TABLE 1—ESTIMATED HOUR BURDEN AND ASSOCIATED LABOR COSTS

Part/section	Brief title	Estimated total annual burden hours	Estimated total annual labor costs at $50.44/hour
563	Event Data Recorders	203	$10,239
571.108	Lighting-VHAD	383	19,319
571.108	Lighting-SABs	613	30,920
571.110	Tire Selection and Rims	0	0
571.138	Tire Pressure Monitoring	438	22,093
571.202a	Head Restraints	876	44,185
571.205	Glazing	176	8,877
571.208	Crash Protection	2,750	138,710
571.210	Seat Belt Anchors	438	22,093
571.213	Child Restraints	20	1,009
571.225	Child Restraint Anchorages	876	44,185
571.226	Ejection Mitigation	1,205	60,755
571.303	CNG Fuel Systems	18	908
575.103	Truck-Camper Loading	35	1,765
575.104	Tire Quality	579	29,205
575.105	Utility Vehicles	18	908
Totals		8,628	435,171

TABLE 2—ESTIMATED PRINTING COSTS

Part/section	Brief title	Estimated total costs to respondents
563	Event Data Recorders	$30,566
571.108	Lighting-VHAD	38,208
571.108	Lighting-SABs	244,530
571.110	Tire Selection and Rims	0
571.138	Tire Pressure Monitoring Systems	244,530
571.202a	Head Restraints	733,590
571.205	Glazing	131
571.208	Occupant Crash Protection	3,397,680
571.210	Seat Belt Assembly Anchors	244,530
571.213	Child Restraints Systems	15,730
571.225	Child Restraint Anchorage Systems	943,800
571.226	Ejection Mitigation	1,833,975
571.303	Fuel System Integrity of Compressed Natural Gas Vehicles	36
575.103	Truck-Camper Loading	39,657
575.104	Uniform Tire Quality Grading Standards	193,205
575.105	Vehicle Rollover	11,293
Total Printing Costs		7,971,461

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 agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (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 appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.,* permitting electronic submission of responses.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29.

Raymond R. Posten,

Associate Administrator for Rulemaking.

[FR Doc. 2022–22298 Filed 10–13–22; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0071]

Denial of Motor Vehicle Defect Petition, DP20–002

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

ACTION: Denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a defect petition, DP20–002, submitted by Mr. V.T. Wakefield (the Petitioner) to NHTSA (the Agency) by a letter dated December 12, 2019. The petition

requested that the Agency initiate a safety defect investigation of passenger compartment fires attributed to HVAC blower motor connectors overheating in Model Year (MY) 2006–2010 Pontiac Solstice and Saturn Sky vehicles (the ''subject vehicles''). After conducting a technical review of: (1) consumer complaints identified by the petitioner; (2) consumer complaint information in NHTSA's databases; and (3) information provided by General Motors (GM) in response to the Agency's information request regarding vehicle fires and complaints received by GM, NHTSA's Office of Defect Investigations (ODI) has concluded that the issues raised by the petition do not warrant a defect investigation. Accordingly, the Agency has denied the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Alexander Argant, Vehicle Defect Division A, Office of Defects Investigation, NHTSA 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202–366–8787. Email: *alexander.argant@dot.gov.*

SUPPLEMENTARY INFORMATION:

Introduction

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.1. Upon receipt of a properly filed petition, the Agency conducts a technical review of the petition, material submitted with the petition and any additional information. 49 U.S.C. 30162(a)(2); 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency or it may include the collection of information from the motor vehicle manufacturer and/or other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of Agency resources, Agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect and the likelihood of success in any necessary enforcement litigation, the Agency will grant or deny the petition. *See* 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

Background Information

In a letter dated December 12, 2019, the petitioner, Mr. V.T. Wakefield, requested that NHTSA initiate an investigation into passenger compartment fires in Model Years (MY) 2006–2010 Saturn Sky and Pontiac Solstice vehicles. The petitioner alleged the fires were caused by the overheating of the HVAC blower motor connector. The petitioner further alleged that Saturn Sky and Pontiac Solstice vehicles experience the same electrical problem (overheating HVAC blower resistor) addressed by NHTSA Safety Recall 15V–421, which involved MY2006–2010 Hummer H3 and 2009–2010 Hummer H3T vehicles. The petitioner's complaint reported that the affected parts in the Sky and Solstice vehicles are identical to those covered by Recall 15V–421.

NHTSA has based its decision on a review of the material cited by the petitioner in his complaint and petition, information submitted by GM in response to the Agency's information request letter, and other pertinent information in NHTSA's databases.

Summary of the Petition

The petitioner alleges that MY2006–2010 Saturn Sky and Pontiac Solstice vehicles can pose a fire risk due to the overheating of the HVAC blower motor connectors. The petitioner cites the fact the Sky and Solstice vehicles use the same blower motor parts as the Hummer H3 and H3T vehicles that were recalled under Safety Recall 15V–421 for a potential fire risk.

GM filed Safety Recall 15V–421 on June 15, 2015 to remedy the connector module that controls the blower motor speed in the HVAC system of MY2006–2010 Hummer H3 and 2009–2010 Hummer H3T vehicles. The module may overheat under extended operational periods at high and medium-high blower speeds in those vehicles. The recall followed eleven (11) related fires affecting a fleet of 165,000 vehicles with five to ten years of time in service.

Office of Defects Investigation Analysis

An analysis of General Motors (GM) complaint data and information in NHTSA's databases identified thirteen unique vehicle identification numbers (VINs) with reported incidents that could pertain to blower motor overheating, smoking, or melting in the 90,938 MY2006–2010 Saturn Sky and Pontiac Solstice vehicles produced. Two of the thirteen cited incidents reported smoke and thermal damage that may be attributed to the HVAC blower motor although neither incident was confirmed through vehicle inspection. One incident was with a MY2008 Saturn Sky that had substantial field exposure including a frontal crash that occurred one month prior to the August 2017 thermal incident. The Saturn Sky thermal incident was reported as plastic dripping from the dash and a fire in the carpet. A root cause could not be identified for this thermal event.

The other incident was with a MY2007 Pontiac Solstice. The owner did not inform the manufacturer nor take their vehicle to a dealer for evaluation after reporting an electrical smell and observing smoke in the glove box in December 2016. No inspection of the vehicle was conducted.

Most of the 13 incidents reported an overheated or discolored connector with attendant loss of HVAC blower fan function. GM reported 354 warranty claims with the subject components for the Sky and Solstice, none of which included a report of fire and only one report of smoke. Over a period of ten to fourteen years in service, there are two reports of smoke or thermal damage.

While the subject Sky and Solstice vehicles and the recalled Hummer H3 and H3T vehicles do share common components, the Sky and Solstice vehicles have demonstrated very different behavior and the HVAC system has a lower power draw than the recalled Hummer H3 and H3T vehicles. The recalled H3 and H3T vehicles generate over triple the failure rate of the Sky and Solstice vehicles. GM suggested in its response to the Agency's information request that this difference was due to the larger interior volume of a recalled Hummer vehicle imposing a heavier electrical load and duty cycle on its HVAC blower. The duty cycle is defined as how long it takes for the vehicle to cool down enough before the HVAC blower motor fan speed is lowered or turned off completely.

Additionally, due to the size differential between the Sky and Solstice vehicles and the recalled Hummer H3 and H3T vehicles, the parts have a different power draw. The Sky and Solstice vehicles, due to their smaller size, draw less wattage, which reduces the likelihood of a thermal event. This condition in the Sky and Solstice vehicles typically leads to an inoperable HVAC blower motor as opposed to a thermal event.

Despite the commonality of parts in the Sky and Solstice vehicles with those that were the basis of a safety recall, the subject vehicles have not demonstrated a safety defect trend that would likely lead to a safety recall or merit further investigation by the Agency. The subject vehicles have a low rate of reported thermal events over the ten to fourteen years they have been in service with the most recent occurring in 2017. The HVAC blower motor was not confirmed

to be the root cause for either thermal event cited above.

After thoroughly assessing the material submitted by the petitioner, information already in NHTSA's possession, information submitted by GM in response to an information request, and the potential risks to safety implicated by the petitioner's allegation, NHTSA does not believe that the petition warrants a formal investigation at this time. Consequently, the petition is denied. As with all potential motor vehicle safety risks, NHTSA will continue to review any new information or incidents as they are submitted to the Agency. The denial of this petition does not foreclose the Agency from taking further action if warranted or making a future finding that a safety-related defect exists based on additional information the Agency may receive.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR1.95 and 501.8.

Anne L. Collins,

Associate Administrator for Enforcement.

[FR Doc. 2022–22394 Filed 10–13–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0034]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Compliance Labeling Warning Devices

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

ACTION: Notice and request for public comment on the reinstatement of a previously approved collection of information.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) summarized below, regarding the reinstatement of a previously approved collection of information on Federal Motor vehicle Safety Standard (FMVSS) No. 125, will be submitted to the Office of Management and Budget for review and approval. The ICR describes the labeling requirement for warning devices and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on May 3, 2022. No comments were received.

DATES: Comments must be submitted on or before November 14, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at *www.reginfo.gov/public/do/PRAMain.* To find this particular information collection, select ''Currently under Review—Open for Public Comment'' or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Toyoaki Nogami, Office of Crash Avoidance Standards, National Highway Traffic Safety Administration, West Building—4th Floor—Room W43–462, 1200 New Jersey Avenue SE, Washington, DC 20590. He can be reached at (202) 366–1810. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on May 3, 2022 (87 FR 26253).

Title: 49 CFR 571.125. Standard No. 125; Warning devices, Compliance Labeling of Warning Devices.

OMB Control Number: 2127–0506.

Type of Request: Reinstatement of a previously approved information.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: The National Traffic and Motor Vehicle Safety Act of 1966, authorizes the Secretary of Transportation (NHTSA by delegation), at 49 U.S.C. 30111 to issue Federal Motor Vehicle Safety Standards (FMVSS) that set performance standards for motor vehicles and items of motor vehicle equipment. 49 U.S.C. 30115 (*https://www.govinfo.gov/link/uscode/49/30115*) requires manufacturers of motor vehicles or motor vehicle equipment to certify that the vehicle or equipment complies with applicable motor vehicle safety standards prescribed under this chapter. Section 30115 further specifies that certification of equipment may be shown by a label or tag on the equipment or on the outside of the container in which the equipment is delivered to certify that items of motor vehicle equipment subject to FMVSS comply with all applicable standards. Further, the Secretary (NHTSA by delegation) is authorized, at 49 U.S.C. 30117 (*https://www.govinfo.gov/link/uscode/49/30117*), to require manufacturers to provide information to first purchasers of motor vehicles or motor vehicle equipment when the vehicle or equipment is purchased, in the form of printed matter placed in the vehicle or attached to the vehicle or motor vehicle equipment.

Federal Motor Vehicle Safety Standard (FMVSS) No. 125, ''Warning devices'' specifies requirements for devices, without self-containing energy sources, that are designed to be carried in buses and trucks with a Gross Vehicle Weight Rating (GVWR) greater than 10,000 pounds, although they can be carried in other vehicles. These devices are used to warn approaching traffic of the presence of a stopped vehicle. This requirement does not apply to devices designed to be permanently affixed to the vehicle. The purpose of the standard is to reduce deaths and injuries due to rear end collisions between moving traffic and disabled vehicles. To ensure that the warning devices provide effective warnings to approaching traffic of the presence of a stopped vehicle, the standard sets forth specific requirements for the chromaticity of the reflex reflective material and fluorescent material affixed to both faces of the device.

In addition to performance requirements, the FMVSS No. 125 requires manufacturers to permanently and legibly mark their warning devices with (a) the manufacturer's name, (b) the month and year of manufacture, and (c) the symbol DOT, or the statement that the warning device complies with all applicable FMVSS. Manufacturers must also provide, with each warning device they manufacture, instructions printed or attached to the device in a manner that cannot easily be removed, for the operator to understand its erection and placement and a recommendation that the driver activate the vehicle hazard warning signal lamps before leaving the vehicle.

Since the last notice, the total burden hours were revised from one hour to three hours based on the number of respondents and required reporting tasks. The total annual cost burden was