vehicle crashes. Consumer information programs are an important tool for improving vehicle safety through market forces. For over 30 years, under its New Car Assessment Program, NHTSA has been providing consumers with vehicle safety information such as frontal and side crash results, crash avoidance performance test results, rollover propensity, and the availability of a wide array of safety features provided on each vehicle model. In addition, the agency has been using this safety feature information when responding to consumer inquiries and analyzing rulemaking petitions that requested the agency to mandate certain safety features.

The information collected annually by the agency includes the following:

- Vehicle make, model, body style, certification type, projected sales volume, availability date, etc.
- Crashworthiness features (i.e., adjustable upper belt anchorages, seat belt pretensioners, load limiters, etc.),
- Crash avoidance features (i.e., lane departure warning, forward collision warning, blind spot detection, crash imminent braking, dynamic brake support systems, etc.),
- Automatic crash notification systems,
- Event data recorders,
- Automatic door locks (ADL),
- Anti-theft devices,
- Static Stability Factor (SSF) rating information,
- Lower Anchors and Tethers for Children (LATCH) restraint system, and
- Side air bag information that would include whether the side air bags meet the requirements from the Technical Working Group (TWG) on Out-of-Position occupants.

NHTSA has another information collection to obtain data related to motor vehicle compliance with the agency’s Federal motor vehicle safety standards. Although the consumer information collection data is distinct and unique from the compliance data, respondents to both collections are the same. Thus, the consumer information collection is closely coordinated with the compliance collection to enable respondents to assemble the data more efficiently. The burden is further made easier by sending out electronic files to the respondents, including the use of automated collection techniques or other forms of information technology.

Comments to OMB are most effective if OMB receives them within 30 days of publication. Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued on: September 8, 2016.

Raymond R. Posten,
Associate Administrator for Rulemaking.

FOR FURTHER INFORMATION CONTACT: If you have questions about the public meeting, please contact Inez Finley at 937–666–3289, by email at Inez.finley@dot.gov, or by U.S. Mail at NHTSA’s Vehicle Research & Test Center, P.O. Box B37, Building 60, 10820 State Route 347, East Liberty, Ohio 43319.

Registration is necessary for all attendees. Attendees should register at https://goo.gl/forms/FEO60sf0t0QDBqlU2 by September 22, 2016. Please provide name, affiliation, email, and indicate whether you require accommodations such as a sign language interpreter. Space is limited, so advanced registration is highly encouraged.

If it be necessary to cancel the meeting due to inclement weather or other emergency, NHTSA will take all available measures to notify registered participants.

NHTSA will conduct the public meeting informally, and technical rules of evidence will not apply. We will arrange for a written transcript of the meeting and keep the official record open for 30 days after the meeting to allow submission of public comments. You may make arrangements for copies of the transcripts directly with the court reporter, and the transcript will also be posted in the docket when it becomes available.

Written Comments: Attendees are welcome to submit written comments and other supporting information during the 30 day comment period. Please submit all written comments no later than October 27, 2016 by any of the following methods:

- Federal Rulemaking Portal: Go to http://www.regulations.gov. Follow the online instructions for submitting comments.
- Hand Delivery or Courier: 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.
VerDate Sep<11>2014 21:47 Sep 16, 2016 Jkt 238001 PO 00000 Frm 00143 Fmt 4703 Sfmt 4703 E:\FR\FM\19SEN1.SGM 19SEN1

09:00–10:00—Arrival/Check-In
10:00–12:00—Morning Public Meeting Session (Crash Avoidance and Electronic Systems Safety Research)
12:00–13:00—Lunch Break
13:00–15:30—Afternoon Public Meeting Session (Biomechanics, Crashworthiness and Behavioral Safety Research)
15:30–16:00—Open discussion (Q&A)
16:00—Adjourn

Public Meeting Topics
NHTSA will provide information on the following topics during the morning and afternoon sessions of the meeting:
• Crash Avoidance Research (driver assistance systems, human factors)
• Electronic Systems Safety/Emerging Technologies Research (electronics reliability, cybersecurity, automated vehicles)
• Biomechanics/Human Injury Research
• Crashworthiness/Occupant Protection Research
• Behavioral Safety Research

DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Volkswagen Group of America, Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Volkswagen Group of America, Inc.’s (Volkswagen) petition for exemption of the mid-size sports utility vehicle (SUV) line in accordance with 49 CFR part 543, Exemption from the Theft Prevention Standard. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of 49 CFR part 541, Federal Motor Vehicle Theft Prevention Standard (Theft Prevention Standard). Volkswagen also requested confidential treatment for specific information in its petition. While official notification granting or denying its request for confidential treatment will be addressed by separate letter, no confidential information provided for purposes of this document has been disclosed.

DATES: The exemption granted by this notice is effective beginning with the 2018 model year (MY).


SUPPLEMENTARY INFORMATION:
In a petition dated April 28, 2016, Volkswagen requested an exemption from the parts-marking requirements of the Theft Prevention Standard for its mid-size SUV line beginning with MY 2018. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, Exemption from Vehicle Theft Prevention Standard, based on the installation of an antitheft device as standard equipment for the entire vehicle line.
Under 49 CFR part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Volkswagen provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its mid-size SUV line. Volkswagen stated that its MY 2018 mid-size SUV line will be installed with its fifth generation, transponder-based electronic engine immobilizer antitheft device as standard equipment on the entire vehicle line. Key components of the antitheft device will include an immobilizer, engine control unit (ECU), instrument cluster, warning sign, reading coil and an adapted transponder ignition key (key lob).
Volkswagen also stated that it will offer an audible and visible alarm system as optional equipment on its mid-size SUV line.
Volkswagen’s submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.
In addressing the specific content requirements of § 543.6, Volkswagen provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Volkswagen stated that the antitheft device has been tested for compliance to its corporate standards.