

**Supporting Statement
For
Obtaining Vehicle Information for the General Public
65 FR 19477 - 78
NHTSA-2009-0032**

1. Explain the circumstances that make the collection of information necessary.

Attach a copy of the appropriate statute or regulation mandating or authorizing the collection of information.

NHTSA's mission is to save lives, prevent injury, and reduce motor vehicle crashes. Providing consumer information on vehicle safety is an important means of improving vehicle safety through market forces. NHTSA provides consumers with vehicle safety information such as, front and side crash results, rollover propensity, and the availability of a wide array of safety features provided on each vehicle model.

NHTSA also uses this safety feature information when responding to public inquiries and analyzing rulemaking petitions which ask the agency to mandate certain safety features.

2. Indicate how, by whom, and for what purpose the information is to be used. Indicate the actual use the agency has made of the information received from the current collection.

This information is collected by the NHTSA's New Car Assessment Program (NCAP) via a questionnaire that is sent to all manufacturers for response. The information collected includes: Brake Transmission Shift Interlock (BTSI) technology; blind spot detection systems, lane departure warning systems, frontal and rear collision warning systems, crash mitigation features, child restraint anchorages system information

(LATCH); side air bag information that would include where the side air bag is mounted, what type of side bag is mounted and whether the side air bags meet the requirements of the recommendations of the Technical Working Group on Out of Position Occupants (TWG); Automatic Door Lock (ADL) information; Electronic Stability Control (ESC); crash avoidance information, anti-theft devices, and Static Stability Factor (SSF) Rating information.

NHTSA will use this information on the NHTSA website (<http://www.safercar.gov>), in the “Buying a Safer Car” and “Buying a Safer Car for Child Passengers” brochures, other consumer publications, as well as internally for benefit analysis.

NHTSA is making this burden easier by sending out formatted electronic files with the information request.

3. Describe whether the collection of information involves the use of technological collection techniques or other forms of information technology.

The data is collected at the manufacturing plants where the vehicles are produced. Then 100% of this information is electronically transmitted to NHTSA.

4. Describe efforts to identify duplication. Show specifically why similar information cannot be used.

NHTSA is the only federal agency responsible for ensuring motor vehicle safety and providing consumers with vehicle safety rating information. Two offices, the Office of Crashworthiness Standards (OCS) and the Office of Vehicle Safety Compliance (OVSC), coordinate their information collection efforts. The OVSC information collection is specific for compliance purposes. The OCS NCAP information is different from and

supplements the OVSC data, and is necessary to provide consumers with safety information. The OCS and OVSC efforts are coordinated to ensure there is no duplication.

5. If the collection of information involves small businesses or other small entities, describe the methods used to minimize the burden.

This collection of information does not include small businesses or other small entities.

6. Describe the consequences to the Federal program or policy activities if the collection is not collected or collected less frequently.

The information is collected once a year for the “Buying a Safer Car” and “Buying a Safer Car for Child Passengers” brochures, other consumer publications, and to address consumer inquiries. If this information is not collected annually, then the consumers will not have the vehicle safety information they need and desire to make informed purchasing decisions.

7. Explain any special circumstances that require the information collection to be conducted in a manner inconsistent with the guidelines in 5 CFR 1320.6.

The procedures specified for this information collection are consistent with the guidelines set forth in 5 CFR 1320.6.

8. Provide a copy of the Federal Register document soliciting comments on the collection of information, a summary of all public comments responding to the notice, and a description of the agency’s action in response to the comments.

Describe the efforts to consult with persons outside the agency to obtain their views.

The Federal Register was published on March 9, 2009, Volume 74, No. 44, Pages 10122 and 10123. We received one comment from AIAM. The NHTSA response is listed in

the following statement: The agency has attempted to coordinate and reduce the reporting burden associated with this information collection. Another information collection obtains 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. Consequently, the consumer information collection is closely coordinated with the compliance collection to enable responders to assemble the data most efficiently. The burden is further made easier by sending out electronic files to the respondents in which the data is entered and electronically returned to the agency.

9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.

NHTSA does not provide any payment or gift to respondents.

10. Describe any assurance of confidentiality provided to respondents.

If a respondent claims that their report contains confidential business information, NHTSA considers that claim under 49 CFR Part 512, Confidential Business Information.

11. Provide additional justification for any questions on matters that are commonly considered private.

The information provided is not of a private nature. Therefore, no justification is necessary.

12. Provide estimates of the hour burden of the collection of information on the respondents.

There are 21 vehicle manufactures that sell motor vehicles in the United States under 10,000 lbs Gross Vehicle Weight Rating, that are requested annually to respond to this

information request. These 21 vehicle manufactures produce approximately 445 vehicle models each year, and the estimated average hour burden is 2 hours per vehicle model. Therefore the average hours per response are 44 (445 vehicles divided by 21 respondents = 21 vehicles per respondent times 2 hours).

A description on the hour burden and cost is given below:

Number of respondents	21
Number of annual responses	1
Annual hours per response (average)	44
Total annual burden hours	924 (21 x 44)

Cost associated with burden hours is \$18,480 (\$20 per hour x 924)

13. Provide estimates of the annual cost to the respondents or record keepers. (Do not include the cost of any hour burden shown in Question 12 or 14)

There are no additional costs to respondents or record keepers.

14. Provide estimates of annual cost to the Federal Government.

There are no additional costs incurred by the Federal Government as a result of this request for information.

15. Explain the reasons for any program changes or adjustments reported in Items 13 or 14 of the OMB Form 83-I.

The agency is seeking to have this information collection reinstated into NHTSA's overall burden hours whereby it will increase by 924 hours.

16. For collections of information whose results will be published, outline plans for tabulation and publication.

NHTSA will use this information on the NHTSA website (<http://www.safercar.gov>), in the “Buying a Safer Car” and “Buying a Safer Car for Child Passengers” brochures and other consumer publications.

17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that the display would be inappropriate.

NHTSA is not seeking such approval.

18. Explain each exception of the certification statements identified in Item 19, “Certification for Paperwork Reduction Act Submissions,” of OMB Form 83-I.

No exceptions to the certification statement are made.