contracts of $2500 or more, but the amount of the bond shall not be in excess of $500,000, except when the purchaser opts to increase the minimum bond as provided in § 5451.2 of this title.

* * *

* * * * *

3. Section 5451.2 is amended by revising it to read:

§ 5451.2 Performance bonds in excess of minimum.

The purchaser may cut timber before payment of any installment required by § 5461.2(a) of this title by increasing the minimum bond required by § 5461.1(a) of this title by an amount equal to 1 or more installment payments; *provided,* however, that the authorized officer may grant permission to cut timber under this section only when the value of the timber to be cut does not exceed the amount by which the minimum bond has been increased. The purchaser shall secure approval of the adjusted bond by the authorized officer in writing prior to cutting any timber under the adjusted bond.

§ 5451.4 [Amended]

4. Section 5451.4 *Payment Bond* is amended by:

a. Removing from the first sentence the figure "§ 5451.2(b)" and replacing it with the figure "§ 5451.2" and;

b. Replacing the word "second" in the first sentence with the word "first" and;

c. Removing from the fourth sentence the figure "§ 5461.2(a)(4)" and replacing it with the figure "§ 5461.2(c)" and;

d. Adding two new sentences at the end of the section to read:

* * * When operations cease for 60 days or more, the amount of a payment bond may be adjusted downward to an amount equal to the value of the timber cut. Before operations resume, a reduced bond shall be increased to the amount of a full installment.

PART 5460—SALES ADMINISTRATION

5. Section 5461.2 is revised to read:

§ 5461.2 Installment payment requirements.

Contract installment payments shall be determined by the authorized officer as follows:

(a) For sales of less than $500,000, installment payments shall be not less than 10 percent of the total purchase price. For sales of $500,000 or more, installment payments shall be $50,000. A deposit equal to one half of an installment shall be paid prior to, or at the time the authorized officer signs the contract. Such deposit shall be held to satisfy the final payment under the contract. The first installment shall be paid prior to the cutting or removal of the material sold. Each subsequent installment shall be due and payable without notice when the value of material cut or removed equals the sum of all payments not including the deposit, provided however, that in the case of all contracts with a 3-year term, the purchaser shall be required by the second anniversary date to either (1) pay no less than 40 percent of the total purchase price or (2) complete road construction required under the contract the value of which when combined with contract payments is equal to no less than 40 percent of the total purchase price. For the purpose of this section, the value of completed road construction shall be based on the Bureau's appraisal allowance.

(b) Delayed payment of installments shall be allowed if the purchaser furnishes a bond as provided in § 5461.2 of this title. A deposit shall be paid in the same manner as prescribed in paragraph (a) of this section. If cutting is permitted before payment, as prescribed in § 5451.2 of this title, payment by installment shall be made before any timber may be skidded or yarded to a loading point or removed from the contract area. Each subsequent installment shall be due and payable without notice when the sale value of the timber skidded or yarded to a loading point or removed equals the sum of all payments not including the deposit. The unenhanced value of timber allowed to be cut in advance of payment shall be limited to the amount of the increase over and above the required performance bond. Upon payment, the amount of the bond may be applied to other timber sold under the contract to permit its cutting in advance of payment.

(c) Where cutting or removal is permitted under payment bond under § 5451.4 of this title, a deposit shall be paid as provided in paragraph (a) of this section. If cutting and/or removal is permitted before payment, as provided in § 5451.4 of this title, the purchaser shall be billed monthly for timber skidded or yarded to a loading point or removed from the contract area and for any related road maintenance fees unless a lesser period is agreed to by the authorized officer and the purchaser. Payment shall be made within 15 days of the billing date shown on the billing form. The unenhanced value of timber allowed to be cut and/or removed in advance of payment is limited to the amount of the payment bond. Upon payment, the amount of the bond may be applied to other timber.

[FR Doc. 82-24137 Filed 9-1-82; 8:45 am]

BILLING CODE 4310-84-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 179

[Docket No. HM-174; Amdt. No. 179-30]

Specifications for Tank Cars

AGENCY: Materials Transportation Bureau (MTB), Research and Special Programs Administration, DOT.

ACTION: Amendment of final rule; extension of the compliance date.

SUMMARY: This document amends the final rule published on January 26, 1981 (46 FR 8005) and revised on August 24, 1981 (46 FR 42678), which established certain construction standards for railroad tank cars used to transport hazardous materials. The amendment extends the compliance date for equipping newly constructed DOT specification 105 tank cars, built to carry ethylene oxide, with a safety valve sized in accordance with 49 CFR 179.106–2(c)(4). The compliance date is extended from September 1, 1982, until September 1, 1983. The extension will permit completion of a study by the Association of American Railroads (AAR) concerning the optimum sizing for the safety valve on cars built to carry ethylene oxide. This action is taken by MTB in response to the AAR's petition for an extension of the compliance date in the final rule.

EFFECTIVE DATE: August 31, 1982.

FOR FURTHER INFORMATION CONTACT: Leavitt A. Peterson (Office of Safety), Federal Railroad Administration, 400 Seventh Street, SW., Washington, D.C. 20590, (202) 426–0897.

SUPPLEMENTARY INFORMATION: On January 26, 1981, MTB issued a final rule establishing certain construction standards for DOT specification 105 tank cars built to carry specified commodities. The construction standards include a safety valve sizing requirement for DOT specification 105 tank cars built to carry ethylene oxide. The final rule required that after August 31, 1981, each DOT specification 105 ethylene oxide tank car shall be constructed with a safety valve sized in accordance with 49 CFR 179.106–2(c)(4).

After publication of the final rule, MTB received several petitions for reconsideration of the final rule. These petitions addressed, among other things, the safety valve sizing requirement for ethylene oxide. The petitioners argued that the larger safety valve for ethylene oxide would be less safe because of the peculiar commodity characteristics.

They also argued that the valve sizing equation in the rule should not be applied because ethylene oxide is a liquid while the equation is designed for gases.

While MTB and the FRA were not persuaded that these arguments were adequately supported, the compliance date was extended from September 1, 1981 until September 1, 1982 (46 FR 42678). The extension was granted to permit the AAR Tank Committee and other interested parties an opportunity to study the question of safety valve sizing for ethylene oxide and to submit the results for review and consideration.

During the past year, an Ad Hoc Committee of the AAR Tank Car Committee has conducted an extensive study of safety valve sizing. This significant research effort appears to show great promise. An interim report was furnished to MTB and the FRA on August 3, 1982. However, completion of a final report will require additional time. As a consequence, AAR petitioned MTB for an extension of the compliance date for the ethylene oxide safety valve sizing requirement.

MTB is extending the compliance date from September 1, 1982 until September 1, 1983 so that the current research effort can be completed by the AAR and thoroughly evaluated by MTB and the FRA before final action is taken. The evidence now available indicates that the extension is consistent with safety necessary for completion of the report detailing the research conducted over the past year, and warranted to develop data useful in making a final determination about safety valve sizing on ethylene oxide cars. MTB requests that the AAR's final report be submitted not later than February 1, 1983.

The final rule extending the compliance date shall become effective in less than 30 days on August 31, 1982. MTB has determined that this final rule relieves a restriction. MTB has also determined that there is good cause for making the rule effective in less than 30 days since the imposition on September 1, 1982 of the safety valve requirement contained in 49 CFR 179.106–2(c)(4) could disrupt the construction of DOT specification 105 tank cars built to carry ethylene oxide.

List of Subjects in 49 CFR Part 179

Railroad safety.

PART 179—SPECIFICATIONS FOR TANK CARS

In consideration of the foregoing, § 179.102–12(a)(9) of Part 179 of Title 49, Code of Federal Regulations, is amended, effective August 31, 1982, as follows:

§ 179.102–12 [Amended]

* * * * *

(a) * * *

(9) Each tank car built after August 31, 1981, shall be constructed in accordance with class 105J, except that the safety relief valve requirements of § 179.106–2(c)(4) shall not apply. Each tank built after August 31, 1983, shall be constructed in accordance with class 105J.

(49 U.S.C. 1803, 1904, 1808; 49 CFR 1.53, Appendix A to Part 1)

Note.—The Material Transportation Bureau has determined that this document will not result in a "major rule" under the terms of Executive Order 12291 and does not require a Regulatory Impact Analysis, nor does it require an environmental impact statement under the National Environmental Policy Act (49 U.S.C. 4321 *et seq.*). I certify that this document will not have a significant economic impact on a substantial number of small entities. The regulatory evaluation and an environmental assessment for the actions taken in HM–174 are available for review in the docket.

Issued in Washington, D.C., on August 26, 1982.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 82–23862 Filed 9–1–82; 8:45 am]

BILLING CODE 4910–60–M

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 71–3a; Notice 6]

Federal Motor Vehicle Safety Standards; Rearview Mirror Systems

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

ACTION: Final rule.

SUMMARY: This notice amends Federal Motor Vehicle Safety Standard No. 111 (rearview mirrors) by permitting the use of convex rearview mirrors on the exterior, passenger side of passenger cars and light trucks, to meet the field of view requirements when they are not met by the inside rearview mirror. Previously, only flat (plane) outside mirrors could be used to supplement an inside mirror which did not fully satisfy those requirements This amendment is issued in response to a petition by General Motors. The agency believes that this amendment will result in improved driver rearward visibility, thereby reducing motor vehicle accidents and injuries.

DATE: This amendment becomes effective on September 2, 1982.

FOR FURTHER INFORMATION CONTACT: Kevin Cavey, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, D.C. 20590 (202–426–2153).

SUPPLEMENTARY INFORMATION: Federal Motor Vehicle Safety Standard ("FMVSS") No. 111 establishes requirements for the use, field of view, and mounting of motor vehicle rearview mirrors. With respect to passenger cars, the standard requires that manufacturers mount flat (sometimes referred to as "plane" or "unit magnification") mirrors both inside the vehicle and outside the vehicle on the driver's side. The inside mirror must, except as specified below, have a field of view at least 20 degrees wide and extending to the horizon beginning not more than 200 feet behind the vehicle. In cases where the interior mirror does not meet the specified field of view requirements, a plane, exterior mirror must be mounted on the passenger's side of the car. If a passenger side mirror is required to be used, it must be stably mounted, may not have sharp points or edges which could injure pedestrians, and must be adjustable. Reflectance (image brightness) criteria were also established. (If a manufacturer uses an interior mirror which meets the field of view requirements, and wishes to install an exterior passenger side mirror voluntarily, it may use any type of mirror for that purpose.)

In the case of light trucks, manufacturers may either comply with the passenger car requirement or have flat outside mirrors with reflective surface area of not less than 19.5 square inches on each side of the vehicle.

On May 26, 1976, General Motors Corporation (GM) petitioned the agency to amend FMVSS 111 to permit the use of convex mirrors on the passenger side of cars and light trucks, where the interior mirror did not meet the field of view requirements of the standard. GM pointed out in its petition that convex mirrors would provide a wider field of view than the flat mirrors of the same size. On August 26, 1976, the agency issued a notice of proposed rulemaking to amend the standard as requested by GM, but with certain limitations as to the characteristics of the convex mirrors which could be used. These limitations were considered necessary because some convex mirrors present a distorted image which could cause problems for some drivers.

The 1976 NPRM was incorporated in a proposal for a major upgrading of all the requirements in FMVSS 111. See FR 51657, November 6, 1978. Among the provisions of the 1978 proposal were requirements increasing the minimum field of view of the mirror system, more specific breakaway and shatter resistance requirements, and image luminance (another measure of image brightness) criteria.

The 1978 NPRM also proposed to permit the use of convex outside mirrors which met certain additional requirements. The additional requirements, which were designed to reduce or eliminate problems certain drivers could experience when viewing images in convex mirrors, included specifications of minimum and maximum radii of curvature, maximum variation of the radius of curvature for a given mirror, identification of convex mirrors (through the use of an orange border) and discussions in owner's manuals for passenger cars and light trucks which use convex mirrors regarding the presence of the convex mirrors, the location of the mirrors, and the significance of the orange border.

The agency has determined that it is appropriate to take final action on the portions of the 1978 proposed rule relating to passenger side convex mirrors. The remaining provisions of the 1978 NPRM require further evaluation by the agency and will be addressed in a future notice. Therefore, the agency is amending FMVSS 111 to permit the use of convex mirrors on the passenger side of passenger cars (and also light trucks, since they may comply with FMVSS 111 by meeting the car requirements) subject to the following restrictions.

(1) The radius of curvature of any convex mirror used shall not exceed 65 inches;

(2) The radius of curvature of such a mirror may not be less than 35 inches;

(3) The measured radius of curvature of a convex mirror, as specified in the agency's test procedure, may not vary by more than 12.5 percent from the mean radius of curvature;

(4) Each convex mirror shall be readily identifiable by the following words etched on the lower portion of the glazing surface: "Objects in Mirror Are Closer Than They Appear".

The need for each of these requirements, and the comments received on the proposed convex mirror requirements, are discussed below.

Comments on the NPRM. Several commenters questioned the desirability of permitting the use of convex mirrors on passenger cars and light trucks. Convex automotive mirrors exhibit a number of characteristics which differ from the common plane mirrors now in general use. One is that the image of an object viewed in a convex mirror is smaller than that of the same object viewed in a plane mirror. Therefore, such an object will appear to be farther away than it would when viewed in a plane automotive mirror. A driver who has always used plane mirrors might, when viewing a car to his or her rear in the immediately adjacent lane to the right (such as in a passing maneuver), perceive that that car is further to the rear than it actually is. In that situation, the driver might move to the right and change lanes before it is safe to do so. Some commenters believed that the combination of a plane and convex mirrors, and therefore differing image sizes, on the same car would add to the confusion. Other problems experienced by some users of convex mirrors include double vision, eyestrain, and nausea.

Research by the agency and by the mirror manufacturers indicate that these problems with convex mirrors can be greatly mitigated by certain restrictions and by steps to assure that drivers are aware that the mirror being used is not a standard plane mirror. Image distortion problems, for example, can be substantially reduced by regulating variation in the radius of curvature. The agency's NPRM specified that the radius of curvature of any portion of the mirror may not vary more than 12.5 percent from the mean radius of curvature for the entire mirror. To alert the driver that a convex mirror is being used, the agency is requiring both a statement in the vehicle owner's manual and a clear warning on the mirror itself.

The agency believes that, based on all available research, these safety criteria are necessary to reduce to within acceptable bounds any potential problems which drivers may experience with convex mirrors. In this regard, the agency has relied significantly upon a contract study performed by Vector Enterprises, Incorporated, for the agency, in which various convex mirrors meeting the specifications in the 1978 NPRM were evaluated. The passenger side convex mirror was found to be highly desirable in such maneuvers as moving to the right into an adjacent lane. The main safety benefit of such a system is that it provides an expanded field of view of the right, rear quadrant area adjacent to the vehicle, thus reducing the need of the driver to turn around to view that area directly. The study concluded that minimizing the total time a driver's attention is diverted from the forward area through the addition of a passenger side convex mirror should provide safety benefits. Another finding of that study was that drivers' abilities to use convex mirrors significantly improved with experience.

Several comments were also received on the minimum allowable radius of curvature for convex mirrors. Smaller radius of curvature mirrors provide a wider field of view but have smaller image sizes. The Vector study found that a radius range of 40 to 60 inches provided the best results, and the 1978 proposal specified a 40 inch minimum radius. Donnelly Mirrors stated that mirrors with about 10 percent smaller radii of curvature would still provide acceptable performance, based on several studies it cited. Therefore, in light of the agency's analysis of these studies, the agency is specifying a 35 inch minimum radius of curvature for convex mirrors.

The 1978 proposal also specified a 60 inch maximum radius of curvature for convex mirrors. Several commenters questioned the need for a maximum specification, since plane mirrors have always been permitted on the passenger side of cars and light trucks, and plane mirrors effectively have an infinite radius. Nevertheless, the agency feels that a maximum specification is necessary, to limit the range of convexities and therefore image minification to which drivers are exposed and to assure to the maximum extent possible that drivers are, whenever convex mirrors are used, aware due to image differences that the vehicle is equipped with such a mirror. Consistent with the available studies and to allow greater manufacturing flexibility, a 65 inch maximum radius is being established in this final rule.

The 1978 NPRM established a criterion of 12.5 percent for the maximum permissible variation in the radius of curvature over the surface of a convex mirror, and that criterion is being maintained in the final rule. Some commenters recommended reliance on the European criterion of 15 percent (using a different measuring device and excluding the areas of the mirror close to the edge). However, Donnelly Mirrors built a strong case in its comment on the 1978 NPRM for the need for a stringent distortion criterion. As Donnelly points out, low distortion mirrors reduce many of the problems drivers could experience with convex mirrors (double vision, nausea, dizziness). Further, they point out that mirrors of the quality level specified in the proposed standard are now available commercially at reasonable cost. Therefore, the agency cannot justify reducing that criterion. Variation in the radius of curvature would be measured by the procedure specified in the 1978 NPRM.

The proposed standard specified that convex mirrors must have an orange border to alert drivers that the mirror was not planar. The proposal also asked about other methods, including a written warning on the mirror, to accomplish this purpose. Chrysler Corporation recommended that the former approach not be used, since the orange border might be misinterpreted as being a styling feature and convey no inherent, specific meaning. Rather, several vehicle and mirror manufacturers suggested that the words "Objects in Mirror Are Closer Than They Appear" should be etched along the bottom edge of the mirror, to give a clearer warning. Such a warning is common practice on current convex mirrors, in fact. One European mirror manufacturer suggested that the etched warning would be costly to apply and could impair the image viewed in the mirror. Some vehicle manufacturers suggested that the statement in the owner's manual would provide an adequate warning or that no warning at all was necessary.

Based on the previously discussed research, the agency remains convinced that a warning on the mirror itself is necessary. The fact that a convex mirror image appears different from that of a plane mirror does not, in the agency's view, provide an adequate warning that objects viewed in the convex mirror are closer than they appear. Further, the etched warning would serve as a reminder to the driver with each use and would assist drivers who had not read the owner's manual. Finally, the etched warning conveys a much clearer warning than the rather ambiguous orange border. With regard to the issue of image impairment, the agency's engineering judgment involving convex mirrors having this etched warning indicates that any such impariment caused by relatively small lettering on the bottom edge of the mirror surface is minimal. Further, the fact that such warnings are commonly used on current convex mirrors is a strong indication that the cost is not excessive. Therefore, the agency is requiring that convex mirrors used to comply with FMVSS 111 must have the words mentioned above etched on the bottom edge of the mirror surface in letters 3/16 to 1/4 inch high.

Rolls Royce argued that the agency should not limit the permitted convex mirror surface configurations to spherical surfaces, since spherical mirrors exhibit spherical aberration. Spherical mirrors (which are designed to have a single radius of curvature over the entire mirror surface) are typically used for automotive applications since the more optically correct parabolic mirror surfaces would be prohibitively expensive to manufacture. However, should a manufacturer desire to offer a parabolic convex mirror and demonstrate that the mirror's surface configuration has a degree of accuracy equivalent to that specified in the standard for spherical surfaces, the agency would initiate rulemaking to permit the use of the parabolic mirror.

It should be emphasized that these requirements for convex mirrors do not apply to after-market mirrors or to convex mirrors which are not required to meet the field of view requirements specified in FMVSS 111. However, the agency strongly encourages vehicle and mirror manufacturers to consider using and designing mirrors to comply with the requirements of this standard even where not strictly required by the standard. The agency will continue to study the safety benefits of various rearview mirror systems and may establish requirements applicable to additional mirrors in future rulemaking.

The agency is making the amendment effective immediately upon publication, since the amendment "relieves a restriction" within the meaning of 5 U.S.C. 553(d)(1), by permitting the use of convex mirrors where they were previously unauthorized. The agency also finds that making this amendment effective immediately is in the public interest, in accordance with section 103(c) of the National Traffic and Motor Vehicle Safety Act, since doing so will permit the use of mirrors which provide wider fields of view for the 1983 model year. Also, since the amendment relieves a restriction in FMVSS 111, providing 180 days lead time is unnecessary.

NHTSA has determined that this proceeding does not involve a "major rule" within the meaning of section 1, paragraph (b), of Executive Order 12291 because it is not likely to have an effect on the economy of $100 million or more, to result in a major increase in costs or prices, or to have significant adverse effect on competition, employment, investment, productivity, innovation, or the ability of United States firms to meet foreign competition. Similarly, this action is not deemed "significant" for purposes of Department of Transportation procedures for internal review of regulatory actions. The economic impacts of this amendment are so minimal as to not warrant preparation of a full regulatory evaluation, since the amendment merely permits the use of certain rearview mirrors which were previously prohibited.

Pursuant to the Regulatory Flexibility Act, the agency has considered the impact of this rulemaking action on small entities. The agency certifies that this action will not have a significant economic impact on a substantial number of small entities. Therefore, a regulatory flexibility analysis is not required for this action. The agency has concluded that few, if any, manufacturers of rearview mirrors are small entities and that the impacts of this rule on those companies which decide to take advantage of the new alternative method of compliance should be small.

NHTSA has concluded that the environmental consequences of this action will be of limited scope that they clearly will not have a significant effect on the quality of the human environment.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, Tires.

(Secs. 103, 119, Pub. L. 89–563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.50.)

Issued on August 18, 1982.

Raymond A. Peck, Jr.,

Administrator.

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

In consideration of the foregoing, 49 CFR 571.111 is amended as follows:

§ 571.111 [Amended]

1. Section 4 is amended by adding the following new definition:

"Convex mirror" means a mirror having a curved reflective surface whose shape is the same as that of the exterior surface of a section of a sphere.

2. The first sentence of section 5.3 is revised to read as follows:

S5.3 *Outside rearview mirror passenger's side.* Each passenger car whose inside rearview mirror does not meet the field of view requirements of S5.1.1 shall have an outside mirror of unit magnification or a convex mirror installed on the passenger's side.

3. A new section 5.4 is added, reading as follows:

S5.4 *Convex mirror requirements.* Each motor vehicle using a convex mirror to meet the requirements of S5.3 shall comply with the following requirements:

S5.4.1 When each convex mirror is tested in accordance with the procedures specified in S12 of this standard, none of the radii of curvature readings shall deviate from the average

radius of curvature by more than plus or minus 12.5 percent.

S5.4.2 Each convex mirror shall have indelibly etched on the lower edge of the mirror's reflective surface, in letters not less than 3/16 inch nor more than 1/4 inch high, the words "Objects in Mirror Are Closer Than They Appear".

S5.4.3 The average radius of curvature of each such mirror, as determined by using the procedure in S12, shall be not less than 35 inches and not more than 65 inches.

4. A new S12 is added after S11 of the standard reading as follows:

S12 *Determination of Radius of Curvature.*

S12.1 To determine the average radius of curvature of a convex mirror, use a 3-point linear spherometer, which meets the requirements of S12.2, at the 10 test positions shown in Figure 1 and record the readings for each position.

S12.2 The 3-point linear spherometer has two outer fixed legs 1.5 inches apart and one inner movable leg at the mid-point. The spherometer has a dial indicator with a scale that can be read accurately to 0.0001 inches, with the zero reading being a flat surface.

S12.3 The 10 test positions on the image display consist of two positions at right angles to each other at each of five locations as shown in Figure 1. The locations are at the center of the mirror, at the left and right ends of a horizontal line that bisects the mirror and at the top and bottom ends of a vertical line that bisects the mirror. None of the readings are within a 0.25-inch border on the edge of the image display.

S12.4 At each position, the spherometer is held perpendicular to the convex mirror-surface and a record is made of the reading on the dial indicator to the nearest 0.0001 inch.

S12.5 Convert the dail reading data for each of the 10 test positions to radius of curvature calculations using Table I. Consider the change as linear for dial readings that fall between two numbers in Table I.

S12.6 Calculate the average radius of curvature by adding all 10 radius of curvature calculations and dividing by ten.

S12.7 Determine the numerical difference between the average radius of curvature and each of the 10 individual radius of curvature calculations determined in S12.5.

S12.8 Calculate the greatest percentage deviation by dividing the greatest numerical difference determined in S12.7 by the average radius of curvature and multiply by 100.

BILLING CODE 4910-59-M

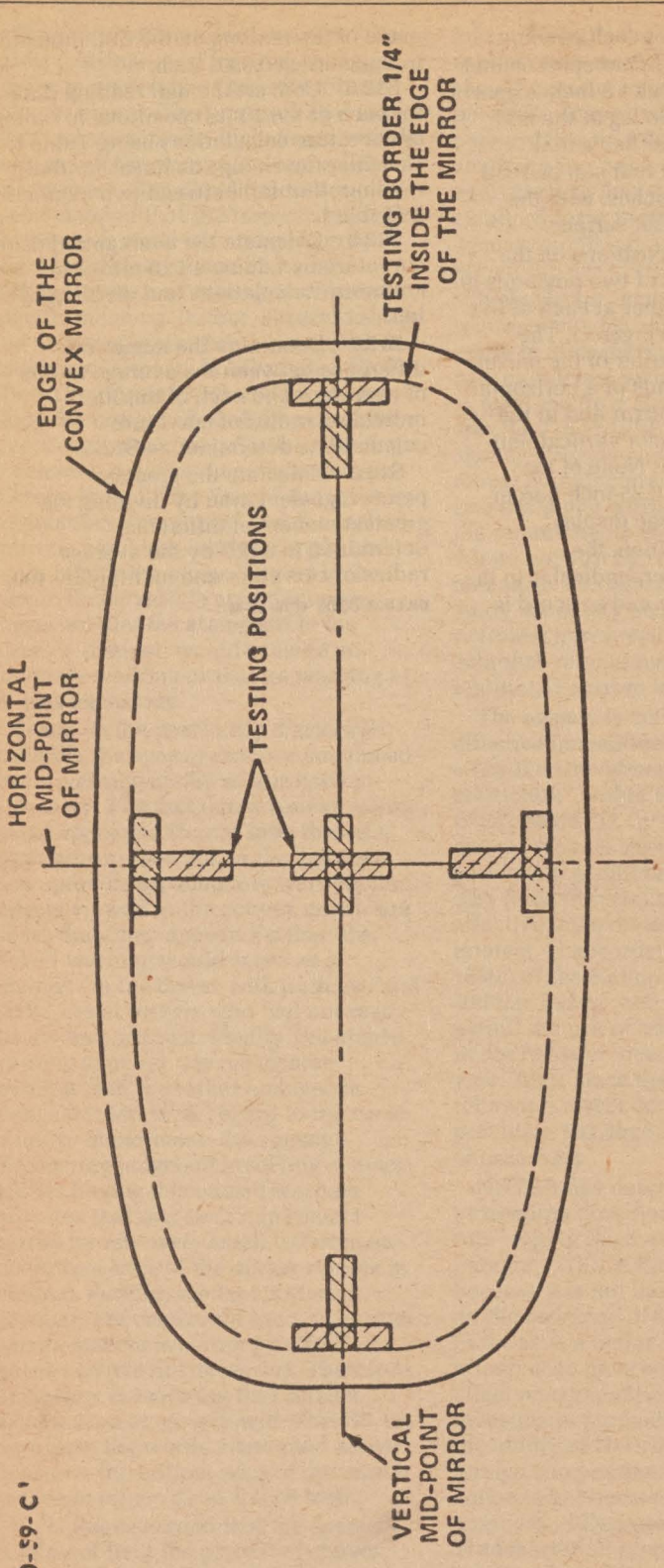

Figure 1 LOCATION OF TEN CONVEX MIRROR TESTING POSITIONS

[4910-59-C]

BILLING CODE 4910-59-C

TABLE I.—CONVERSION TABLE FROM SPHEROMETER DIAL READING TO RADIUS OF CURVATURE

Dial reading	Radius of curvature (in inches)
.00330	85.2
.00350	80.4
.00374	75.2
.00402	70.0
.00416	67.6
.00432	65.1
.00450	62.5
.00468	60.1
.00476	59.1
.00484	58.1
.00492	57.2
.00502	56.0
.00512	54.9
.00522	53.9
.00536	52.5
.00544	51.7
.00554	50.8
.00566	49.7
.00580	48.5
.00592	47.5
.00606	46.4
.00622	45.2
.00636	44.2
.00654	43.0
.00668	42.1
.00686	41.0
.00694	40.5
.00720	39.1
.00740	38.0
.00760	37.0
.00780	36.1
.00802	35.1
.00822	34.2
.00850	33.1
.00878	32.0
.00906	31.0
.00922	30.5
.00938	30.0
.00960	29.3
.00980	28.7
.01004	28.0
.01022	27.5
.01042	27.0
.01060	26.5
.01080	26.0
.01110	25.3
.01130	24.9
.01170	24.0
.01200	23.4
.01240	22.7
.01280	22.0
.01310	21.5
.01360	20.7
.01400	20.1
.01430	19.7
.01480	19.0
.01540	18.3
.01570	17.9
.01610	17.5
.01650	17.1
.01700	16.6
.01750	16.1
.01800	15.6
.01860	15.1
.01910	14.7
.01980	14.2
.02040	13.8
.02100	13.4
.02160	13.0
.02250	12.5
.02340	12.0
.02450	11.5
.02560	11.0
.02680	10.5
.02810	10.0
.02960	9.5
.03130	9.0
.03310	8.5

[FR Doc. 82-24159 Filed 9-1-82; 8:45 am]
BILLING CODE 4910-59-M