

manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Mesa Auto Wholesalers of Chandler, Arizona (Mesa) (Registered Importer 94-018) has petitioned NHTSA to decide whether nonconforming 2003 Jeep Wrangler MPVs manufactured for sale in the Mexican market are eligible for importation into the United States. The vehicles which Mesa Auto Wholesalers believes are substantially similar are 2003 Jeep Wrangler MPVs that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified 2003 Jeep Wrangler MPVs manufactured for sale in the Mexican market to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

Mesa submitted information with its petition intended to demonstrate that non-U.S. certified 2003 Jeep Wrangler MPVs manufactured for sale in the Mexican market, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that non-U.S. certified 2003 Jeep Wrangler MPVs manufactured for sale in the Mexican market are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging*

*Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 109 *New Pneumatic Tires and Certain Specialty Tires*, 124 *Accelerator Control Systems*, 135 *Light Vehicle Brake Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: Replacement of the instrument cluster with a U.S.-model component with inscription of the word "brake" on the brake failure warning light as well as reading speed in mph.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Installation of the following U.S.-model components on vehicles not already so equipped: (a) Headlamps; (b) tail lamps (c) front and rear side marker lamps; and (d) a U.S.-model high-mounted stop lamp.

Standard No. 111 *Rearview Mirrors*: Installation of a U.S.-model passenger side rearview mirror, or inscription of the required warning statement on the face of the existing mirror.

Standard No. 110 *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Vehicles Under 4,536 kilograms (10,000 pounds) or less*: Installation of a tire and rim information placard.

The petitioner states that each vehicle will be inspected prior to importation for compliance with the Theft Prevention Standard in 49 CFR part 541 and that anti-theft devices will be installed on all vehicles not already so equipped.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicles near the left windshield post to meet the requirements of 49 CFR part 565 and that a certification label must be affixed to the driver's door jamb to meet the requirements of 49 CFR part 567.

As previously stated, the petitioner claims that the vehicle, as originally manufactured, complies with FMVSS No. 208 *Occupant Crash Protection*. NHTSA seeks specific comments on whether the vehicle, which is manufactured for sale in the Mexican Market, does in fact comply with all requirements of FMVSS No. 208, including the unbelted occupant protection requirements of this standard.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: February 22, 2013.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 2013-04715 Filed 2-27-13; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0013]

#### Technical Report: Effectiveness of LED Stop Lamps for Reducing Rear-End Crashes: Analyses of State Crash Data

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for comments on technical report.

**SUMMARY:** This notice announces NHTSA's publication of a Technical Report reviewing and evaluating LED Stop Lamps. The report's title is: *Effectiveness of LED Stop Lamps for Reducing Rear-End Crashes: Analyses of State Crash Data*.

**DATES:** Comments must be received no later than June 28, 2013.

**ADDRESSES:** *Report:* The technical report is available on the Internet for viewing in PDF format at <http://www.nrd.nhtsa.dot.gov/Pubs/811712.pdf>. You may obtain a copy of the report free of charge by sending a self-addressed mailing label to Nathan K. Greenwell (NVS-431), National Highway Traffic Safety Administration, Room W53-438, 1200

New Jersey Avenue SE., Washington, DC 20590.

**Comments:** You may submit comments [identified by Docket Number NHTSA–2013–0013] by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Fax:** 1–202–366–3189.

- **Mail:** Docket Management Facility, M–30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- **Hand Delivery:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

You may call Docket Management at 202–366–9826.

**Instructions:** For detailed instructions on submitting comments, see the Procedural Matters section of this document. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Nathan K. Greenwell, Mathematical Statistician, Evaluation Division, NVS–431, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Room W53–438, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 202–366–3860. Email: [nathan.greenwell@dot.gov](mailto:nathan.greenwell@dot.gov).

**For information about NHTSA’s evaluations of the effectiveness of existing regulations and programs:** You may see a list of published evaluation reports at <http://www.nrd.nhtsa.dot.gov/cats/listpublications.aspx?Id=226&ShowBy=Category> and if you click on any report you will be able to view it in PDF format.

**SUPPLEMENTARY INFORMATION:** The purpose of this report is to analyze the crash-reduction benefits of light-emitting diode (LED) stop lamps and LED center high-mounted stop lamps (CHMSL) using real-world crash data. Previous work on this subject included laboratory experiments that suggest LED lamps were more beneficial than incandescent lamps at preventing rear-impact collisions. NHTSA statistically compared the overall ratio of rear-impact crashes to a control group of frontal impacts before and after the switch to LED. Overall, the analysis does not support a firm conclusion about whether LED stop lamps and LED CHMSL are more effective than incandescent lamps. The main analysis

shows a significant overall 3.6% reduction in rear-impact crashes with LED. On the other hand, a non-parametric analysis not only fails to show improvement in significantly more than half the models, but actually shows an increase in rear impacts with LED for 9 of the 17 make-models that switched to LED. It was just the favorable results for high-sales vehicles such as Honda Accord that pulled the overall result into the plus. Furthermore, and perhaps most important, none of these 17 make-models is a “clean” switch pair that shifted to LED without changing anything else. All of the switch pairs shifted to LED at the same time that they changed the rear-lighting configuration and/or redesigned the vehicle. Basically, the crash data probably won’t support a firm conclusion until we have more switch pairs, including some “clean” switch pairs.

#### Procedural Matters

*How can I influence NHTSA’s thinking on this subject?*

NHTSA welcomes public review of the technical report. NHTSA will submit to the Docket a response to the comments and, if appropriate, will supplement or revise the report.

*How do I prepare and submit comments?*

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (NHTSA–2013–0013) in your comments.

Your primary comments must not be more than 15 pages long (49 CFR 553.21). However, you may attach additional documents to your primary comments. There is no limit on the length of the attachments.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit <http://www.regulations.gov>.

Please send two paper copies of your comments to Docket Management, fax them, or use the Federal eRulemaking Portal. The mailing address is U. S. Department of Transportation, Docket Management Facility, M–30, West Building, Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE.,

Washington, DC 20590. The fax number is 1–202–366–3189. To use the Federal eRulemaking Portal, go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

We also request, but do not require you to send a copy to Nathan K. Greenwell, Mathematical Statistician, Evaluation Division, NVS–431, National Highway Traffic Safety Administration, Room W53–438, 1200 New Jersey Avenue SE., Washington, DC 20590 (or email them to

[nathan.greenwell@dot.gov](mailto:nathan.greenwell@dot.gov)). He can check if your comments have been received at the Docket and he can expedite their review by NHTSA.

*How can I be sure that my comments were received?*

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

*How do I submit confidential business information?*

If you wish to submit any information under a claim of confidentiality, send three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Include a cover letter supplying the information specified in our confidential business information regulation (49 CFR part 512).

In addition, send two copies from which you have deleted the claimed confidential business information to U.S. Department of Transportation, Docket Management Facility, M–30, West Building, Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, or submit them via the Federal eRulemaking Portal.

*Will the agency consider late comments?*

In our response, we will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further,

some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

*How can I read the comments submitted by other people?*

You may read the materials placed in the docket for this document (e.g., the comments submitted in response to this document by other interested persons) at any time by going to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. You may also read the materials at the Docket Management Facility by going to the street address given above under **ADDRESSES**. The Docket Management Facility is open between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

**Authority:** 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

**James F. Simons,**

*Director, Office of Regulatory Analysis and Evaluation.*

[FR Doc. 2013-04690 Filed 2-27-13; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

February 25, 2013.

The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before April 1, 2013 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestion for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.GOV](mailto:OIRA_Submission@OMB.EOP.GOV) and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8140, Washington, DC 20220, or email at [PRA@treasury.gov](mailto:PRA@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Copies of the submission(s) may be obtained by calling (202) 927-5331, email at [PRA@treasury.gov](mailto:PRA@treasury.gov), or the entire

information collection request maybe found at [www.reginfo.gov](http://www.reginfo.gov).

### Internal Revenue Service (IRS)

**OMB Number:** 1545-0054.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Ownership Certificate.

**Form:** 1000.

**Abstract:** Form 1000 is used by citizens, resident individuals, fiduciaries, partnerships and nonresident partnerships in connection with interest on bonds of a domestic, resident foreign, or nonresident foreign corporation containing a tax-free covenant and issued before January 1, 1934. IRS uses the information to verify that the correct amount of tax was withheld.

**Affected Public:** Private Sector: Businesses and other for-profits.

**Estimated Total Burden Hours:** 5,040.

**OMB Number:** 1545-0098.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Application for Tentative Refund.

**Form:** 1045.

**Abstract:** Form 1045 is used by individuals, estates, and trusts to apply for a quick refund of taxes due to carryback of a new operating loss, unused general business credit, or claim of right adjustment under section 1341(b). The information obtained is used to determine the validity of the application.

**Affected Public:** Individuals or Households.

**Estimated Total Burden Hours:** 515,114.

**OMB Number:** 1545-0160.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Annual Information Return of Foreign Trust With a U.S. Owner.

**Form:** 3520-A.

**Abstract:** Section 6048(b) requires that foreign trusts with at least one U.S. beneficiary must file an annual information return on Form 3520-A. The form is used to report the income and deductions of the foreign trust and provide statements to the U.S. owners and beneficiaries. IRS uses Form 3520-A to determine if the U.S. owner of the trust has included the net income of the trust in its gross income.

**Affected Public:** Individuals or Households.

**Estimated Total Burden Hours:** 21,700.

**OMB Number:** 1545-0390.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Application for Approval of Prototype or Employer Sponsored Individual Retirement Arrangement (IRA).

**Form:** 5306.

**Abstract:** This application is used by employers who want to establish an individual retirement account trust to be used by their employees. The application is also used by persons who want to establish approved prototype individual retirement accounts or annuities. The data collected is used to determine if plans may be approved.

**Affected Public:** Private Sector: Businesses or other for-profits.

**Estimated Total Burden Hours:** 8,244.

**OMB Number:** 1545-0938.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Interest Charge Domestic International Sales Corporation Return.

**Form:** 1120-IC-DISC, Schedules K and P (1120-IC-DISC).

**Abstract:** U.S. Corporations that have elected to be an interest charge domestic international sales corporation (IC-DISC) file Form 1120 IC-DISC to report their income and deductions. The IC-DISC is not taxed, but IC-DISC shareholders are taxed on their share of IC-DISC income. IRS uses Form 1120-IC-DISC to check the IC-DISC's computation of income. Schedule K (Form 1120-IC-DISC) is used to report income to shareholders; Schedule P (Form 1120-IC-DISC) is used by the IC-DISC to report its dealing with related suppliers, etc.

**Affected Public:** Private Sector: Businesses or other for-profits.

**Estimated Total Burden Hours:** 242,340.

**OMB Number:** 1545-1181.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** Required Payment or Refund Under Section 7519.

**Form:** 8752.

**Abstract:** Form 8752 is used to verify that partnerships and S corporations that have made a section 444 election have correctly reported the payment required under section 7519.

**Affected Public:** Private Sector: Businesses or other for-profits.

**Estimated Total Burden Hours:** 565,920.

**OMB Number:** 1545-1593.

**Type of Review:** Extension without change of a currently approved collection.

**Title:** U.S. Income Tax Return for Qualified Funeral Trusts.

**Form:** 1041-QFT.

**Abstract:** IRC section 685 allows the trustee of a qualified funeral trust to