

**Department of Transportation  
National Highway Traffic Safety Administration**

**Information Collection Request Supporting Statements: Part A  
Consolidated Vehicle Owner's Manual Requirements for Motor Vehicles and Motor Vehicle  
Equipment  
[49 CFR PARTS 563, 571, and 575]  
OMB Control Number 2127-0541**

**Abstract:<sup>1</sup>**

This ICR is a revision of an approved collection of information pertaining to the requirement to provide certain information to consumers in vehicles' owner's manuals that are required to be provided with new motor vehicles. The approved information collection request (ICR) is for fifteen mandatory and voluntary disclosure requirements for manufacturers of motor vehicles and items of motor vehicle equipment. NHTSA has the authority to require manufacturers to provide information to first purchasers of motor vehicles or items of motor vehicle equipment related to performance and safety in printed materials that are attached to or accompany the motor vehicle or item of motor vehicle equipment. NHTSA has exercised this authority to require manufacturers to provide certain specified safety information to be readily available to consumers and purchasers of motor vehicles and items of motor vehicle equipment. Some of these requirements are contained in the Federal Motor Vehicle Safety Standards (FMVSS) that set performance requirements for motor vehicles and items of motor vehicle equipment. The other requirements are contained in separate regulations. Manufacturers must comply with these requirements whenever they manufacture a vehicle or equipment item that is subject to the requirements. The purpose of the required disclosures is to provide important safety information to vehicle owners.

NHTSA is requesting a revision of this collection to include owner's manual requirements that were established as part of the Seat Belt Reminder System final rule. The revisions to this ICR include the new owner's manual requirements in 49 CFR Part 571.208. Since NHTSA last requested approval for this ICR, the estimated burden hours have increased by 1,544 hours (8,628 hours to 10,172 hours) and printing costs have increased by \$755,040 (\$7,971,461 to \$8,726,501). The change in burden reflects changes as a result of the rulemaking requiring the development and publication of new information for the owner's manual. Printing costs have increased due to accounting for the estimated number of vehicles that will be equipped with seat belt reminder systems and will therefore need to comply with the requirements to provide system information and operating instructions.

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1 The Abstract must include the following information: (1) whether responding to the collection is mandatory, voluntary, or required to obtain or retain a benefit; (2) a description of the entities who must respond; (3) whether the collection is reporting (indicate if a survey), recordkeeping, and/or disclosure; (4) the frequency of the collection (e.g., bi-annual, annual, monthly, weekly, as needed); (5) a description of the information that would be reported, maintained in records, or disclosed; (6) a description of who would receive the information; (7) the purpose of the collection; and (8) if a revision, a description of the revision and the change in burden.

## **A. JUSTIFICATION**

**1. Explain the circumstances that make the collection of information necessary. Identify any legal and administrative requirements that necessitate the collection. Attach a copy of the appropriate statute or regulation mandating or authorizing the collection of information.**

The National Traffic and Motor Vehicle Safety Act 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. Further, the Secretary (NHTSA by delegation) is authorized, at 49 U.S.C. 30117, to require manufacturers to provide information to first purchasers of motor vehicles or items of motor vehicle equipment related to performance and safety in printed materials that are attached to or accompany the motor vehicle or item of motor vehicle equipment.

NHTSA has exercised this authority to require manufacturers to provide certain specified safety information to be readily available to consumers and purchasers of motor vehicles and items of motor vehicle equipment. This information is most often provided in vehicles' owners' manuals and the requirements are found in 49 CFR Parts 563, 571, and 575. This information collection request only covers requirements or requests to provide information that are not provided verbatim in the regulation or standard. A summary of these requirements is provided below. The revision of the ICR is to account for the new requirements from the Seat Belt Reminder System final rule that is further explained in Section 571.208.

### **Part 563 – Event Data Recorders**

Part 563 requires manufacturers of vehicles equipped with event data recorders (EDRs) to include in the owner's manual a statement about the EDR.<sup>2</sup> However, this statement is provided verbatim in the regulation and, therefore, is not an information collection. Section 563.11 also states that the owner's manual may include additional information about the form, function, and capabilities of the EDR, in supplement to the required statement. This voluntary disclosure of information is an information collection for which NHTSA is seeking approval.

### **Section 571.108 - Lamps, Reflective Devices, and Associated Equipment**

This standard requires that certain lamps and reflective devices be installed on motor vehicles to assure that the roadway is properly illuminated, that vehicles can be readily seen, and that signals can be transmitted to other drivers sharing the road, during day, night and inclement weather. In addition to establishing performance requirements for those lamps and reflective devices, FMVSS No. 108 also contains provisions requiring manufacturers to provide instructions so that owners, as well as traditional vehicle service personnel, can aim their vehicle's Vehicle Headlamp Aiming

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<sup>2</sup> 49 CFR 563.11(a).

Device (VHAD) headlamps using equipment that is an integral part of the headlamp system. Since the specific manner in which aim is to be performed is not regulated (only the performance of the devices is), aiming devices manufactured or installed by different vehicle and headlamp manufacturers may work in significantly different ways. To assure that the VHAD can be correctly aimed, this standard requires that instructions for proper use of VHAD systems be part of the vehicle as a label, or optionally, be placed in the vehicle owner's manual. Additionally, the standard requires manufacturers to provide information regarding how to operate semiautomatic beam switching devices and if the vehicle is equipped with an Adapted Driving Beam (ADB) system with sensitivity control it is excluded from the requirement to provide instructions on how to adjust the sensitivity control.

#### Section 571.110 – Tire Selection and Rims

This standard specifies requirements for tire selection to prevent tire overloading. The vehicle's normal load and maximum load on the tire shall not be greater than applicable specified limits. Section 7.2 of FMVSS No. 110 requires certain information in the owner's manual for vehicles equipped with a non-pneumatic spare tire. The owner's manual of the passenger car shall contain, in writing in the English language and in not less than 10 point type, the following information under the heading "IMPORTANT - USE OF SPARE TIRE": (a) A statement indicating the information related to appropriate use for the non-pneumatic spare tire including at a minimum the information set forth in S6 (a) and (b) and either the information set forth in S4.3(g) or a statement that the information set forth in S4.3(g) is located on the vehicle placard and on the non-pneumatic tire; (b) An instruction to drive carefully when the non-pneumatic spare tire is in use, and to install the proper pneumatic tire and rim at the first reasonable opportunity; and (c) A statement that operation of the passenger car is not recommended with more than one non-pneumatic spare tire in use at the same time.

#### Section 571.138 – Tire Pressure Monitoring Systems (TPMS)

This standard specifies requirements for a tire pressure monitoring system to warn the driver of an under-inflated tire condition. Its purpose is to reduce the likelihood of a vehicle crash resulting from tire failure due to operation in an under-inflated condition. The standard requires the owner's manual to include specific information on the low-pressure warning telltale and the malfunction indicator telltale. While most of this information is provided verbatim, the statement requires some customization. FMVSS No. 138, also states that the owner's manual may include additional information about the time for the TPMS telltale(s) to extinguish once the low tire pressure condition or the malfunction is corrected. It may also include additional information about the significance of the low tire pressure warning telltale illuminating, a description of corrective action to be undertaken, whether the tire pressure monitoring system functions with the vehicle's spare tire (if provided), and how to use a reset button, if one is provided.

#### Section 571.202a – Head Restraints

This standard specifies requirements for head restraints. The standard, which seeks to reduce

whiplash injuries in rear collisions, specifies requirements for front outboard seat head restraints in passenger cars and in light multipurpose passenger vehicles, trucks and buses with a gross vehicle weight rating of 4,536 kg or less and specifies requirements for optionally provided rear outboard seat head restraints in the same vehicles. FMVSS No. 202a requires that vehicle manufacturers include information about appropriate adjustment of front outboard seat head restraints and optionally provided rear outboard seat head restraints in the owner's manual.<sup>3</sup> The owner's manual must clearly identify which seats are equipped with head restraints. If the head restraints are removable, the owner's manual must provide instructions on how to remove the head restraint by a deliberate action distinct from any act necessary for adjustment, and how to reinstall the head restraints. The owner's manual must warn that all head restraints must be reinstalled to properly protect vehicle occupants. Finally, the owner's manual must describe, in an easily understandable format, the adjustment of the head restraints and/or seat back to achieve appropriate head restraint position relative to the occupant's head.

#### Section 571.205 - Glazing Materials

This standard specifies requirements for all glazing materials used in windshields, windows, and interior partitions of motor vehicles. Its purpose is to reduce injuries resulting from impact to glazing surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions. Detailed information regarding the care and maintenance of plastic glazing items, such as a glass-plastic windshield, is required to be placed in the owner's manual.

#### Section 571.208 - Occupant Crash Protection

This standard specifies requirements for both active and passive occupant crash protection systems for passenger cars, multipurpose passenger vehicles, trucks and buses. Certain safety features, such as air bags, and the care and maintenance of air bag systems, are required to be explained to the owner by means of the owner's manual. For example, the owner's manual must describe the vehicle's air bag system and provide precautionary information about the proper positioning of the occupants, including children. The owner's manual must also warn that no objects should be placed over or near the air bag covers. There is also required information about the operation of seat belt assemblies and other information that could total up to about 20 pages in the owner's manual. This material would also need to be kept current with the latest technical information on an annual basis. The owner's manual must also describe the operation of any tension relieving and locking features of the provided seat belts.

The Seat Belt Reminder System final rule requires that the owner's manual describe the rear warning system's features, including the location and format of the visual warnings. It also requires that the owner's manual include instructions on how to make any manual electrical connections associated with these systems for readily removable seats.

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<sup>3</sup> 49 CFR 571.202a S4.7.

### Section 571.210 - Seat Belt Assembly Anchorages

This standard specifies requirements for seat belt assembly anchorages to ensure effective occupant restraint and to reduce the likelihood of failure in a crash. FMVSS No. 210 requires that manufacturers place the following information in the vehicle owner's manual: (a) an explanation that child restraints are designed to be secured by means of the vehicle's seat belts, and (b) a statement alerting vehicle owners that children are always safer in the rear seat.

### Section 571.213 - Child Restraint Systems

This standard specifies requirements for built-in child restraint systems and requires vehicle manufacturers provide consumers with information about the operation and do's and don'ts in its owner's manual.

### Section 571.225 - Child Restraint Anchor Systems

This standard establishes requirements for child restraint anchorage systems to ensure their proper location and strength for the effective securing of child restraints, to reduce the likelihood of the anchorage systems' failure, and to increase the likelihood that child restraints are properly secured and thus more fully achieve their potential effectiveness in motor vehicles. The vehicle owner's manual must provide written instructions, in English, for using the tether anchorages and the child restraint anchorage system in the vehicle. Instructions must at a minimum indicate which seating positions in the vehicle are equipped with tether anchorages and child restraint anchorage systems, explain the meaning of markings provided to locate the lower anchorages, and include instructions that provide a step-by-step procedure (including diagrams) for properly attaching a child restraint system's tether strap to the tether anchorages.

### Section 571.226 – Ejection Mitigation

This standard establishes vehicle requirements intended to reduce the partial and complete ejection of vehicle occupants through side windows in crashes, particularly rollover crashes. The standard applies to passenger cars, and to multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4,536 kg (10,000 pounds) or less. Written information must be provided with every applicable vehicle describing any ejection mitigation countermeasure that deploys in the event of a rollover and a discussion of the readiness indicator required by S4.2.2, specifying a list of the elements of the system being monitored by the indicator, a discussion of the purpose and location of the telltale, and instructions to the consumer on the steps to take if the telltale is illuminated.

### Section 571.303 – Fuel System Integrity of Compressed Natural Gas Vehicles

This standard specifies requirements for the integrity of motor vehicle fuel systems using compressed natural gas (CNG), including the CNG fuel systems of bi-fuel, dedicated, and dual

fuel CNG vehicles. This standard requires manufacturers to permanently label CNG vehicles, near the vehicle refueling connection, with service pressure information and the statement “See instructions on fuel container for inspection and service life.” Manufacturers of CNG vehicles must also provide a first purchaser this information in either an owner’s manual or on a one-page document.

#### Section 575.103 – Truck-Camper Loading

This regulation 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. This regulation also requires manufacturers of trucks that would accommodate slide-in campers to specify the cargo weight ratings and the longitudinal limits within which the center of gravity for the cargo weight rating should be located.

#### Section 575.104 – Uniform Tire Quality Grading Standards

This regulation requires manufacturers of motor vehicles to include in the vehicle owner’s manual a list of all possible grades for traction and temperature resistance and restate verbatim the explanation for each performance area specified in § 575.104 Figure 2, Part II. The information must contain a statement referring the reader to the tire sidewall for the specific tire grades for the tires with which the vehicle is equipped.

#### Section 575.105 – Vehicle Rollover

This regulation requires manufacturers of utility vehicles<sup>4</sup> to alert the drivers of those vehicles that they have a higher possibility of rollover than other vehicle types and to advise them of steps that can be taken to reduce the possibility of rollover and/or to reduce the likelihood of injury in a rollover. The owner’s manual must include a discussion of the vehicle design features which cause this type of vehicles to be more likely to rollover (e.g., higher center of gravity) and a discussion of the driving practices that can reduce the risk of a rollover (e.g., avoiding sharp turns at excessive speed).

### **2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate actual use of information received from the current collection.**

For all of the owner’s manual information collections, the information is intended to be used by the owners and operators of the vehicles with which the manual is provided. The purpose of requiring that certain information be provided in manuals is to ensure owners and operators are provided with readily accessible important information about critical components of their vehicles, such as the performance of their vehicle or instructions for proper operation.

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<sup>4</sup> 49 CFR 575.105 states *Utility vehicles* means multipurpose passenger vehicles (other than those which are passenger car derivatives) which have a wheelbase of 110 inches or less and special features for occasional off-road operation.

#### Part 563 – Event data recorders.

The owner's manual requirements in Part 563 apply only to vehicles equipped with EDRs and states that, in addition to providing a prescribed statement about the existence of an EDR and about the purpose and design of the EDR (e.g., what it records and when, how the data can be used, etc.), manufacturers can provide additional information about the form, function, and capabilities of the EDR, in supplement to the required statement (e.g., who the data belongs to, disclosure of the data, etc.). This voluntary information is intended to be used by owners and operators of the vehicle to better understand who the data collected on the EDR belongs to and how that data may be disclosed.

#### FMVSS No. 108, "Lamps, reflective devices, and associated equipment."

The owner's manual requirements for lighting are intended to be used by owners and operators to instruct them on how properly align their headlamps or operate their semiautomatic beam switching device.

#### FMVSS No. 110, "Tire selection and rims."

The owner's manual requirements in FMVSS No. 110 are intended to provide owners and operators of vehicles important information on the proper use of their non-pneumatic spare tire. Providing these instructions is intended to increase the likelihood of proper use of spare tires.

#### FMVSS No. 138, "Tire pressure monitoring systems."

The purpose of the owner's manual requirements for tire pressure monitoring systems is to inform owners and operators of vehicles about the meaning of the low tire pressure telltale or the malfunction indicator telltale lamps. The information required in the owner's manual provides consumers with instructions on corrective action needed when either of these lamps illuminates.

#### FMVSS No. 202a, "Head restraints."

The owner's manual requirements regarding head restraints are intended to inform owners and operators of vehicles about the proper positioning of their head restraint. Proper adjustment of the head restraint is required to minimize the risk of severe injury in the event of a crash. Without this information, consumers may also not understand how to remove and reinstall head restraints appropriately.

#### FMVSS No. 205, "Glazing materials."

The owner's manual requirements in FMVSS No. 205 are intended to provide owners and operators of motor vehicles with a readily accessible source of information dealing with the optimum manner of treatment for certain types of plastic glazing. Consumers without the proper

information could damage the glazing by using inappropriate cleaning techniques. For example, the glazing could become scratched and hazy, thereby reducing driving visibility and increasing the risk of injury or fatality.

#### FMVSS No. 208, “Occupant crash protection.”

Occupant crash protection is enhanced by two basic means of protection: the manually operated seat belt and the automatic operation of the air bag. To achieve maximum benefit from the available protection provided in the modern vehicle, both the seat belt and the air bag must be used. Seat belts, if not worn, provide no benefit to the occupant, while air bags, if used improperly, can cause serious harm and even fatality when sitting too close to the air bag. Information relating to the proper use of the seat belt locking feature to tightly secure a child restraint system and the proper location and placement of infants and small children with respect to the air bag is vital knowledge for all occupants. The driver must be particularly aware of the pitfalls to be avoided in restraining small children and infants.

Information related to the seat belt reminder system’s features, including the location, format, and meaning of the visual warnings as well as how to achieve proper electrical connection on readily removable rear seats is vital for ensuring the warnings are interpreted properly and to ensure the system operates properly.

The owner’s manual is an important source of this information because it accompanies the vehicle at first sale and usually remains accessible in the vehicle (for example, stored in the glove compartment).

Other vital information is also required to explain the operation of the air bag system and the care and maintenance of the system. Without this information, consumers have no easily available source of information that relates the specific information needed to safely operate a specific model equipped with vehicle-specific hardware.

#### FMVSS No. 210, “Seat belt assembly anchorages.”

Seat belt anchors are important because they anchor the seat belt to the solid structure of the vehicle. Manufacturers locate seat belt anchors to meet stringent physical requirements in the Federal regulations and, for example, to prevent any lap belt from pulling away from the vehicle structure during a severe crash. The vehicle owner is made aware, through the information required by the seat belt anchor standard, that all child restraints are designed to be secured by the vehicle belts and that children are always safer in the rear seat.

#### FMVSS No. 213, “Child restraint systems.”

Misuse of child restraint systems significantly reduces the effectiveness of child restraint systems. An extensive consumer education campaign that includes more information on the labels that are affixed to the vehicle as well as to the child restraint system, and in child restraint owners’



manuals, is helping reduce misuse. Some child seats are built into the vehicle's seat by the manufacturer of the vehicle. Owners of built-in child restraints have no source except the manufacturer for the information necessary to use these devices safely.

NHTSA requires that manufacturers provide information to owners of built-in child restraints about how to properly use the child restraint. NHTSA requires that this information be provided in the owner's manual for the vehicle so that it is readily available to the vehicle owner. FMVSS No. 213 specifies the content of the information that is required. Without this information, the vehicle owner may have difficulty securing the child restraint in the vehicle or the child correctly in the child safety seat.

#### FMVSS No. 225, "Child Restraint anchorage systems."

Each vehicle manufacturer must provide written instructions to indicate which seating positions in the vehicle are equipped with tether anchorages and child restraint anchorage systems, to explain the meaning of markings provided to locate the lower anchorages, and to provide instruction on how to properly attach a child restraint system's tether strap to the tether anchorages. If such information is not provided, the consumer will not know how to properly locate and use the child restraint anchorage systems to install an add-on CRS. Without proper use of the child restraint anchorage systems the effectiveness of CRSs is diminished, therefore, there is a need to have instructions on how to use the child restraint anchorage systems.

#### FMVSS No. 226, "Ejection mitigation."

The complete or partial ejection of occupants in crashes, particularly rollover crashes, can be reduced by dynamic coverage of the side window openings by ejection mitigation countermeasures that deploy in side impacts and rollovers. At this time, these deployable countermeasures are curtain air bags. The written information is an important source of information to the consumer about how these curtain air bags work to mitigate ejection. Other vital information is also required to explain the purpose and operation of the readiness indicator that monitors the curtain air bag, including the elements of the system being monitored by the indicator, a discussion of the purpose and location of the telltale, instructions to the consumer on the steps to take if the telltale is illuminated, and information provided to the agency about the sensor system used to deploy the curtain air bag in a rollover. Without this information, consumers have no easily available source of information that relates the specific information about the proper operation of this important safety system, and the agency will not have information enabling it to understand and evaluate the performance of the rollover sensor.

#### FMVSS No. 303, "Fuel System Integrity of Compressed Natural Gas Vehicles."

These provisions apply only to vehicles using CNG as the fuel source. In addition to labeling the fuel container with the CNG service pressure, manufacturers are required to label the fuel container with instructions for inspection and service life. New vehicle owners are provided

information in the owner's manual, or on a separate one-page document, about service pressure and a notice directing the owner to look on the fuel container for inspection and service life.

#### Section 575.103, "Truck-camper loading."

These provisions only apply to trucks capable of accommodating slide-in campers. Truck manufacturers are required to inform the truck owner about the proper way to distribute a camper load to minimize the effects of off-center loading, overloading, or misusing a truck camper. If truck owners are unaware of the pitfalls of overloading a camper or of installing a camper incorrectly, truck instability problems may arise that could place the truck and its occupants at risk of overturning. This information must originate from the vehicle manufacturer because only the manufacturer knows how truck stability is affected by overloading or improper loading. Corresponding details about the camper must be included with the camper owner's manual so that the truck owner can be assured of safe and proper installation. Truck camper loading information is important to safety and is required to be placed in the owner's manual so that it is easily available.

#### Section 575.104, "Uniform tire quality grading standards."

Manufacturers of motor vehicles are required to include in the vehicle owner's manual a list of all possible grades for traction and temperature resistance and restate verbatim the explanation for each performance area specified in section 575.104 Figure 2, Part II. The information must contain a statement referring the reader to the tire sidewall for the specific tire grades for the tires with which the vehicle is equipped. Including this information in the owner's manual ensures that the consumer can readily see and understand tire grades and assists consumers in making tire-purchasing decisions.

#### Section 575.105, "Vehicle rollover."

Utility vehicles are characterized by a short wheelbase and relatively high center of gravity. These attributes work against vehicle stability in certain dynamic maneuvers, such as sharp turns or sudden changes in direction. To ensure that the utility vehicle owner does not misuse the vehicle because of a lack of information, Federal regulations require that the manufacturer provide certain warnings about vehicle stability and safe driving tips. These warnings are required to be placed in the vehicle's owner's manual. If this information is not provided to the utility vehicle owner, serious errors could occur because the operator did not know beforehand the consequences of certain maneuvers. Certain maneuvers, although relatively benign in vehicles with a long wheelbase or a low center of gravity, could increase the risk of injury or fatality if carried out in a utility vehicle. If the publication of this information ceased, vehicle consumers would be placed in possible jeopardy because important safety information would no longer be available.

**3. Describe whether the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also, describe any consideration of using information technology to reduce burden.**

Manufacturers use electronic means to compile, format, and print owner's manuals. Because important safety information about motor vehicles should be provided directly to consumers and be easily accessible to them, NHTSA requires certain information be provided in owner's manuals or, if no owner's manual is provided, in paper format. In addition to providing the required information in paper format, manufacturers may provide electronic access. The extent to which manufacturers use electronic means to print the text and graphics is not mandated by any of the FMVSS and Parts listed herein. The agency does not receive anything from the manufacturers regarding the owner's manual.

**4. Describe efforts to identify duplication. Show specifically why similar information already available cannot be used or modified for use for the purposes described in Item 2 above.**

NHTSA is the only Federal agency requiring manufacturers to place critical information regarding the safety of motor vehicles in vehicles' owner's manuals, such as information about the proper use of air bag systems. There is no similar information in existence, since owner's manuals represent knowledge specific to the manufacturer and vehicle. These are a unique collection of specialized information dealing with safe vehicle operation. No other entity publishes this information, and it is available on the aftermarket only in the form of a replacement owner's manual, which must be purchased from the manufacturer. Consequently, there is no duplication.

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

It is anticipated that 22 vehicle manufacturers, 12 motorcycle manufacturers, and 18 slide-in camper manufacturers will be affected by the requirements to provide the specified information in the owner's manual:

Many of the vehicle manufacturers are in the category of large businesses. A portion of the vehicle manufacturers and slide-in camper manufacturers may be considered to be in the small business category. The Small Business Administration (SBA) considers that an automobile manufacturing firm employing less than 1,500 employees is a small business.<sup>5</sup> The SBA considers that a slide-in camper manufacturing firm employing less than 1,000 employees is a

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<sup>5</sup> 2018 Code of Federal Regulations; Title 13, § 121.201 *What size standards has SBA identified by North American Industry Classification System codes*, Sectors 31–33—Manufacturing, Subsector 336—Transportation Equipment Manufacturing, NAICS code 336111, Automobile Manufacturing.

small business.<sup>6</sup>

However, in the event that a vehicle or slide-in manufacturer is considered to be a small business because of employing less than 1,500 or 1,000 employees, respectively, NHTSA expects that the annual publication of owner's manuals by that firm will be on a much smaller scale than the large manufacturers, commensurate with the relative difference in size. A proportionate reduction in paperwork burden may be predicted for the small firms because their reduced production capacity will tend to reduce the number of manuals produced. Small manufacturers may also achieve cost reductions through bundled printing of multiple owner's manuals in a single purchase.

The collection of information from which to develop the appropriate owner's manual material should not be a large burden for any manufacturer because the information should be readily available in the technical material that is assembled for service manuals. The service manuals must be made available to dealers soon after vehicles are placed on sale so that technicians can service new models. Additional burden due to technical reproduction of this material for the owner's manual would then be limited to a small amount of editorial review. The cost of printing the required information in the proper format would be the only significant cost associated with providing the information in the owner's manual. The information required is such a slight burden that it should not be an element discouraging small businesses from the market. There are no alternatives to those proposed to reduce the anticipated burden for these reasons. Consequently, there is no appreciable burden on small businesses.

**6. Describe the consequence to Federal Program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.**

The consequences to FMVSS Nos. 108, 110, 138, 202a, 205, 208, 210, 213, 225, 226, 303 and Part 563, and sections 575.103, 575.104, and 575.105 if the collection of information were conducted less frequently or not at all, would be that vehicle owners would not be provided instructions regarding certain safety precautions about their vehicles and vehicle equipment. This would adversely affect the mission of NHTSA because consumer understanding of how safety features in vehicles operate improves the proper use and effectiveness of safety features and reduces the risk of crashes and injuries.

If the information were collected less frequently (not updated with new models), it could be expected that some motor vehicle occupants would be placed at greater risk due to outdated information about the proper use of certain items of motor vehicle equipment, such as child seat anchor locations, air bags, or plastic-coated windshields. This is particularly important in the area of child safety. As future crash statistics are compiled, made more sophisticated, and used to analyze safety effectiveness of the standards, the data should reflect that informing consumers minimizes the frequency and severity of traffic crashes.

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<sup>6</sup> 2018 Code of Federal Regulations; Title 13, § 121.201 *What size standards has SBA identified by North American Industry Classification System codes, Sectors 31–33—Manufacturing, Subsector 336—Transportation Equipment Manufacturing, NAICS code 336214, Travel Trailer and Camper Manufacturing.*

**7. Explain any special circumstances that require the collection to be conducted in a manner:**

- a. requiring respondents to report information to the agency more often than quarterly;**
- b. requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it;**
- c. requiring respondents to submit more than an original and two copies of any document;**
- d. requiring respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years;**
- e. in connection with a statistical survey, that is not designed to produce valid and reliable results that can be generalized to the universe of study;**
- f. requiring the use of a statistical data classification that has not been reviewed and approved by OMB;**
- g. that includes a pledge of confidentiality that is not supported by authority established in statute or regulation, that is not supported by disclosure and data security policies that are consistent with the pledge, or which unnecessarily impedes sharing of data with other agencies for compatible confidential use; or**
- h. requiring respondents to submit proprietary trade secrets, or other confidential information unless the agency can demonstrate that it has instituted procedures to protect the information's confidentiality to the extent permitted by law.**

The procedures specified for these data collections are fully consistent with the guidelines set forth in 5 CFR 1320.5(d)(2).

**8. If applicable, provide a copy and identify the date and page number of publication in the Federal Register of the agency's notice, required by 5 CFR 1320.8(d), soliciting comments on the information collection prior to submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the agency in response to the comments. Specifically address comments received on cost and hour burden. Describe efforts to consult with persons outside the agency to obtain their views.**

NHTSA published a notice of proposed rulemaking (NPRM) on September 7, 2023 (88 FR 61674) seeking public comment on the revision to the ICR. We received a few comments on the proposed changes (e.g., support for the changes, requests to add additional information related to the warnings and installation of child restraint systems, standardization of nomenclature and warnings). However, we did not receive comments on the burden estimates or other aspects of the proposed revision to the information collection. These burden estimates did not change between the NPRM and final rule.

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

No payment or gift will be provided to respondents.

**10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy. If the collection requires a systems of records notice (SORN) or privacy impact assessment (PIA), those should be cited and described here.**

No assurance of confidentiality is involved. NHTSA is neither collecting nor maintaining confidential information under this collection. Owner's manual information is intended to inform the public of the satisfactory safety performance of the product.

**11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private. This justification should include the reasons why the agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.**

This ICR is for public disclosure requirements. No questions of a sensitive matter are involved in this information collection.

**12. Provide estimates of the hour burden of the collection of information on the respondents and estimates of the annualized labor cost to respondents associated with that hour burden.**

NHTSA estimates that there are 22 vehicle manufacturers, 12 motorcycle manufacturers, and 18 slide-in camper manufacturers that are subject to this information collection. However, as noted in this document, not all owner's manual requirements apply to all vehicle types. Therefore, some aspects of this information collection will cover fewer respondents.

NHTSA has estimated the annual hourly burden of this information collection by estimating the total number of owner's manuals that will be updated each year for each of the different information disclosure requirements. Much of the burden associated with developing and drafting owner's manuals is not as result of NHTSA's regulatory requirements but are instead part of vehicle manufacturers' routine business. Accordingly, the burden on respondents will be for aggregation and verification of required information. NHTSA estimates that respondents will only incur a burden for aggregation and verification of information for new vehicle models or vehicle models which have been refreshed with newer systems. We estimate this turnover of owner's manuals with new information, due to new or refreshed vehicles, to be for a quarter of each year's vehicle production. The respondents' burden for owner's manuals in carry-over vehicles (remaining 75%) will only be for review of already included information. Additionally, NHTSA estimates that vehicle manufacturers leverage highly integrated database systems and standardized company owner's manual templates to minimize their effort in producing each manual. Since this is a consolidation of many different requirements for owner's manual information, the estimates are derived for each requirement separately, and then added together to

create a lump sum estimate for all burden hours.

To aid the reader in following along, the estimates will be presented in the order shown in Table 1, which lists each of the Parts or sections within the Code of Federal Regulations that contain owner’s manual requirements that are information collections.

The revision to this ICR include the new owner’s manual requirements in 49 CFR Part 571.208, which is estimated to have an increased 1,544 burden hours for Section 571.208 from the previously approved ICR. Changes to the estimated burden hours is further explained in Section 571.208.

Table 1  
Identification of Owner’s Manual Requirements

Part/Section	Brief Title
563	Event Data Recorders
571.108	Lighting
571.110	Tire Selection and Rims ... vehicles with GVWR ≤ 4,536 kilograms
571.120 <sup>7</sup>	Tire Selection and Rims ... vehicles with GVWR > 4,536 kilograms
571.138	Tire Pressure Monitoring
571.202a	Head Restraints
571.205	Glazing
571.208	Crash Protection
571.210	Seat Belt Anchors
571.213	Child Restraints
571.226	Ejection Mitigation
571.303	Fuel System Integrity of Compressed Natural Gas Vehicles
575.103	Truck-Camper Loading
575.104	Uniform tire quality grading standards
575.105	Vehicle Rollover

Part 563 (Event data recorders)

Part 563 requires that a statement be provided in the vehicle’s owner’s manual for vehicles equipped with an EDR to make vehicle owners aware of the existence of an EDR in their vehicle, as well as the purpose and design of the EDR. The statement that must be included in the owner’s manual is not an information collection because § 563.11 supplies the exact language. The regulation also allows vehicle manufacturers to provide additional information about EDRs in the owner’s manual (49 CFR 563.11(b)), which is an information collection for which NHTSA must

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<sup>7</sup> There is no burden associated with the owner’s manual requirements regarding non-pneumatic spare tires in FMVSS No. 120, because vehicle manufacturers are not producing non-pneumatic spare tire assemblies.

account for the burden. NHTSA estimates that there is an average of 406 model lines each year that are equipped with EDRs. Based on a brief review of various owner’s manuals from different manufacturers, NHTSA finds the majority of manufacturers do not provide additional information. In addition, there is likely no new burden on vehicle manufacturers for this additional information since it has been developed for previous models with EDRs (Part 563 was established in 2006). Thus, the vehicle manufacturers which provide this additional information in the owner’s manual incur minimal burden. We conservatively estimate that half of the 406 vehicle models for light duty vehicles will have owner’s manuals that contain this supplemental information and that the burden for updating and reviewing this information will be 1 hour per model line. Therefore, NHTSA estimates the total annual burden hours for updating and reviewing Part 563 EDR statements and information included in owner’s manuals to be 203 hours (406 model lines × 50% (one half) × 1 manual per model × 1 hour).

Part 563 Event Data Recorders Estimated Burden Hours

Vehicle Model Lines	Take rate for Model Lines with additional information	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
406	50%	1	1 hour	203 hours

Section 571.108 (Lighting)

Section 571.108 requires that the VHAD aiming instruction for on-vehicle headlamp aimers be provided on a vehicle label or in the vehicle owner’s manual to ensure correct aiming of this type of headlamp. Additionally, FMVSS No. 108 requires instructions for operating and adjusting sensitivity of semiautomatic beam switching devices (including ADB systems) to be included in the owner’s manual. Manufacturers would need to amend the owner’s manual only when a new VHAD headlight aimer or semiautomatic beam switching device is added to a model for the first time.

On October 12, 2018 (83 FR 51766), NHTSA published a Notice of Proposed Rulemaking (NPRM) proposing performance requirements for adaptive driving beam headlighting systems. The final rule that followed modified the information collection requirements applying to semiautomatic beam switching such that they also apply to adaptive driving beam headlighting systems. Additionally, in response to comments received on the NPRM, the final rule modified the information that must be provided when a vehicle is equipped with a VHAD aiming system. This final rule amended the standard with specific instructions for using the VHAD to aim ADB headlighting systems. We amended the VHAD requirements from specifically saying that it should be aimed at zero to a more general phrase that tells the owner what they should do when the headlamps need to be aimed horizontally. We expect this to decrease the words needed to convey the required information from 500 words to 250 words.



## Vehicle Headlamp Aiming Device (VHAD)

Considering we anticipate adaptive driving beam systems to include a horizontal VHAD, it is estimated 50% of models will offer adaptive driving beam headlighting systems on at least one trim level that will include a VHAD. Vehicles equipped with VHAD headlamps, for one model line with new VHAD headlamps, the time to collect the required information, prepare technical input, and review for accuracy of the required information placed for publication in the owner's manual template is estimated to be 4 hours per manual. In a carry-over vehicle owner's manual, we estimate that it would take a vehicle manufacturer 1 hour to review the required information for continued accuracy relating to VHAD systems. Section 571.108 permits each manufacturer a choice in placing headlamp aiming instructions in the owner's manual or on a label affixed to the vehicle. We estimate about half of the VHAD aiming applications would be on labels attached to the VHAD,<sup>8</sup> with the remainder (50%) using information in the owner's manual to convey the necessary information. Therefore, the number of annual burden hours imposed on manufacturers whose vehicles are subject to FMVSS No. 108 would be determined from the number of model lines produced annually (of which an estimated 25% are new and 75% are non-new, a repeat of previous years' model lines) multiplied by the portion of vehicles equipped with VHAD headlamps multiplied by the estimated number of hours required to assemble the required information (estimated to be 4 hours of review for new vehicles and 1 hour to review the information for non-new models). The annual burden hours required by FMVSS No. 108's VHAD section in the owner's manual is 383 hours ((438 models × 0.5 use VHAD × 0.25 new models × 4 hours/model) + (438 models × 0.5 use VHAD × 0.75 non-new models × 1 hour/model)).

The printing cost burden for these owner's manuals would be the number of vehicles produced annually multiplied by the portion of vehicles equipped with VHAD headlamps, multiplied by certain printing factors (an estimated 250 text words required per owner's manual, a 1.1 multiplier to account for aftermarket manuals, a 0.25 printing factor, and a \$0.00013 cost per word). The annual cost burden to the respondents to include the information required by FMVSS No. 108's VHAD section in the owner's manual is \$38,208 (17,100,000 vehicles × 0.5 use VHAD × 0.5 provide info in manual × 250 words of text × 1.1 production factor × 0.25 printing factor × \$0.00013 per word).

Section 571.108 Lighting Estimated Burden Hours - VHADs

Vehicle Model Lines	Percent Models New or Carry-over	Time to Prepare Information	Percent Manufacturers Placing Information in Owner's Manual	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
438	New or Refreshed Models with VHAD				
	25%	4 hours	50%	1	219 hrs.
	Carry-over Models with VHAD				

<sup>8</sup> Additional details about NHTSA's labeling information collections are available in the supporting statements for the ICR with OMB Control No. 2127-0512.

	75%	1 hour	50%	1	164 hrs.
<b>Total Estimated Annual Burden Hours</b>					<b>383 hours</b>

Semiautomatic Beam Switching Devices (SABs)

We estimate that approximately 80% of new vehicle models include a semiautomatic beam switching device (either traditional semiautomatic beam switching or adaptive driving beam) on at least one trim level for the U.S. market. For new model vehicles equipped with semiautomatic beam switching devices, the time to collect the required information, prepare technical input, and review for accuracy of the required information placed for publication in the owner’s manual template is estimated to be 4 hours per manual. In a carry-over vehicle owner’s manual, we estimate that it would take a vehicle manufacturer 1 hour to review the required information for continued accuracy relating to semiautomatic beam switching devices. Section 571.108 requires manufacturers to provide instructions on how to operate semiautomatic beam switching devices if they are installed on the vehicle. The number of annual burden hours imposed on manufacturers whose vehicles are subject to FMVSS No. 108 would be determined from the number of model lines produced annually (of which an estimated 25% are new and 75% are non-new, a repeat of previous years’ model lines) multiplied by the portion of vehicles equipped with semiautomatic beam switching devices multiplied by the estimated number of hours required to assemble the required information (estimated to be 4 hours of review for new models and 1 hour to review the information for non-new models). The annual burden hours required by FMVSS No. 108’s semiautomatic beam switching device section in the owner’s manual is 613 hours (438 models × 0.8 offer SABs × 0.25 new models × 4 hours/model) + (438 models × 0.8 offer SABs × 0.75 non-new models × 1 hour/model).

Section 571.108 Lighting Estimated Burden Hours - SABs

Vehicle Model Lines	Percent Models New or Carry-over	Time to Prepare Information	Percent Manufacturers Placing Information in Owner's Manual	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
438	New or Refreshed Models with SABs				
	25%	4 hours	80%	1	350 hrs.
	Carry-over Models with SABs				
	75%	1 hour	80%	1	263 hrs.
<b>Total Estimated Annual Burden Hours</b>					<b>613 hours</b>

Section 571.110 (Tire selection and rim)

This standard specifies requirements for tire selection to prevent tire overloading. Owner’s manual information is required for the use of a non-pneumatic spare tire. Currently, non-pneumatic spare tires are not in use in new model lines. Therefore, there are no vehicle model lines each year that will include non-pneumatic spare tire information in the owner’s manual. If there were a new model line using a non-pneumatic spare tire, we estimate that it would take the vehicle manufacturer 4 hours per new vehicle model line to assemble all of the non-pneumatic spare tire related information to include in the owner’s manual, and that manufacturers would need 1 hour per vehicle model line using a non-pneumatic spare tire to review required information in carry-over vehicle owner’s manuals for continued accuracy. Therefore, NHTSA estimates the total annual burden hours for § 571.110 tire information to be included in owner’s manuals is 0 hours or: 0 hours for new or refreshed vehicle models (0 model lines × 25% × 4 hours × 1 manual per model) and 0 hours for carry-over vehicle models 0 model lines × 75% × 1 hour × 1 manual per model).

**Section 571.110 Tire selection and Rim Burden Hours**

Vehicle Model Lines	Percent Models New or Carry-over	Time to Prepare Information	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
0	New or Refreshed Models			
	25%	4 hours	1	0 hours
	Carry-over Models			
	75%	1 hour	1	0 hours
<b>Total Estimated Annual Burden Hours</b>				<b>0 hours</b>

Section 571.138 (Tire pressure monitoring system burden)

The information required by FMVSS No. 138 to be included in the owner’s manual is provided verbatim and may be taken from the Federal regulation in its entirety. FMVSS No. 138, also states that the owner’s manual may include additional information about the low-pressure telltale and the malfunction indicator telltale. NHTSA estimates the burden to be 1 hour for the respondents to compile, revise, and review the additional information. There is an average of 438 model lines each year that include tire pressure monitoring information in the owner’s manual. NHTSA estimates this burden to be 1 hour for each manual. Therefore, NHTSA estimates the total annual burden hours for section 571.138 tire pressure monitoring system information to be included in the owner’s manual to be 438 hours (438 model lines × 1 manual per model × 1 hour).

**Section 571.138 Tire Pressure Monitoring System Burden Hours**

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	<b>Total Estimated Burden Hours</b>

438	1	1 hour	<b>438 hours</b>
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Section 571.202a (Head restraints)

Federal regulations for head restraints require that the owner’s manual for each vehicle must include an accurate description of the vehicle’s head restraint system in an easily understandable format. The owner’s manual must clearly identify which seats are equipped with head restraints. If the head restraints are removable, the owner’s manual must provide instructions on how to remove the head restraint by a deliberate action distinct from any act necessary for adjustment, and how to reinstall head restraints. The owner’s manual must warn that all head restraints must be reinstalled to properly protect vehicle occupants. Finally, the owner’s manual must describe, in an easily understandable format, the adjustment of the head restraints and/or seat back to achieve appropriate head restraint position relative to the occupant’s head. The discussion must include, at a minimum, accurate information on the following topics: (1) a presentation and explanation of the main components of the vehicle’s head restraints; (2) the basic requirements for proper head restraint operation, including an explanation of the actions that may affect the proper functioning of the head restraints; (3) the basic requirements for proper positioning of a head restraint in relation to an occupant’s head position, including information regarding the proper positioning of the center of gravity of an occupant’s head in relation to the head restraint.

There is no burden associated with using text and images which the manufacturer had previously used in owner’s manuals because the text and statements are on file and available. However, manufacturers would need to update the manuals to include the latest technical information, and this could be done on an annual basis. There is an average of 438 model lines each year that include head restraint system information in the owner’s manual. It is estimated that about 25 percent of the owner’s manuals need major revision each year. The estimated burden to produce the required text and information is based on technical writing to consolidate the required new facts and/or information into text suitable for publication in the owner’s manual. Since all of the background information dealing with head restraints is developed by the manufacturers’ engineering staff, NHTSA estimates that no more than 5 hours of effort should be needed to compile the new vehicle text material. While carry-over vehicle owner’s manuals require no new information, these manuals are reviewed for information accuracy and this burden is estimated to be an hour. Therefore, NHTSA estimates the total annual burden hours for section 571.202a head restraints information to be included in owner’s manuals is 876 hours: 547.5 hours for new or refreshed vehicle models (438 model lines × 25% × 5 hours × 1 manual per model) and 328.5 hours for carry-over vehicle models (438 model lines × 75% × 1 hour × 1 manual per model).

Section 571.202a Head Restraints Burden Hours

Vehicle Model Lines	Percent Models New or Carry-over	Time to Prepare Information	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
438	New or Refreshed Models			
	25%	5 hours	1	547.5 hrs.
	Carry-over Models			
	75%	1 hour	1	328.5 hrs.
<b>Total Estimated Annual Burden Hours</b>				<b>876 hours</b>

Section 571.205 (Glazing materials)

Section 571.205 currently allows the use of a variety of glass-plastic glazing, either tempered or annealed, for application in various window locations in a motor vehicle. Manufacturers are permitted to refer to information in the owner’s manual for more detailed care instructions. Manufacturers must place specific cleaning instructions for certain plastic glazing material, such as glass-plastic windshields, in the owner’s manual to minimize the possibility of haze build-up if owners clean their windshields improperly. The manuals also include information, furnished on a voluntary basis, that provides specific cleaning instructions for each item of glazing material with specific tips on how to remove frost and ice and generally clean the glazing to minimize loss of transparency.

It is estimated that the burden to provide information in the owner’s manual is minimal because manufacturers already provide information about the care and cleaning of the vehicle and would add precautionary information in the vehicle cleaning and maintenance section of the owner’s manual. There is an average of 176 model lines each year that include glazing information in the owner’s manual. NHTSA estimates a slight burden for each manual of 1 hour because manufacturers would need to verify that the basic information about cleaning is available or has been previously prepared for inclusion into the owner’s manual for other reasons. Based on these assumptions, NHTSA estimates the total annual burden hours for section 571.205 glazing information to be 176 hours (176 model lines × 1 manual per model × 1 hour).

Section 571.138 Tire Pressure Monitoring System Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	<b>Total Estimated Burden Hours</b>
176	1	1 hour	<b>176 hours</b>

### Section 571.208 (Occupant crash protection)

Federal regulations require that certain safety features, such as air bags, or the care and maintenance of air bag systems, be explained to the owner by means of the owner's manual. For example, the owner's manual must describe the vehicle's air bag system and provide precautionary information about the proper positioning of the occupants, including warnings about sitting too close to an air bag. The owner's manual must also warn that no objects should be placed over or near the air bag covers. These requirements ensure that owners receive the most current information about do's and don'ts for air bags and that owners are made aware of risk they incur if they position themselves or their children too close to an air bag.

For example, section 571.208 now requires the following owner's manual information:

If some regular maintenance or replacement of the inflatable restraint system(s) in a vehicle is recommended by the vehicle manufacturer, the owner's manual shall also set forth the recommended schedule for maintenance or replacement.

The owner's manual for any vehicle equipped with an inflatable restraint system shall include a description of the vehicle's air bag system in an easily understandable format. The owner's manual shall include a statement to the effect that the vehicle is equipped with an air bag and a lap/shoulder belt at one or both front outboard seating positions, and that the air bag is a supplemental restraint at those seating positions. The information shall emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating position to minimize the risk of severe injury or death in the event of a crash. The owner's manual shall also provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants. The owner's manual shall also explain that no objects should be placed over or near the air bag on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate.

In addition, the owner's manual provides additional information about the operation of seat belt assemblies that provide 'lockability' of the belt webbing for use with small child safety restraints.

The seat belt reminder system final rule required that the owner's manual provide additional information about the warning system's features, including the location, format, and meaning of the visual warnings as well as instructions on how to make any manual electrical connections for vehicles with readily removable seats. Verbatim text that can be directly exported into a vehicle owner's manuals was not provided by the final rule. However, despite it not being previously required by FMVSS No. 208, most manufacturers have already developed and provided the basic information necessary to acquaint an informed consumer with the basic information needed for the longstanding required driver's seat belt reminder system and even the newly required

passenger seat belt reminder system requirements because they were equipping their vehicles with these systems voluntarily.

Again, while none of the requirements are written in verbatim text that can be directly exported into a vehicle owner's manuals, most manufacturers go to great lengths to provide the basic information necessary to acquaint an informed consumer with the basic information needed to optimize the safety benefits. There is no burden associated with using text that the manufacturer had previously used in owner's manuals because the text and statements are on file and available. NHTSA estimates that most of the information will not need to be substantially revised each year.

However, manufacturers would need to update the manuals to include the latest technical information, and this could be done on an annual basis. There is an average of 579 model lines each year that include occupant crash protection information in the owner's manual. It is estimated that about 25 percent of the owner's manuals need major revision each year in new or refreshed vehicle models. The estimated burden to produce the required text and information is based on technical writing to consolidate the required new facts and/or information into text suitable for publication in the owner's manual. Since all the background information dealing with air bags, the 'lockability' of the belt webbing for use with small child safety restraints and seat belt reminder systems is developed by the manufacturers' engineering staff, NHTSA estimates that no more than 16 hours of effort should be needed to compile the new text material for new or refreshed vehicle models. The burden to review and confirm information in owner's manuals for carry-over vehicles is estimated to be 1 hour. Therefore, when NHTSA last sought approval for this collection, NHTSA estimated that the total annual burden hours for section 571.208 occupant crash protection information to be included in owner's manuals was 2,750 hours: 2,316 hours for new or refreshed vehicle models (579 model lines × 25% × 16 hours × 1 manual per model) and 434.25 hours, or 434 hours rounded, for carry-over vehicle models (579 model lines × 75% × 1 hour × 1 manual per model).

For this revision, the estimated burden to compile the new text material associated with the seat belt reminder system final rule is 8 hours of effort. Since the burden of developing the required owner's manual information will be incurred upfront and given that information collections must generally be renewed every three years we are using 33.33% (splitting the effort evenly over the 3 years) for our estimated annual burden calculations. We assume that the information will not need to be updated before the information collection is renewed and when the consolidated owner's manual information collection is renewed the burden associated with the seat belt reminder system final rule will be incorporated into the normal annual update/review process estimates. Therefore, the new total annual burden hours for the FMVSS No. 208 occupant crash protection information to be included in the owner's manuals will be increased by 1,543.85 hours (579 model lines × 33% × 8 hours × 1 manual per model) bringing the total burden to 4,294 hours (1,544 hours + 2,750 hours).

**Section 571.208 Occupant Crash Protection Estimated Annual Burden Hours**

Model lines	Percent of Models New or Carry-over	Time to Prepare Information	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
579	New or Refreshed Models			
	25%	16 hours	1	2,316 hours
	Carry-over Models			
	75%	1 hour	1	434.25 hours or 434 hours
	New Seat Belt Reminder System Requirements			
	33.33%	8 hours	1	1,543.85 hours or 1,544 hours
<b>Total Estimated Annual Burden Hours</b>				<b>4,294.10 or 4,294 hours</b>

Section 571.210 (Seat belt assembly anchorages)

FMVSS No. 210 requires that the owner’s manual for vehicles with a gross vehicle weight rating of 10,000 pounds or less manufactured after September 1, 1987 shall include: (1) a section explaining that child restraints are designed to be secured by means of the vehicle seat belts, and that children could be endangered in a crash if their child restraints are not properly secured in the vehicle and, in vehicles with rear designated seating positions, a statement alerting vehicle owners that children are always safer in the rear seat.

There is an average of 438 model lines each year that include seat belt assembly anchorage information in the owner’s manual. It is estimated that manufacturers would need no more than an hour to review the owner’s manual for each of the models to verify that the content is current and correct, and to add engineering corrections to bring the information current, as required. The requirements have been applied to production vehicles for many years. Based on these assumptions, NHTSA estimates the total annual burden hours for section 571.210 seat belt assembly anchor location information to be included in the owner’s manual to be 438 hours (438 model lines × 1 manual per model × 1 hour).

**Section 571.210 Seat Belt Assembly Anchor Location Estimated Annual Burden Hours**

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
438	1	1 hour	<b>438 hours</b>



Section 571.213 (Child restraint systems)

Section 571.213 requires that vehicle manufacturers provide specific information to the consumer dealing with built-in child restraint systems.<sup>9</sup> As stated in § 571.213, the information must be available on certain strategically placed labels within the vehicle and must also be made available in the vehicle owner’s manual. For the purposes of this justification, NHTSA assumed that all the necessary information is already available from the information required to produce the labels. NHTSA estimates that there are very few vehicle models that are equipped with built-in child restraints. A conservative estimate is that no more than 20 models would have built-in child restraints. It is estimated that it would take no more than an hour to transfer the information from the vehicle labels to the owner’s manual. Based on these assumptions, NHTSA estimates the total annual burden hours for section 571.213 child safety information to be included in the owner’s manual to be 20 hours (20 model lines × 1 manual per model × 1 hour)

Section 571.213 Child Restraint Systems Estimated Annual Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
20	1	1 hour	<b>20 hours</b>

Section 571.225 (Child restraint anchorage systems)

This standard applies to passenger cars; to trucks and multipurpose passenger vehicles with a gross vehicle weight rating (GVWR) of 3,855 kilograms (8,500 pounds) or less; and to buses (including school buses) with a GVWR of 4,536 kg (10,000 lb) or less. Federal regulations require that an explanation for the usage of the tether anchorages and the child restraint anchorage system must be provided with a vehicle. Any words, symbols, or pictograms used in a vehicle to denote the location of lower anchorages are to be explained in written form in the owner’s manual or otherwise provided in writing, per S9.5. Additionally, S12 requires written instructions to be provided, in English, in an owner’s manual if the vehicle has an owner’s manual, for using the tether anchorages and the child restraint anchorage system in the vehicle.

There is an average of 438 model lines each year that include child restraint anchorage information in the owner’s manual. The requirements have been applied to production vehicles for many years. There is no burden associated with using text that the manufacturer has from previous vehicle owner’s manuals because the text and statements are on file and available. However, manufacturers would need to improve the manuals to include the latest technical information, and this could be done on an annual basis. It is estimated that about 25 percent of the owner’s manuals need revision each year for new or refreshed vehicle models. The estimated

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<sup>9</sup> The information collections for the requirements for add-on child restraint manufacturers are covered by the ICR with OMB Control No. 2127-0576, which covers the labeling requirements, owner registration cards, and informational brochures for add-on child restraints.

5.0 burden hours to produce the required text and information for new or refreshed vehicle models is based on technical writing to consolidate the required new facts and/or information into text suitable for publication in the owner’s manual. Since all the background information dealing with child restraint anchorage systems is readily available from a manufacturer’s design staff, it is estimated that no more than an hour is necessary to review an existing owner’s manual for each carryover model to verify that the content is current and correct. Therefore, NHTSA estimates the total annual burden hours for section 571.225 Child restraint anchorage systems information to be included in owner’s manuals is 876 hours: 547.5 hours for new or refreshed vehicle models (438 model lines × 25% × 5 hours × 1 manual per model) and 328.5 hours for carry-over vehicle models (438 model lines × 75% × 1 hour × 1 manual per model).

Section 571.225 Child Restraint Anchorage Systems Burden Hours

Vehicle Model Lines	Percent Models New or Carry-over	Time to Prepare Information	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
438	New or Refreshed Models			
	25%	5 hours	1	547.5 hrs.
	Carry-over Models			
	75%	1 hour	1	328.5 hrs.
<b>Total Estimated Annual Burden Hours</b>				<b>876 hours</b>

Section 571.226 (Ejection mitigation)

Federal regulations require the explanation of the operation of any ejection mitigation countermeasure that deploys in a rollover crash, as well as the operation of a readiness indicator that monitors the system. Specifically, section 571.226 requires the following written information for every vehicle: (1) Vehicles with an ejection mitigation countermeasure that deploys in the event of a rollover must be described as such in the vehicle’s owner manual or in other written information provided by the vehicle manufacturer to the consumer; and (2) Vehicles that have an ejection mitigation countermeasure that deploys in the event of a rollover must include in written information a discussion of the readiness indicator required by S4.2.2, specifying a list of the elements of the system being monitored by the indicator, a discussion of the purpose and location of the telltale, and instructions to the consumer on the steps to take if the telltale is illuminated. In addition, the standard requires manufacturers to provide information to the agency about the sensor system used to deploy the curtain air bag in a rollover (S4.2.4). Without this information, the agency will not have information enabling it to understand and evaluate the performance of the rollover sensor.

There is no burden associated with using text that the manufacturer had previously used in

owner’s manuals because the text and statements are on file and available. There is an average of 438 model lines each year that include ejection mitigation information in the owner’s manual. NHTSA estimates that most of the information will not need to be substantially revised each year. However, manufacturers would need to improve the manuals to include the latest technical information, and this could be done on an annual basis. It is estimated that about 25 percent of the owner’s manuals need major revision each year in new or refreshed vehicle models. The estimated burden to produce the required text and information is based on technical writing to consolidate the required new facts and/or information into text suitable for publication in the owner’s manual. Since all the background information dealing with deployable ejection mitigation systems is available from the manufacturers’ engineering staff, NHTSA estimated that no more than 8 hours of effort should be needed to compile the new text material. The burden to review and confirm information in owner’s manuals for carry-over vehicles is estimated to be 1 hour. Therefore, NHTSA estimates the total annual burden hours for section 571.226 ejection mitigation information to be included in owner’s manuals is 1,204.5 or 1,205 hours rounded: 876 hours for new or refreshed vehicle models (438 model lines × 25% × 8 hours × 1 manual per model) and 328.5 hours for carry-over vehicle models (438 model lines × 75% × 1 hour × 1 manual per model).

Section 571.226 (Ejection Mitigation Estimated Annual Burden Hours)

Vehicle Model Lines	Percent Models - New or Carry-over	Time to Prepare Information	No. of Manuals per Vehicle Model	Total Estimated Burden Hours
438	New or Refreshed Models			
	25%	8 hours	1	876 hours
	Carry-over Models			
	75%	1 hour	1	328.5 hours
<b>Total Estimated Annual Burden Hours</b>				<b>1,204.50 or 1,205 hours</b>

Section 571.303 (Fuel system integrity of compressed natural gas vehicles)

Section 571.303 requires that vehicle manufacturers provide specific information to the consumer dealing with CNG vehicles’ fuel systems. The information must be available on the fuel container of the vehicle and must also be made available in the Vehicle owner’s manual (or on a one-page document). For the purposes of this justification, NHTSA assumes that all the necessary information is already available from the information required to produce the fuel container labels. There is an average of 18 model lines each year that include fuel system integrity information for compressed natural gas vehicles in the owner’s manual. The vehicle manufacturers incur a slight burden to place this information into their manuals. NHTSA estimates this burden to be 1 hour for each manual. Therefore, the total estimated annual burden hours for section 571.303 fuel system integrity of compressed natural gas vehicles information to be included in the owner’s manual is 18 hours (18 model lines × 1 manual per model × 1 hour).

Section 571.303 Fuel System Integrity of Compressed Natural Gas Vehicles

Estimated Annual Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
18	1	1 hour	<b>18 hours</b>

Section 575.103 (Truck-camper loading)

There should be no burden to the respondents to develop the required loading information for the owner’s manuals. Vehicle manufacturers develop a recommended center of gravity (CG) location for cargo in the truck bed as part of the overall engineering development of the vehicle’s structural capabilities. Similarly, slide-in camper manufacturers determine the camper’s CG location during their engineering development of camper lifting location hardware and jack-stand support hardware. The figures to include in truck and slide-in camper owner’s manuals are provided in the regulation. Thus, the vehicle manufacturers incur a slight burden to include this information in their owner’s manuals. NHTSA estimates this burden to be 1 hour for each manual. There is an average of 35 model lines each year that include truck-camper loading information in the owner’s manual. Therefore, NHTSA estimates the total annual burden hours for section 575.103 truck-camper loading information to be included in the owner’s manual to be 35 hours (35 model lines × 1 manual per model × 1 hour).

Section 575.103 Truck-Camper Loading Estimated Annual Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
35	1	1 hour	<b>35 hours</b>

Section 575.104 (Uniform tire quality grading standards)

This regulation requires manufacturers of motor vehicles to include in the vehicle owner’s manual a list of all possible grades for traction and temperature resistance and restate verbatim the explanation for each performance area specified in section 575.104 Figure 2, Part II. A statement is provided in the regulation which manufacturers shall include, in its entirety or equivalent form, in the owner’s manual. Because the required information is provided almost entirely in the regulation, and because the discussions required by section 575.104 have been developed by manufacturers for previous vehicle tires, NHTSA estimates the burden to respondents to be minimal. There is an average of 579 model lines each year that include uniform tire quality grading standards information in the owner’s manual. We estimate this burden to be 1 hour for each manual. Therefore, NHTSA estimates the total annual burden hours for section 575.104 uniform tire quality grading standards information to be included in the owner’s manual to be 579 hours (579 model lines × 1 manual per model × 1 hour).

Section 575.104 Uniform Tire Quality Grading Standards Estimated Annual Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
579	1	1 hour	<b>579 hours</b>

Section 575.105 (Vehicle rollover)

This regulation requires manufacturers of utility vehicles to alert drivers that the particular handling and maneuvering characteristics of utility vehicles require special driving practices when these vehicles are operated on paved roads. A statement is provided in the regulation which manufacturers shall include, in its entirety or equivalent form, in the owner’s manual. Owner’s manuals are also required to include a discussion on (1) vehicle design features which cause this type of vehicles to be more likely to roll over and (2) driving practices that can reduce the risk of a vehicle rollover. There is no burden to the respondents for the statement required by section 575.105 because the text may be taken from the Federal regulations in its entirety. There is also no new burden on vehicle manufacturers for the discussions required by section 575.105 since this information has been developed by manufacturers for previous vehicles at risk for rollover. The vehicle manufacturers incur a slight burden to place this information into their manuals. There is an average of 18 model lines each year that include vehicle rollover information in the owner’s manual. We estimate this burden to be 1 hour for each manual. Therefore, NHTSA estimates the total annual burden hours for section 575.105 vehicle rollover information to be included in the owner’s manual to be 18 hours (18 model lines × 1 manual per model × 1 hour).

Section 575.105 Vehicle Rollover Estimated Annual Burden Hours

Vehicle Model Lines	No. of Manuals per Vehicle Model	Review Time per Manual	Total Estimated Burden Hours
18	1	1 hour	<b>18 hours</b>

The estimated total annual burden hours of the collection of information on the respondents (22 vehicle manufacturers and 18 slide-in camper manufacturers) is 8,628 hours.

The labor costs associated with these burden hours are derived by using hourly labor rates published by the Bureau of Labor Statistics (BLS). For the burden hours associated with compiling the owner’s manual information required under the FMVSSs, NHTSA uses the mean hourly wage of \$35.41 per hour for “Technical Writers” (occupational code 27-3042).<sup>10</sup> BLS estimates that hourly wages represent approximately 70.2% of total compensation for private industry workers.<sup>11</sup> Therefore, NHTSA estimates the labor cost associated with less senior

10 May 2019 National Industry-Specific Occupational Employment and Wage Estimates, NAICS 336100 - Motor Vehicle Manufacturing, [https://www.bls.gov/oes/current/naics4\\_336100.htm#27-0000](https://www.bls.gov/oes/current/naics4_336100.htm#27-0000)

11 <https://www.bls.gov/news.release/pdf/ecec.pdf>. Accessed March 20, 2020. Table 1. Employer Costs for Employee

Technical Writers to be \$50.44 per hour. The total labor cost associated with the burden hours of this information collection are estimated to be \$513,050 in each of the next three years.

The table below summarizes the total hour burden and associated labor costs estimates.

Estimated Hour Burden and Associated Labor Costs Summary Table

Part/ Section	Brief Title	Number of Respondents Annually	Number of Responses Annually (i.e., number owner's manuals)	Estimated Total Annual Burden Hours	Estimated Total Annual Labor Costs at \$50.44/hour
563	Event Data Recorders	22	9,405,000	203	\$10,239
571.108	Lighting-VHAD	34	9,405,000	383	\$19,319
571.108	Lighting-SABs	22	15,048,000	613	\$30,920
571.110	Tire Selection and Rims	0	0	0	\$0
571.138	Tire Pressure Monitoring	22	18,810,000	438	\$22,093
571.202a	Head Restraints	22	18,810,000	876	\$44,185
571.205	Glazing	34	19,140	176	\$8,877
571.208	Crash Protection	22	19,360,000	4,294	\$216,589
571.210	Belt Anchors	22	18,810,000	438	\$22,093
571.213	Child Restraints	22	968,000	20	\$1,009
571.225	Child Restraint Anchorage	22	18,810,000	876	\$44,185
571.226	Ejection Mitigation	22	18,810,000	1,205	\$60,755
571.303	CNG Fuel Systems	15	22,000	18	\$908
575.103	Truck-Camper Loading	18	2,542,100	35	\$1,765
575.104	Tire Quality	34	15,243,030	579	\$29,205
575.105	Utility Vehicles	22	2,970,000	18	\$908
<b>TOTALS</b>				<b>10,172</b>	<b>\$513,050</b>

**13. Provide estimates of the total annual cost to the respondents or record keepers resulting from the collection of information. Do not include the cost of any hour burden already reflected in the response provided in Question 12)**

If the entire owner's manual and all its contents were part of information collections for which NHTSA must seek clearance, estimating the total cost would merely be estimating the cost of printing all the owner's manuals. However, because only a fraction of the content is part of information collections, NHTSA must estimate the printing cost for only that portion of the

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Compensation by ownership [March 2020], <https://www.bls.gov/news.release/ecec.t01.htm>

owner's manuals.

Further, not all of the information discussed in this document must be provided for all vehicle types. For requirements and voluntary disclosures that apply to all vehicles, NHTSA estimates that on average, 17,600,000 vehicles<sup>12</sup> will be produced in each of the next three years. This is based on the average number of vehicles produced between 2017 and 2019. For requirements or voluntary disclosures that apply only to cars and light trucks, NHTSA estimates that there will be 17,100,000 cars and light trucks produced in each of the next three years.<sup>13</sup> Further, for the information collections applicable only to slide-in camper manufacturers, NHTSA estimates there are approximately 2,300,000 conventional pickup trucks<sup>14</sup> produced annually with a GVWR greater than 6,000 pounds and that 11,000 truck slide-in camper units are produced, for a total annual production of 2,311,000 units requiring truck camper information in owner's manuals.

To calculate the printing cost, NHTSA relied on information provided by technical staff from the Government Printing Office, who estimate that about one-fourth of the total pragmatic cost to produce a document is printing cost. This means that a document that costs X dollars to produce could cost X/4 dollars to print.

The following estimating procedure was developed for the pragmatic cost to print a part of the owner's manual that includes contracting out, paying for side service and for total operation and manufacturer costs not previously covered by wages or salaries. The procedure is based on estimating the cost to print one word and then extending the estimate to account for the total number of words required by the manufacturer.

Based on information regarding the total cost of producing an owner's manual, NHTSA has estimated that printing costs are approximately \$0.000130 or 130 microdollars per word. Also, to account for a slight overproduction to accommodate aftermarket or replacement logistic requirements, NHTSA assumes that manufacturers produce 10% more owner's manuals than vehicles sold. Thus, NHTSA estimates the annual printing cost to manufacturers by multiplying the number of printed owner's manuals (number of vehicles requiring new or updated Federal regulation content information in the owner's manual × aftermarket production factor of 1.1) by the printing cost per manual (text words per manual × printing cost per word × pragmatic cost factor).

For example, if the Federal requirement applied to both cars, light trucks and medium/heavy trucks (estimated at 17,600,000 units of production), the cost of a 1,000-word addition to the owner's manual would be:

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12 The average number of vehicles sales between 2017 and 2019 was 17,595,002 (rounded to 17,600,000). The vehicles include cars, light trucks, and medium/heavy trucks. Data source Wards Intelligence, 2020 sales data.

13 The vehicle production number estimate to include only cars and light trucks is 17,100,939 (rounded to 17,100,000), which is the three-year average number of sales for the years 2017 – 2019. Data source Wards Intelligence, 2020 sales data.

14 Approximately 2,300,000 conventional pickup trucks (light, medium, and heavy) with a GVWR greater than 6,000 pounds were sold in the U.S. market in 2017. Data source Wards Intelligence, 2020 North American Sales data.

[Example]

Number of vehicles requiring owner's manuals	17,600,000
× Production factor to allow for aftermarket	1.1
<b>= Number of Printed Owner's Manuals</b>	<b>19,360,000</b>
Text words required per manual	1,000
× Printing cost per word	\$0.000130
× Printing factor to establish pragmatic cost	0.25
<b>= Printing Cost per Manual</b>	<b>\$0.0325</b>
×	\$0.000130
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<b>Printing Cost per Manual</b>	<b>\$0.0325</b>
× <b>Number of Printed Owner's Manuals</b>	<b>19,360,000</b>
<b>= Estimated Annual Cost to Manufacturer</b>	<b>\$629,200</b>

The revision to this ICR include the new owner's manual requirements in 49 CFR Part 571.208, which is estimated to have an additional printing cost of \$755,040 for Section 571.208 from the previously approved ICR. Changes to the estimated annual costs to manufacturer is further explained in Section 571.208.

Using the general estimating relationships explained above, estimates of cost to the respondents are made for each of the requirements in the Federal regulations, as follows:

Part 563 (Event data recorders)

NHTSA estimates there are 17,100,000 new vehicles each year with EDR information in the owner's manual. The recurring cost to the respondents to include the information made optional by section 563.11 is based on an estimate of the average length of the additional information provided voluntarily by the manufacturers. The word content of this information is estimated to be 100 words for the average owner's manual. If an owner's manual is provided for every new vehicle (cars and light trucks) and 50% of manufacturers provide the additional information, the total recurring cost estimate is \$30,566.25, as detailed in the table below.

Part 563 Event Data Recorders Estimated Annual Owner's Manual Printing Costs Table

Manuals	Number of Vehicles Requiring Owner's Manuals	Take rate for Model Lines with additional information	Number of Manuals with Additional EDR Information	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals
	17,100,000	50%	8,550,000	1.1	9,405,000



Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	100	\$0.00013	0.25	\$0.00325
<b>Total Annual Printing Costs</b>				<b>\$30,566.25</b>

Section 571.108 (Lighting)

The total recurring cost to the respondents to comply with the requirements of section 571.108 (Lighting) are limited to the reproduction (printing) cost of the information for instructing technicians or owners how to aim VHADs and instruction for owners on the operation of SABs.

Semiautomatic beam switches are estimated to be equipped on approximately 80% of new vehicles. The annual printing cost burden to include SAB information in owner’s manuals would be the number of vehicles produced annually multiplied by the portion of vehicles equipped with a SAB, multiplied by certain printing factors (an estimated 500 text words required per owner’s manual, a 1.1 multiplier to account for aftermarket manuals, a 0.25 printing factor, and a \$0.00013 cost per word). The annual cost burden to the respondents to include the information required by FMVSS No. 108’s semiautomatic beam switching device section in the owner’s manual is \$244,530 (17,100,000 vehicles × 0.8 use SABs × 500 words of text × 1.1 production factor × 0.25 printing factor × \$0.00013 per word).

Section 571.108 permits each manufacturer a choice in placing VHAD headlamp aiming instructions in the owner’s manual or on a label affixed to the vehicle. If VHAD aiming were to be in use, we estimate about half of the VHAD aim applications would require an entry in the owner’s manual (the other half of the prospective applications would opt for the use of an in-vehicle label). The printing costs are estimated as 130 microdollars per word. A typical owner’s manual entry to explain VHAD headlamp aiming requires about 250 words. The annual cost burden to the respondents to include required VHAD information in the owner’s manual is \$38,208 (17,100,000 vehicles × 50% use VHAD × 50% put VHAD info in owner’s manual × 250 words of text × 1.1 production factor × 0.25 printing factor × \$0.00013 per word)

The total estimate for the owner’s manual cost for section 571.108 (lighting) is estimated, using the above information, to be \$282,738.00, as detailed in the table below as follows:

Section 571.108 Lighting Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring lighting instructions in the Owner’s Manual	Take rate for Providing Information in Manual	Percent including info in manual	Production Factor to Allow for Aftermarket	Number of Printed Owner’s Manuals with specified headlight system information
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	17,100,000	50% VHAD 80% SABs	50% VHAD 100% SABs	1.1	4,702,500 VHAD 15,048,000 SABs
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual	
	250 for VHAD 500 for SABs	\$0.00013	0.25	\$0.008125 VHAD \$0.016250 SABs	
<b>Total Annual Printing Costs</b>					<b>\$282,738.00</b> <b>(\$38,208 VHAD + \$244,530 SABs)</b>

Section 571.110 (Tire selection and rims)

The recurring cost to the respondents to include the non-pneumatic spare tire information required by section 571.110 is based on an estimate of the average length of the cautionary notices that are required. The word content of these notices is estimated to be 2,400 for the average owner's manual. NHTSA estimates there are 0 new vehicles each year requiring non-pneumatic spare tire usage information in the owner's manual. Therefore, the total recurring cost estimate is \$0.00, as detailed in the table below.

Section 571.110 Tire Selection and Rims Estimated Annual Owner's Manual  
Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
	0	1.1	0	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	2,400	\$0.00013	0.25	\$0.078
<b>Total Annual Printing Costs</b>				<b>\$0</b>

Section 571.138 (Tire pressure monitoring systems)

The recurring cost to the respondents to include the information required by section 571.138 is based on the typical length of the tire pressure monitoring system information that is required, including depictions of the low-pressure telltale and, if equipped, a separate malfunction indicator telltale. We estimate that this information is equivalent to 400 words of text for the average owner's manual. NHTSA estimates there are 17,100,000 new vehicles each year requiring tire pressure monitoring system information in the owner's manual. Therefore, the total recurring cost estimate is \$244,530 (18,810,000 manuals \* \$0.013 per manual), as detailed in the table below.

Section 571.138 Tire Pressure Monitoring System Estimated Annual Owner's Manual  
Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		17,100,000	1.1	18,810,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	400	\$0.00013	0.25	\$0.013
<b>Total Annual Printing Costs</b>				<b>\$244,530</b>

Section 571.202a (Head restraints)

The recurring cost to the respondents to include the information required by section 571.202a is based on an estimate of the average length of the cautionary notices that are required. It is estimated that it would take approximately 4 pages of the owner's manual to disclose the required head restraint information. Assuming that a page of owner's manual information represents a typical density of 300 words per page, manufacturers would need to publish about 1,200 words of instructions or cautioning information for the average owner's manual. NHTSA estimates there are 17,100,000 new vehicles each year requiring head restraint information in the owner's manual. Therefore, the total recurring cost estimate is \$733,590 (18,810,000 manuals \* \$0.039 per manual), as detailed in the table below.

Section 571.202a Head Restraint Estimated Annual Owner's Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		17,100,000	1.1	18,810,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	1,200	\$0.00013	0.25	\$0.039
<b>Total Annual Printing Costs</b>				<b>\$733,590</b>

### Section 571.205 (Glazing)

The total recurring cost to the respondents to comply with the requirements of section 571.205 (Glazing) is difficult to estimate with precision because manufacturers may opt to place a majority of the required information on a label that affixes to the glazing. NHTSA assumes these precautions would be written into the owner's manual in the complete absence of any Federal regulation and estimated that the burden to the respondents would be small. NHTSA estimates there are 17,400 new vehicles each year that include glazing information in the owner's manual. Therefore, the total recurring cost estimate is \$130.15, as detailed in the table below.

Section 571.205 Glazing Estimated Annual Owner's Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
	17,400	1.1	<b>19,140</b>	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	210	\$0.00013	0.25	\$0.0068
<b>Total Annual Printing Costs</b>				<b>\$130.63</b>

### Section 571.208 (Occupant crash protection)

The total recurring cost to respondents to comply with the owner's manual requirements for section 571.208 (occupant crash protection) depends on the amount and type of information that each manufacturer chooses to include in its instructions. Section 571.208 does not provide verbatim text that can be copied from the regulation. Manufacturers are given wide latitude to develop the technical explanations as required to best meet the system needs and to satisfy corporate legal guidelines.

For example, for the seat belt lockability feature, the requirements in Part 571.208 for the required owner's manual information are:

If the means provided pursuant to S7.1.1.5(a) to lock the lap belt or lap belt portion of any seat belt assembly makes it necessary for the vehicle user to take some action to activate the locking feature, the vehicle owner's manual shall include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system.

Some current owner's manuals devote 20 or more pages to the disclosure of air bag and safety

belt information. Assuming that these pages represent a typical density of 300 words per page, some manufacturers publish about 6,000 words of instructions or cautioning information in the owner’s manual. The current approved information collection estimates that manufacturers require 5,400 words (18 pages of owner’s manual text × 300 words per page) to respond to all owner’s manual requirements in section 571.208.

The seat belt reminder system final rule would require an estimated additional 4 pages to cover the general system information and the information on manual electrical connections for readily removable rear seats. The only cost associated with providing this additional information would be the cost of printing the required text. NHTSA estimates there are 17,600,000 new vehicles each year that include the FMVSS No. 208 occupant crash protection information in the owner’s manual. Therefore, the annual cost to manufacturers would be increased by \$755,040 (4 pages x 300 words per page x \$0.00013 per word x .25 cost factor x 19,360,000 manuals) bringing the total to \$4,152,720 (\$3,397,680 + \$755,040) as detailed in the table below.

Section 571.208 Crash Protection Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
	17,600,000	1.1	19,360,000	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	5,400	\$0.00013	0.25	\$0.1755
Current ICR Total Printing Costs				\$3,397,680
New Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	1,200	\$0.00013	0.25	\$0.039
Seat Belt Reminder System Total Printing Costs				\$755,040
<b>Total Printing Costs</b>				<b>\$4,152,720</b>

Section 571.210 (Seat belt assembly anchorages)

The recurring cost to the respondents to include the information required by section 571.210 is based on an estimate of the average length of the cautionary notices that are required. The word content of these notices is estimated to be 400 for the average owner’s manual. NHTSA estimates there are 17,100,000 new vehicles each year that include seat belt assembly anchorage information in the owner’s manual. Therefore, the total recurring cost estimate is \$244,530 as

detailed in the table below.

Section 571.210 Anchor Location Estimated Annual Owner's Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		17,100,000	1.1	18,810,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	400	\$0.00013	0.25	\$0.0130
<b>Total Printing Costs</b>				<b>\$244,530</b>

Section 571.213 (Child restraint systems)

The recurring cost to the respondents to include the information required for built-in child safety restraint systems according to section 571.213 includes, as a minimum, the specific information detailed in S5.5.4 of that section. It is estimated that the requirements in S5.5.4 could be satisfied with a text section no longer than 500 words. NHTSA estimates that, conservatively, 5% of vehicles may be in lines that offer built-in child restraints. Therefore, NHTSA estimates that there would be 880,000 vehicles (17,600,000 \* 5%) with owner's manual containing information provided in response to this information collection. Therefore, the total cost to the respondents is estimated to be \$15,730 as detailed in the table below.

Section 571.213 Child Safety Restraint System Estimated Annual Owner's Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner's Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		880,000	1.1	968,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	500	\$0.00013	0.25	\$0.01625
<b>Total Printing Costs</b>				<b>\$15,730</b>

Section 571.225 (Child restraint anchorage systems)

The recurring cost to the respondents to include the information required by section 571.225 is based on an estimate of the average length of the required information. It is estimated that it would take approximately 1,500 words in the owner’s manual to disclose the required FMVSS No. 225 information. NHTSA estimates there are 17,600,000 new vehicles each year requiring child restraint anchorage systems information in the owner’s manual. Therefore, the total recurring cost estimate is \$943,800, as detailed in the table below.

Section 571.225 Child Restraint Anchorage Systems Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		17,600,000	1.1	19,360,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	1,500	\$0.00013	0.25	\$0.04875
<b>Total Annual Printing Costs</b>				<b>\$943,800</b>

Section 571.226 (Ejection Mitigation)

The total recurring cost to the respondents to include the information required by section 571.226 is based on an estimate of the average length of the cautionary notices that are required. It is estimated that it would take approximately 10 pages of the owner’s manual to disclose the required ejection mitigation countermeasure information. Assuming that a page of owner’s manual information represents a typical density of 300 words per page, manufacturers would need to publish about 3,000 words of instructions for the average owner’s manual. NHTSA estimates there are 17,100,000 new vehicles each year that include ejection mitigation information in the owner’s manual. Therefore, the total recurring cost estimate is \$1,833,975 as detailed in the table below.

Section 571.226 Ejection Mitigation Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
		17,100,000	1.1	18,810,000
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	3,000	\$0.00013	0.25	\$0.0975

<b>Total Printing Costs</b>	<b>\$1,833,975</b>
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Section 571.303 (Fuel system integrity of compressed natural gas vehicles)

The recurring cost to the respondents to include the information required for CNG vehicle’s fuel systems according to section 571.303 includes, as a minimum, the specific information detailed in S5.4 of that section. It is estimated that the requirements in S5.4 could be satisfied with a text section no longer than 50 words. NHTSA estimates there are 20,000 new vehicles each year that include information for fuel systems of CNG vehicles in the owner’s manual. Therefore, the total cost to the respondents is estimated to be \$35.75, as detailed in the table below.

Section 571.303 Fuel System Integrity of Compressed Natural Gas Vehicles  
Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
	20,000	1.1	<b>22,000</b>	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	50	\$0.00013	0.25	\$0.001625
<b>Total Printing Costs</b>				<b>\$35.75</b>

Section 575.103 (Truck-camper loading)

Manufacturers are required to place truck-camper loading information as specified in section 575.103 in the owner’s manual. Approximately 480 words are required, as a minimum. The information must appear in owner’s manuals for pickup trucks and camper units. It is estimated that there are approximately 2,300,000 conventional pickup trucks<sup>15</sup> produced annually with a GVWR greater than 6,000 pounds and that 11,000 truck slide-in camper units are produced, for a total annual production of 2,311,000 units requiring truck camper information in owner’s manuals. Therefore, the total recurring cost estimate is \$39,656.76, as detailed in the table below.

Section 575.103 Truck-Camper Loading Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals
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<sup>15</sup> Approximately 2,300,000 conventional pickup trucks (light, medium, and heavy) with a GVWR greater than 6,000 pounds were sold in the U.S. market in 2017. Information from Wards Intelligence.



	2,311,000	1.1	<b>2,542,100</b>	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	480	\$0.00013	0.25	\$0.0156
<b>Total Printing Costs</b>				<b>\$39,656.76</b>

Section 575.104 (Uniform tire quality grading standards)

Manufacturers are required to place tire quality information into owner’s manuals as specified in section 575.104. Approximately 390 words are required, as a minimum. The information needs to appear in owner’s manuals for all motor vehicles. It is estimated that there are approximately 13,857,300 vehicles produced annually that include tire grade and performance information in the owner’s manual. Therefore, the total recurring cost estimate is \$193,205.41, as detailed in the table below.

Part 575.104 Uniform Tire Quality Grading Standards  
Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner's Manuals	
	13,857,300	1.1	<b>15,243,030</b>	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	390	\$0.00013	0.25	\$0.0127
<b>Total Printing Costs</b>				<b>\$193,205.41</b>

Section 575.105 (Vehicle rollover)

The cost to the respondents includes the printing costs associated with printing approximately 117 words in the appropriate owner’s manual. The population of utility vehicles with 4WD and a wheelbase of 110 inches or less is estimated as 2.7 million vehicles. Therefore, the total recurring cost estimate is \$11,293.43, as detailed in the table below.

Section 575.105 Vehicle Rollover Estimated Annual Owner’s Manual Printing Costs Table

Manuals	Number of Vehicles Requiring an Owner’s Manual	Production Factor to Allow for Aftermarket	Number of Printed Owner’s Manuals
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	2,700,000	1.1	<b>2,970,000</b>	
Printing Costs	Text Words Required per Manual	Printing Cost per Word	Pragmatic Cost Factor	Printing Cost per Manual
	117	\$0.00013	0.25	\$0.0038
<b>Total Printing Costs</b>				<b>\$11,293.43</b>

The total annual cost to the respondents for information published in vehicles' owner's manuals is summarized in the table below.

Costs Summary Table

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	\$4,152,720
571.210	Seat Belt Assembly Anchors	\$244,530
571.213	Child Restraint 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
<b>TOTAL COSTS</b>		<b>\$8,726,501</b>

**14. Provide estimates of annualized cost to the Federal Government. Provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff), and any other expense that would not have been incurred without this collection of information.**

There is no cost to the Federal Government associated with this information collection.

**15. Explain the reasons for any program changes or adjustments reported on the burden worksheet. If this is a new collection, the program change will be entire burden cost and number of burden hours reported in response to questions 12 and 13. If this is a renewal or reinstatement, the change is the difference between the new burden estimates and the burden estimates from the last OMB approval.**

This ICR is a revision of a previously approved collection. Since NHTSA last requested approval for this collection, the estimated burden hours have increased by 1,544 hours (8,628 hours to 10,172 hours) and printing costs have increased by \$755,040 (\$7,971,461 to \$8,726,501). The change in burden from the last approval of this ICR is a result of including new owner's manual provisions required by the FMVSS No. 208 seat belt reminder system final rule. Annual burden hours increased overall by 1,544 hours due to the increased burden associated with compiling the new owner's manual information required by the seat belt reminder system final rule. The annual estimated printing costs have increased by \$755,040 due to the cost of publishing the new owner's manual information required by the FMVSS No. 208 seat belt reminder system final rule.

**16. For collections of information whose results will be published, outline plans for tabulation, and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions as applicable.**

This collection of information only involves public disclosure. NHTSA does not collect any information and therefore, will not be compiling any information for publication.

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

NHTSA is seeking approval to not display the expiration date for OMB approval of the information collection because the information collection is codified in regulation and it would require rulemaking to update the expiration date.

**18. Explain each exception to the certification statement identified "Certification for Paperwork Reduction Act Submissions." The required certifications can be found at 5 CFR 1320.9.**

There are no exceptions.

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