

Management, Paperwork Reduction Act (PRA) Guide, Version 2.0, 2011.

The revised information collection request includes the annual report FTA requires from SSOAs, the burden of which has been reduced substantially through the development of a web-based system designed to replace the existing spreadsheet-based process and provides direct interface with the National Transit Database. It also includes the FTA's grant management reporting requirement and the triennial audit program, which requires information from both SSOAs and RTAs. Further, the information collection reflects requirements for SSOAs and RTAs to respond to FTA directives and advisories and SSOAs participation in monthly teleconference calls with FTA. Finally, the information collection request includes RTA event notifications to FTA.

With these changes, the total burden hours have decreased from 586,443 hours for the previous information collection request to 16,365 representing an overall decrease of 570,078 hours.

Respondents: States and Rail Transit Agencies.

Estimated Annual Number of

Respondents: 96 respondents.

Estimated Total Annual Burden: 16,365 hours.

Frequency: Annually.

Nadine Pembleton,

Director Office of Management Planning.

[FR Doc. 2019-09864 Filed 5-13-19; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0063]

Agency Information Collection Request Under OMB Review; Request for Comments

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

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comment. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published May 16, 2018. The agency did not receive any comments.

DATES: Comments must be submitted on or before June 13, 2019.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Cristina Echemendia, Office of Crashworthiness Standards, NRM-130, 202-366-6345, National Highway Traffic Safety Administration, Room W43-447, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with those requirements, this notice announces the following information collection request has been forwarded to OMB.

NHTSA published a **Federal Register** notice requesting public comment on this information collection.¹ No comments were received.

The following describes the collection of information for which NHTSA intends to seek OMB approval. It is titled "Consolidated Child Restraint System Registration, Labeling and Defect Notifications." (OMB Control Number: 2127-0576). NHTSA's information collection for child restraint systems expired April 30, 2018; therefore, this request is a reinstatement of a previously approved collection of information.

Title: Consolidated Child Restraint System Registration, Labeling and Defect Notifications.

OMB Control Number: 2127-0576.

Type of Request: Reinstatement of a previously approved collection of information.

Abstract: The National Traffic and Motor Vehicle Safety Act, now codified at 49 U.S.C. 30111, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). Moreover, under 49 U.S.C. 30117, the Secretary is also authorized to require manufacturers to provide information to first purchasers of motor vehicles or motor vehicle equipment when the vehicle equipment is purchased, in the form of printed matter placed in the vehicle or attached to the motor vehicle or motor vehicle equipment. The Secretary is

authorized to issue, amend, and revoke such rules and regulations as he/she deems necessary.

Child restraint manufacturers are required to provide an owner's registration card for purchasers of child safety seats in accordance with title 49 of the Code of Federal Regulation (CFR), Part 571.213, "Child restraint systems." The registration card is perforated into two-parts (see Figures 1 and 2). The top part contains a message and suitable instructions to be retained by the purchaser. The bottom part is to be returned to the manufacturer by the purchaser. The bottom part includes prepaid return postage, the pre-printed name/address of the manufacturer, the pre-printed model and date of manufacture, and spaces for the purchaser to fill in his/her name and address. Optionally, child restraint manufacturers are permitted to add to the registration form: (a) Specified statements informing CRS owners that they may register online; (b) the internet address for registering with the company; (c) revisions to statements reflecting use of the internet to register; and (d) a space for the consumer's email address. For those CRS owners with access to the internet, online registration may be a preferred method of registering a CRS.

In addition to the registration card supplied by the manufacturer, NHTSA has implemented a CRS registration system to assist those individuals who have either lost the registration card that came with the CRS or purchased a previously owned CRS. Upon the owner's request, NHTSA provides a substitute registration form that can be obtained either by mail or from the internet² (see Figure 3). When the completed registration is returned to the agency, it is then submitted to CRS manufacturers. In the absence of a substitute registration system, many owners of child passenger safety seats, especially any second-hand owners, might not be notified of safety defects and noncompliances and would not have the defects and noncompliances remedied.

Child seat owner registration information is retained in the event owners need to be contacted for defect recalls or replacement campaigns. Chapter 301 of title 49 of the United States Code specifies that if either NHTSA or a manufacturer determines that motor vehicles or items of motor vehicle equipment contain a defect that relates to motor vehicle safety or fails to comply with an applicable Federal

¹ 83 FR22744 (May 16, 2018).

² <http://www-odi.nhtsa.dot.gov/cars/problems/recalls/register/childseat/csregfrm.pdf>.

motor vehicle safety standard, the manufacturer must notify owners and purchasers of the defect or noncompliance and must provide a remedy without charge. In title 49 of the CFR, part 577, defect and noncompliance notification for equipment items, including child restraint systems, must be sent by first class mail to the most recent purchaser known to the manufacturer.

Child restraint manufacturers are also required to provide a printed instructions brochure with step-by-step information on how the restraint is to be used. Without proper use, the effectiveness of these systems is greatly diminished. Each child restraint system must also have a permanent label. A permanently attached label gives “quick look” information on whether the restraint meets the safety requirements, recommended installation and use, and warnings against misuse. CRSs equipped with internal harnesses to restrain the child and with components to attach to a child restraint anchorage system are also required to be labeled with a child weight limit for using the lower anchors to attach the child restraint to the vehicle. The child weight limit depends on the weight of the CRS.

Affected Public: Child restraint manufacturers, individuals, and households.

Estimated Number of Respondents: 29 CRS manufacturers and approximately 2,569,399 Individuals and/or Households.

Frequency: Every certified child restraint system registered and some child restraint systems produced.

Number of Responses: 2,569,399 total annual registration responses³ and 5,075,000 total annual labeling responses.

Estimated Total Annual Burden: 99,330 hours.

³ This is the number of registrations filled out by consumers and the information collection by the CRS manufacturers of those received registrations.

The total estimated hour burden will increase from the 40,497 hours to 99,330 burden hours (58,833 burden hours increase). The increase in burden is due to the inclusion of the burden hours to consumers for filling out the registration form and due to an increase in CRS sales.

Estimated Total Annual Burden Cost: \$2,351,374.

The total burden hours for this collection consist of: (1) The hours spent by consumers filling out the registration form, (2) the hours spent collecting registration information, and (3) the hours spent determining the maximum allowable child weight for lower anchor use and adding the information to the existing label and instruction manual.

NHTSA estimates 14,500,000 CRSs are currently sold each year by 29 CRS manufacturers. Of the CRSs sold each year, NHTSA estimates 2,147,504 are registered using registration cards and 421,895 are registered online. A consumer spends approximately 60 seconds filling out the registration form. The estimated annual number of burden hours for consumers to fill out the registration form is 42,823 hours ($= 2,569,399 \times (60 \text{ seconds}/3,600 \text{ seconds/hour})$). Manufacturers must spend about 90 seconds to enter the information from each returned registration card; while, online registrations are considered to have no burden for the manufacturer, as the information is entered by the purchaser. Therefore, the estimated annual number of burden hours for CRS registration information collection is 53,688 hours ($= 2,147,504 \times (90 \text{ seconds}/3,600 \text{ seconds/hour})$).

About 10,150,000 of the CRSs sold each year are equipped with internal harnesses. About half of the CRSs equipped with internal harnesses sold annually ($5,075,000 = 10,150,000 \times 0.5$) would require a label with the maximum allowable child weight for using the lower anchors. Manufacturers

must spend about two seconds to determine the maximum allowable child weight for lower anchor use and to add the information to the existing label and instruction manual. Therefore, the total annual burden hours for the information on the maximum allowable child weight in the existing label and instruction manual is 2,819 hours ($= 5,075,000 \times (2 \text{ seconds}/3,600 \text{ seconds/hour})$).

The estimated total annual number of burden hours is 99,330 ($= 42,823 + 53,688 + 2,819$) hours. The total estimated hour burden increased from 40,497 hours in the 2015 information collection notice to 99,330 burden hours (a 58,833 burden hour increase). The increase in burden is due to the inclusion of the burden hours to consumers for filling the registration form and due to an increase in CRS sales. In 2015, NHTSA estimated approximately 10,600,000 CRSs are sold each year while NHTSA's estimate in 2018 increased to 14,500,000 CRSs.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35.

Issued in Washington, DC, under authority delegated in 49 CFR 1.95 and 501.8.

Raymond R. Posten,

Associate Administrator for Rulemaking.

BILLING CODE 4910-59-P

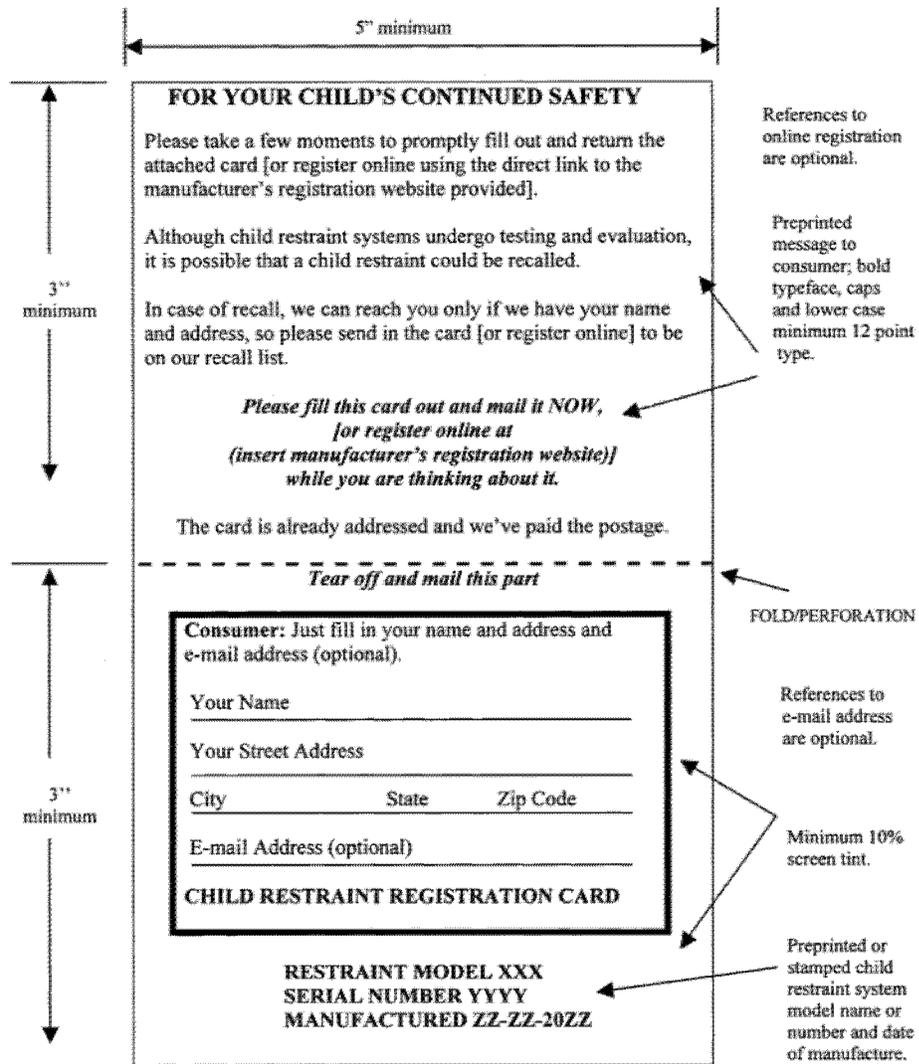


Figure 1 – Registration form for child restraint systems – product identification number and purchaser information side

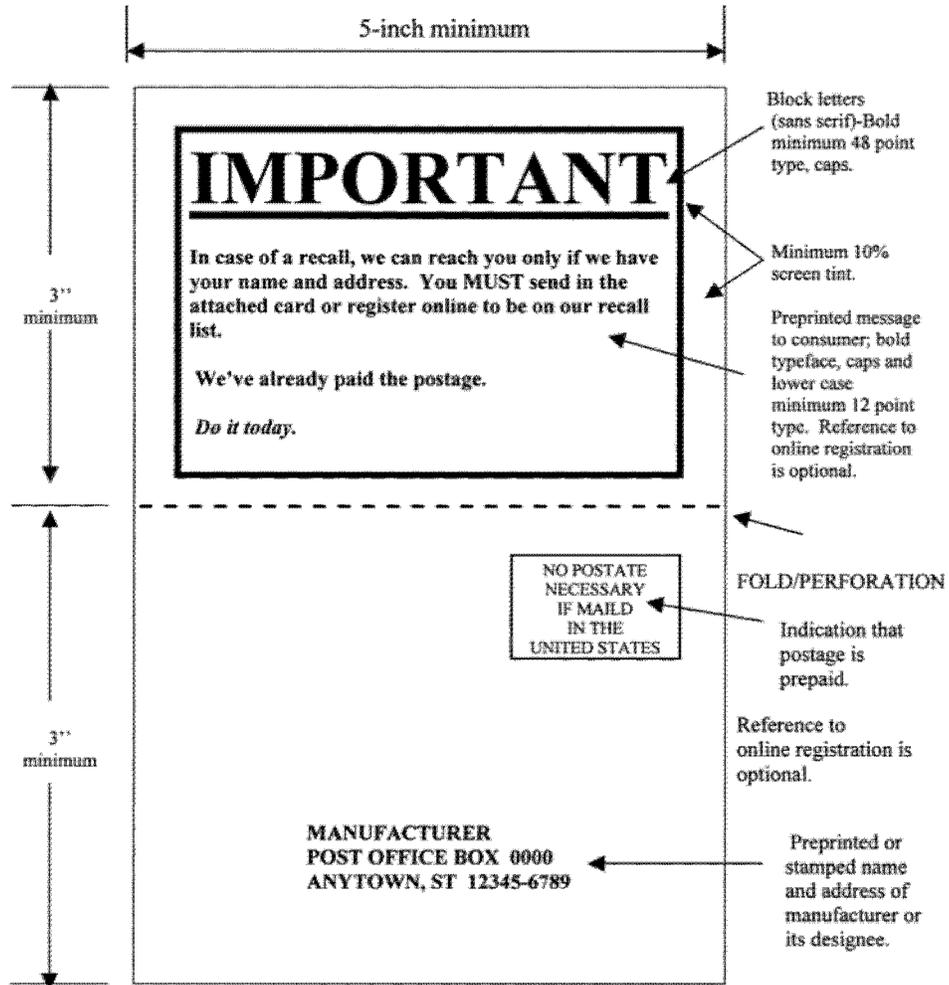


Figure 2 – Registration form for child restraint systems – address side

Form Approved: O.M.B. No. 2127-0576

**CHILD SAFETY SEAT REGISTRATION FORM
FOR YOUR CHILD'S CONTINUED SAFETY**

Although child safety seats undergo testing and evaluation, it is possible that your child seat could be recalled. In case of a recall it is important that the manufacturer be able to contact you as soon as possible so that your seat can be corrected.

All child safety seats manufactured since March 1993 have a registration form so that owners can provide their names/addresses to the manufacturer. In case of a safety recall, the manufacturer can use that information to send recall letters to owners. Also, child safety seat manufacturers have agreed to maintain owner names/addresses for child safety seats manufactured before March 1993, so they can notify those consumers in the event of a future safety recall. However, in order for the manufacturer to know which child safety seat you own, all of the information on the lower half of this page must be provided.

If you would like the National Highway Traffic Safety Administration (NHTSA) to give your name and address to the manufacturer of your child safety seat, so that you can be notified of any future safety recalls regarding your child safety seat, fill out this form. Please type or print clearly, sign and mail this postage-paid, pre-addressed form.

If you have any questions, or need help with any child safety seat or motor vehicle safety issue, call the U.S. Department of Transportation's toll-free Vehicle Safety Hotline at 1-888-424-9393 (Washington DC AREA RESIDENTS, 202-366-0123).

Your Name: _____ Telephone _____

Your Street Address _____

City: _____, State: _____ Zip Code: _____

IMPORTANT: The following information is essential and can be found on labels on your child seat.

**Child Seat
Manufacturer:** _____

**Child Seat Model
Name & Number:** _____

**Child Seat
Date of
Manufacture:** _____

**I AUTHORIZE NHTSA TO PROVIDE A COPY OF THIS REPORT TO THE CHILD
SAFETY SEAT MANUFACTURER.**

SIGNATURE: _____ **DATE:** _____

Please mail to:
U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT Vehicle Safety Hotline
400 7th Street, SW
Washington, DC 20590

The Privacy Act of 1974 - Public Law 93-579, As Amended. This information is requested pursuant to the authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administration enforcement or litigation against a manufacturer, your response, or statistical summary thereof, may be used in support of the agency's action.

Figure 3 – Illustration of Child Safety Seat Registration Form

[FR Doc. 2019-09849 Filed 5-13-19; 8:45 am]

BILLING CODE 4910-59-C

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Number NHTSA-2018-0015]

Reports, Forms and Record Keeping Requirements

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

ACTION: Notice and request for comments.

SUMMARY: The Department of Transportation invites public comments about our intention to request approval from the Office of Management and Budget (OMB) to reinstate an information collection. Before a Federal agency can collect certain information from the public, it must receive approval from the OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

DATES: Written comments should be submitted by July 15, 2019.

ADDRESSES: You may submit comments (identified by DOT Docket No. NHTSA-2018-0015) through one of the following methods:

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

- *Fax:* 202-493-2251.

- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Hisham Mohamed, NHTSA 1200 New Jersey Ave. SE, West Building, Room W43-437, NVS-131, Washington, DC 20590. Mr. Mohamed's telephone number is 202-366-0307. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION:

Title: 49 CFR 575—Consumer Information Regulations (sections 103 and 105).

OMB Control Number: 2127-0049.

Type of Request: Request for Reinstatement of a Previously Approved Collection of Information.

Abstract: This information collection pertains to 49 CFR part 575. Part 575.103, “Truck-camper loading,” requires manufacturers of light trucks that are capable of accommodating slide-in campers to provide information on the cargo weight rating and the longitudinal limits within which the center of gravity for the cargo weight rating should be located. Section 103 also requires manufacturers of slide-in campers to affix to each camper a label that contains information relating to identification and proper loading of the camper and to provide more detailed loading information in the owner's manual.¹ 49 CFR part 575.105, “Vehicle rollover,” requires manufacturers of certain utility vehicles to affix a label in a prominent location alerting drivers that the handling and maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated.² Also, as required by 49 CFR part 575.6(d)(1)(i), vehicle manufacturers must submit to NHTSA's Administrator, prior to new model introduction, two copies of the information specified Part 575.103 and Part 575.105 that is applicable to the vehicles offered for sale. The information must be submitted at least 90 days before information on such vehicles is first provided for examination by prospective purchasers.

NHTSA estimates there are currently 17 slide-in camper manufacturers and seven manufacturers of trucks capable of accommodating slide-in campers complying with Part 575.103 and 18 utility vehicle manufacturers complying with Part 575.105 annually. There is overlap between the truck manufacturers that must comply with section 103 and the utility vehicles that must comply with section 105. Therefore, NHTSA estimates there are only 35 annual respondents. This consists of a total of 18 manufacturers that comply with the requirement to label trucks capable of accommodating slide-in camper units and/or the requirement to label utility vehicles with a wheelbase of 110 inches or less and special features for occasional off-road operation. The additional 17 respondents are the manufacturers of slide-in campers. While NHTSA estimates there to be 35

annual respondents, only a small fraction would be required to submit information to NHTSA.

Based on prior years' manufacturer submissions, NHTSA estimates that it will receive 15 submissions from manufacturers of trucks capable of accommodating slide-in campers and manufacturers of utility vehicles that are required to comply with Part 575.105 annually. Manufacturers are not required to submit a response to NHTSA every year. Instead, they are only required to submit information to NHTSA when they introduce a new model or make changes to the information they provide in compliance with Part 575.103 and Part 575.105. Of the 15 submissions, NHTSA estimates 12 of the submissions will be for the introduction of new model vehicles. Manufacturers rarely make changes to the information provided to consumers, but we estimate at least three manufacturers will submit revised information each year. To satisfy the requirement to submit information to NHTSA, the light truck manufacturers and utility vehicle manufacturers gather only pre-existing data for the purposes of this regulation. Based on previous years' manufacturer information, the agency estimates it takes a light truck manufacturer a total of 20 hours to gather and arrange data in its proper format. The estimated annual burden for data gathering, arranging data in its proper format and distributing it to dealerships would be 300 hours (15 submissions × 20 hours per submission = 300 hours). Manufacturer information indicates it takes an average of \$37.00 per hour for professional and clerical staff to gather the data and, distribute and print material. Therefore, the agency estimates the annual cost associated with the burden hours is \$11,100 (\$37.00 per hour × 300 burden hours).

NHTSA estimates it will take an average of 18 seconds (0.005 hours) to affix a label to each slide-in camper unit that is required to comply with Part 575.103 and each utility vehicle that is required to comply with Part 575.103.³ NHTSA estimates that in each of the next three years 11,000 slide-in camper units and 3,000,000⁴ utility vehicles

¹ The requirement to provide information in the owners' manuals of trucks capable of accommodating slide-in campers and the owners' manuals for slide-in campers is covered by NHTSA's information collection clearance with OMB Control No. 2127-0541.

² The requirements to provide information in the owners' manuals of utility vehicles with wheelbases of 110 inches or less and special features for occasional off-road operation is covered by NHTSA's information collection clearance with OMB Control No. 2127-0541.

³ This is based on the estimated time to affix certification labels pursuant to 49 CFR 567. For more information, see the information collection clearance with OMB Control No. 2127-0510.

⁴ NHTSA's data shows there were approximately 2,430,392 utility vehicles manufactured in 2016 with a wheelbase of 110 inches or less and special features for occasional off-road use. NHTSA's data from its Corporate Average Fuel Economy program shows that this figure is increasing each year. To account for this upward trend, NHTSA estimates 3,000,000 utility vehicles will be manufactured in