requiring surety bonds shall also include a statement similar to the following:

The Small Business Administration may, under certain conditions, provide assistance on surety bonds required hereunder. For the purpose of surety bond guarantee assistance the definition of a small business is the same as stated (identify location) except that any construction concern is small if its annual receipts for its preceding fiscal year or its average annual receipts for its preceding three fiscal years do not exceed \$750,000.

[FR Doc. 72-9341 Filed 6-20-72; 8:50 am]