handset models the carrier offers.

(ii) Beginning April 3, 2023, ensure that at least eighty-five (85) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers in that air interface and Tier I carriers who offer five digital wireless handset models in an air interface must offer at least three handset models compliant with paragraphs (b)(1) and (2) of this section in that air interface.

(E) Beginning April 3, 2020, ensure that at least eighty-five (85) percent of the handset models in that air interface comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers nationwide.

(iii) Beginning April 3, 2020, ensure that at least sixty-six (66) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers in that air interface and Tier I carriers who offer five digital wireless handset models in an air interface must offer at least three handset models compliant with paragraphs (b)(1) and (2) of this section in that air interface.

(iv) Beginning April 3, 2023, ensure that at least eighty-five (85) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers in that air interface and Tier I carriers who offer five digital wireless handset models in an air interface must offer at least three handset models compliant with paragraphs (b)(1) and (2) of this section in that air interface.

(D) Beginning October 3, 2018, at least sixty-six (66) percent of the handset models in that air interface, which must comply with paragraphs (b)(1) and (2) of this section.

(ii) Beginning April 3, 2018, at least sixty-six (66) percent of the handset models in that air interface and Tier I carriers who offer five digital wireless handset models in an air interface must offer at least three handset models compliant with paragraphs (b)(1) and (2) of this section in that air interface.

(B) Beginning October 3, 2018, at least sixty-six (66) percent of the handset models in that air interface.

(iii) Beginning April 3, 2019, Tier I carriers must ensure that at least sixty-six (66) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers nationwide.

(2) * * *

(3) Beginning October 3, 2018, Tier I carriers must ensure that at least sixty-six (66) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers nationwide.

(iii) Beginning April 3, 2020, ensure that at least sixty-six (66) percent of the handset models it offers comply with paragraphs (b)(1) and (2) of this section, calculated based on the total number of unique digital wireless handset models the carrier offers nationwide.
The Agency corrects section 1.1.(4)(b) of Appendix G to Subchapter B of Chapter III, to read “only to the vehicle’s stop lamp circuit.” FMCSA inadvertently omitted the phrase “vehicle’s stop lamp circuit” in this section.

As noted in the final rule, the National Highway Traffic Safety Administration had extended the compliance date for antilock brake systems (ABS) on hydraulic braked vehicles from March 1, 1999, to September 1, 1999, but that action was limited to an extension of the malfunction indicator lamp requirement in S5.3.3(b) of FMVSS No. 105—and not for the general requirement to equip hydraulic-braked vehicles with ABS. As such, all hydraulic-braked vehicles were still expected to be equipped with ABS effective March 1, 1999. While FMCSA included footnotes to help explain the different effective dates for the various ABS requirements in the Appendix G periodic inspection requirements, those footnotes are amended and repositioned to accurately reflect the effective dates for the various ABS requirements in Appendix G.

Lastly, section 1.1.(5) is amended to note that it only applies to towed vehicles equipped with air brakes.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, for reasons set forth in the preamble, FMCSA amends 49 CFR part 393 and appendix G to subchapter B of chapter III as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

1. The authority citation for part 393 continues to read as follows:


2. In § 393.11, revise Footnote 11 of Table 1 to read as follows:

§ 393.11 Lamps and reflective devices.

Table 1 of § 393.11—Required Lamps and Reflectors on Commercial Motor Vehicles

Footnote—11 To be illuminated when headlamps are illuminated. No rear license plate lamp is required on vehicles that do not display a rear license plate.