

notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

This notice of receipt of Automobili Lamborghini's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercises of judgment concerning the merits of the petition.

*II. Vehicles Involved:* As originally filed, Automobili Lamborghini's petition stated that the petition applied to MY 2018–2019 Lamborghini Urus motor vehicles, however, the company has since clarified that the correct MYs are MY 2019–2020.

Accordingly, approximately 595 MY 2019–2020 Lamborghini Urus motor vehicles, manufactured between August 30, 2018, and April 10, 2019, are potentially involved.

*III. Noncompliance:* Automobili Lamborghini explains that the noncompliance is that the rims equipped on the subject vehicles do not fully comply with paragraph S4.4.2(a) and (c) of FMVSS No. 110. Specifically, the rims on the subject vehicles do not contain the required designation symbol or DOT certification markings.

*IV. Rule Requirements:* Paragraph S4.4.2(a) of FMVSS No. 110 includes the requirements relevant to this petition. Each rim or, at the option of the manufacturer in the case of a single-piece wheel, each wheel disc shall be marked with a designation that indicates the source of the rim's published nominal dimensions and the symbol DOT, constituting a certification by the manufacturer of the rim that the rim complies with all applicable FMVSS.

*V. Summary of Lamborghini's Petition:* Automobili Lamborghini described the subject noncompliance and stated its belief that the noncompliance is inconsequential as it relates to motor vehicle safety.

In support of its petition, Automobili Lamborghini submitted the following reasoning:

1. The "DOT" marking signifies that the manufacturer of the rim has certified that the rim complies with all applicable FMVSSs. So, because "DOT" is a "certification," it is a violation of 49 U.S.C. 30115 ("Certification"), which does not require notification and remedy (see 74 FR 69377).

2. The designation symbol under S4.4.2(a) is not considered a "certification" and indicates the source of the rim's published nominal

dimensions. Thus, because a noncompliance under (a) is not a certification issue, which would implicate 49 U.S.C. 30115, Automobili Lamborghini has submitted a report pursuant to 49 CFR part 573.

3. Automobili Lamborghini states that the subject rims contain all information required within FMVSS § 571.110 and that the omission of the correct designation symbol "E," required under S4.4.2(a), and the certification symbol "DOT," required under S4.4.2(c), will not prevent tires and rims from properly matching in the case of worn-out tires.

4. Automobili Lamborghini says that the owner's manual and the tire placard, both contain the correct and complete size of rims installed on the subject vehicles. Automobili Lamborghini stated their belief that this matter will not affect the ability to clearly identify the subject rims in case of a parts recall and that this matter does not have any effect on motor vehicle safety.

5. Automobili Lamborghini says that they are unaware of any accidents, injuries or customer complaints related to the lack of these markings. The missing markings do not affect the performance of the wheels or the tire and wheel assemblies.

Automobili Lamborghini concluded by expressing the belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety, and that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject vehicles that Automobili Lamborghini no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after Automobili Lamborghini notified them that the subject noncompliance existed.

**Authority:** (49 U.S.C. 30118, 30120: delegations of authority at 49 CFR 1.95 and 501.8)

**Otto G. Matheke III,**  
*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 2019–23189 Filed 10–23–19; 8:45 am]  
**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2019–14785]

#### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Crash Report Sampling System

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

**ACTION:** Notice and request for comments on an extension of a previously-approved information collection.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review, and requests comments on the ICR. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on July 12, 2019. NHTSA received one comment on the 60-day notice, stating the importance of gathering crash data, leveraging technology, and engaging in analysis to find commonalities in crashes and better protect the public. NHTSA has concluded that it is not necessary to make any changes to the information collection based on this comment.

**DATES:** Comments must be submitted on or before November 25, 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:** For additional information or access to background documents, contact Jonae Anderson, NHTSA, 1200 New Jersey Avenue SE, W53–470, NSA–210, Washington, DC 20590. Mrs. Anderson's telephone number is (202) 366–1028. 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 these requirements, this notice announces that the following information collection request has been forwarded to OMB.

A **Federal Register** notice with a 60-day comment period soliciting comments on the information collection was published on July 12, 2019 (84 FR 33314). NHTSA received one anonymous comment on the 60-day notice, stating the importance of gathering crash data, leveraging technology, and engaging in analysis to find commonalities in crashes and better protect the public.

NHTSA is committed to collecting and analyzing traffic safety data to identify trends and develop effective countermeasures to make our nation's roads safer for all users. The agency leverages a variety of specialized technology and personnel resources to manage its data collection systems, CRSS included, and works continually to improve its collection and analytical capabilities. Results of these efforts can be seen in the annual data files NHTSA publishes, which are critical resources for all engaged in highway safety research. Additionally, NHTSA provides analytical and statistical support to the public, as well publishing the annual Traffic Safety Facts report, which provides descriptive statistics regarding the current year's traffic crashes. Historical annual reports are also available and located here: <https://crashstats.nhtsa.dot.gov/#/DocumentTypeList/12>.

NHTSA has concluded that current crash data collection and analysis efforts adequately reflect the intent of this comment and it is not necessary to make any changes to information collection procedures based on this comment.

*Title:* The Crash Report Sampling System.

*OMB Control Number:* 2127-0714.

*Type of Request:* Extension of a previously-approved collection of information.

*Type of Review Requested:* Regular.

*Affected Public:* Local Police Jurisdictions and State Crash Database Owners.

*Abstract:* Under both the Highway Safety Act of 1966 and the National Traffic and Motor Vehicle Safety Act of 1966 (Pub. L. 89-563, Title 1, Sec. 106, 108, and 112) NHTSA has the responsibility to collect crash data that support the establishment and enforcement of motor vehicle regulations and highway safety programs. These regulations and programs are developed to reduce fatalities and the property damage associated with motor vehicle crashes. NHTSA's National Center for Statistics and Analysis (NCSA) maintains a multidisciplinary approach to meet our users' data needs utilizing an efficient combination of census, sample-based, investigation, and existing State files to provide timely information on traffic crashes. CRSS provides sample-based data on fatal, serious injury, and property-damage-only (PDO) crashes that helps users understand highway safety problem areas, develop countermeasures, and identify trends.

CRSS obtains data from a nationally representative probability sample selected from police-reported motor vehicle traffic crashes. Specifically, the

CRSS data set includes crashes involving at least one motor vehicle in transport on a trafficway that result in property damage, injury, or a fatality. The crash reports sampled are chosen from selected areas that reflect the geography, population, miles driven, and the number of crashes in the United States. No additional data beyond the selected crash reports is collected. Additionally, the CRSS program neither collects nor publishes any personally identifiable information. Once the crash reports are received they are coded and the data is entered into the CRSS database.

CRSS acquires national information on fatalities, injuries, and property damage directly from existing State police crash reports. The user population includes Federal and State agencies, automobile manufacturers, insurance companies, and the private sector.

*Frequency:* Ongoing.

*Estimated Number of Respondents:* 320 Respondents.

Respondents include a combination of State agencies that maintain crash data report databases and local police jurisdictions that investigate crashes and complete crash reports.

*Estimated Total Annual Burden Hours:* 35,680 hours.

Per the below table, burden hours are calculated differently based on the data collection method. The revised burden estimates in the below table describe the burden for each data collection methods. These estimates are based upon observation and review of the individual PSU's area documentation, which describes the data collection protocols in detail.

Access method	Hours per jurisdiction	Jurisdiction (PJ/state)	Total hours
EDT (Implementation) .....	200	3	600
EDT (Maintenance) .....	5	8	40
State Website .....	10	14	140
Web Service .....	60	2	120
Manual .....	470	74	34,780
<b>Grand Total</b> .....	.....	.....	<b>35,680</b>

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (a) Whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways

that the burden could be minimized without reducing the quality of the collected information.

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

**Chou-Lin Chen,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 2019-23179 Filed 10-23-19; 8:45 am]

**BILLING CODE 4910-59-P**