

**National Highway Traffic Safety Administration
Information Collection Request Supporting Statements: Part A
Vehicle Information for the General Public
New Car Assessment Program
OMB Control No. 2127-0629**

Abstract:¹

The National Highway Traffic Safety Administration (NHTSA) seeks the Office of Management and Budget's (OMB) approval on the reinstatement with change of a previously approved information collection (OMB Control Number: 2127-0629) to obtain vehicle information for the general public in support of the New Car Assessment Program (NCAP). The information collection requests responses from major motor vehicle manufacturers about the crashworthiness, crash avoidance, and other capabilities of their vehicle models. The collection is voluntary and conducted annually. The information is primarily used to provide information to consumers. It is also used to address consumer inquiries as well as for internal agency analyses. This reinstatement with change of a previously approved information collection request includes the statutory addition of information about advanced crash avoidance technologies and vulnerable road user safety and the corresponding increase associated with the total annual burden hours. This reinstatement with change increases the total annual burden hours by 7,005 hours from when this Information Collection Request was last approved (from 1,995 hours to 9,000 hours).

Part 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 section of each statute and regulation mandating or authorizing the collection of information.**

NHTSA's mission is to save lives, prevent injuries, and reduce motor vehicle crashes. Consumer information programs, such as the New Car Assessment Program (NCAP), are an important tool for improving vehicle safety through market forces. Title II of the Motor Vehicle Information and Cost Savings Act of 1972 directs NHTSA to devise ways in which information relating to the crashworthiness of passenger motor vehicles can be developed and communicated to consumers to aid them in selecting new cars. Section 24213(b) of the Infrastructure Investment and Jobs Act (IIJA) includes requirements to add to NCAP information about crash avoidance, damage susceptibility, and any other areas the Secretary determines will improve the safety of passenger motor vehicle to the types of information that should be provided to the public.² This information

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) if the information collection involves approval by an institutional review board, include a statement to that effect; (8) the purpose of the collection; and (9) if a revision, a description of the revision and the change in burden.

² 49 U.S.C. 32302.

collection request includes the statutory addition of information about advanced crash avoidance technologies and vulnerable road user safety to the previously approved information collection.

Under the existing information collection for the NCAP program, NHTSA has been collecting vehicle and safety feature information from vehicle manufacturers and providing consumers with vehicle safety information such as frontal and side crash test results, crash avoidance performance test results, rollover propensity, and the availability of a wide array of safety features provided on each new model year vehicle. Furthermore, the agency has been using this vehicle and safety feature information when responding to consumer inquiries and analyzing rulemaking petitions and congressional acts that requested the agency to mandate certain vehicle safety features.

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

This information is collected by the agency's NCAP program via electronic files sent to vehicle manufacturers for response. The NCAP provides consumers with information about the safety of new vehicles to assist consumers with vehicle purchasing decisions. The information collected includes the following:

- Vehicle make, model, body style, certification type, projected sales volume, availability date, etc.,
- Crashworthiness features (i.e., seat belt pretensioners, load limiters, etc.),
- NCAP crash avoidance features (i.e., Lane Keep Assist, Pedestrian Automatic Emergency Braking, Blind Spot Warning, Blind Spot Intervention, Intersection Safety Assist, Rear Automatic Braking, Opposing Traffic Safety Assist),³
- Event data recorders,
- Combined lateral and longitudinal control systems,
- Lighting and visibility systems (i.e., semiautomatic headlamp beam switching system, automatic headlamp leveling system)
- Static Stability Factor (SSF) rating information,
- Vehicle setup information,
- Lower Anchors and Tethers for Children (LATCH) restraint system,
- Side air bag information that would include whether the side air bags meet the requirements from the Technical Working Group on Out-of-Position occupants,
- New crashworthiness pedestrian protection features,⁴ and
- Unattended child reminder direct sensing systems.

3. Describe whether, and to what extent, 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.

³ Inclusion of pedestrian automatic emergency braking technology is a BIL requirement. The remaining technologies in this new list of technologies are planned near-term and long-term updates to NCAP.

⁴ Inclusion of crashworthiness pedestrian protection testing program is also a BIL requirement.

This information is collected by the Agency's NCAP program via electronic files sent to vehicle manufacturers for response. New model year vehicle information data formatted and gathered in Excel spreadsheets by the vehicle manufacturers is transmitted electronically to NHTSA.

4. Describe efforts to identify duplication. Show specifically why any 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 responsible for ensuring motor vehicle safety and providing consumers with vehicle safety rating information. NHTSA has not been able to identify any existing information that can be used to satisfy the need for vehicle information for the general public. While NHTSA has a similar information collection that is conducted by NHTSA's Office of Vehicle Safety Compliance (OVSC), NHTSA has determined that both collections are necessary to meet the Agency's needs. The OVSC information collection obtains data related to motor vehicle compliance with the Agency's Federal Motor Vehicle Safety Standards, which is provided by the same respondents and includes some of the same data elements. The NCAP information is different from, and supplements, the OVSC data, and is necessary to provide consumers with vehicle safety rating information. Originally, the information for OVSC purposes and the consumer information collection data (requested by NCAP) were conducted together. However, as NHTSA's consumer information program developed, it became necessary to separate the requests. Not only are many of the data elements for the consumer information collection distinct and unique from the compliance data, but many of the elements that are similar or are the same are merely intended to identify vehicles for which the manufacturers are providing information (e.g., make, model, model, year). To reduce duplication, the consumer information collection is closely coordinated with the collection from the OVSC to enable responders to assemble the data more efficiently. The burden is further reduced by sending electronic files to the respondents so that they can enter the data and return it to NHTSA electronically.

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

Since NCAP is a voluntary, consumer information vehicle safety program, the vehicle manufacturers decide which make models would be included in their annual submission of new vehicle information to NHTSA. Thus, certain ultra, high-end luxury models such as the Lamborghini, Maserati, Aston Martin (to name a few) are typically not part of the information submission. These high-end luxury models are produced by large and small corporations. Historically, the small businesses have not submitted data to NCAP. NHTSA anticipates that the annual collection process has minimal impact on small businesses and entities.

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 information is collected primarily for NCAP consumer information purposes and to address consumer inquiries as well as for internal agency analyses. Information is also available on the Agency's website, www.nhtsa.gov. If this information is not collected annually, NHTSA would not be able to provide consumers with high-quality up-to-date information about new vehicle safety information that consumers need to make informed vehicle purchases.

7. Explain any special circumstances that would cause an information 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.

There are no special circumstances that would cause this collection to be collected in a manner inconsistent with 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 60-day notice on December 31, 2024, requesting comment on NHTSA's intention to submit this ICR to OMB for approval (89FR 107192). A 60-day comment period was provided for submission of public comments on this information collection. *[Note: In the previous reinstatement of this information collection, NHTSA received one public comment. In this 60-day notice, NHTSA received two public comments.]*

NHTSA received comments from the public in response to the 60-day notice (89 FR 107192). In total, there were two comments. One comment was from a group of four individual households and the other comment was from the Alliance for Automotive Innovation (Auto Innovators) in response to the notice. In response to the Auto Innovators' comments, NHTSA also met informally with vehicle manufacturers on March 18, 2025, to gather feedback on the NCAP information collection. Below are summaries of comments and the Agency's response to the comments.

The group of 4 individual households submitted and signed one comment letter which stated that NCAP does not provide consumers with information on the effectiveness of crash protection and crash avoidance technologies in crashes involving commercial motor vehicles (CMVs), particularly underride crashes. For example, crash avoidance technologies may fail in underride scenarios because sensors may not detect gaps under the CMVs. The group of individuals suggested that NHTSA amend the collection to include data on crash avoidance effectiveness in CMV-related crashes.

In response, NCAP does not provide the type of information that the comment suggested above. Specifically, NCAP provides consumers with vehicle safety information based on crash tests and ADAS performance evaluations. The main focus of the program is on high frequency crashes occurring on U.S. roadways. For example, in 2022, large trucks accounted for 5.5 percent of the vehicles involved in property damage crashes, 3.9 percent involved in injury crashes, and 9.6 percent involved in fatal crashes. Additionally, light vehicle crashes with large trucks involving underride are rare events. Thus, NCAP does not provide vehicle safety information related to passenger vehicle-to-commercial motor vehicle crashes at this time.

The Auto Innovators provided detailed comments expressing concerns with the burden of submitting extensive new vehicle information to NHTSA each year. More specifically, while the Auto Innovators supports NCAP's mission and its operations, they are concerned about the expanded scope of NHTSA's NCAP information collection request, citing issues with the utility of the information collected, the excessive burden of the information collection on manufacturers, accuracy of NHTSA's estimated burden, and ways the Agency can enhance the quality, utility, and clarity of the information collection. In particular, they urged NHTSA to provide more details and justification on the specific data elements being added and how the data will be communicated to consumers on NHTSA's website. In addition, they commented on the burden created from the extensive information request letter and the Microsoft Excel submission template. Furthermore, they raised concern about the formatting changes to the template without vehicle manufacturer input, which they believe may further impact the reporting burden.

In response to the Auto Innovators' comment regarding the utility of the information collected, NHTSA reiterates the information provided in the December 2024 60-day notice. Specifically, data elements collected will be used to (1) communicate vehicle safety information to consumers via the Agency website (www.nhtsa.gov) and at the point of sale, (2) address consumer inquiries, and (3) conduct analyses for research and rulemaking actions.

To address the Auto Innovators' concerns regarding reducing the burden, NHTSA will no longer require vehicle manufacturers to enter individual test data for Side Air Bag Out-of-Position (SAB OOP) and Crash Avoidance tests. Similarly, for the new Crashworthiness Pedestrian Protection testing program, NHTSA will not seek individual test data to be entered in the Excel spreadsheet. In addition, NHTSA plans to remove other data elements such as data collected on total battery capacity, adjustable upper shoulder belt anchorages, Event Data Recorder systems, and distraction lockout systems as shown in the enclosed form.

Regarding the Auto Innovator's comment on the length of the annual new vehicle information request letter, the main reasons for providing detailed instructions and examples for each question in the request letter are not only to clarify the requirements, but also to minimize errors and burden for

vehicle manufacturers by reducing the amount of follow-up communications with multiple rounds of revisions.

Finally, regarding the Auto Innovators' comment that NHTSA has significantly underestimated the reporting burden associated with this information collection, the Agency notes that the 450 percent increase in burden hours estimated by the Agency for the current information collection is consistent with previous information collection estimation and consistent with the labor information available. Nevertheless, in response to the Auto Innovators comment, NHTSA has significantly reduced the amount of information collected without reducing the estimated burden hours to account for a more accurate estimation of the information collection burden. Given the planned reduction in the data elements collected, NHTSA believes that the estimated burden hours are appropriate and responsive to the Auto Innovators comments.

NHTSA is also working on modernizing its new vehicle information collection process by developing a database to store all vehicle information collected through the annual collection process. This system (when launched) would eventually streamline the data collection process and further reduce the reporting burden on vehicle manufacturers while continually ensuring the agency continues to have necessary NCAP information for the consumers.

On May 28, 2025, the Agency forwarded to the Office of the Federal Register another request for comments in which the Agency again asked for public comment on the proposed reinstatement with change, and specified that those comments should be provided directly to OMB within 30 days.

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

NHTSA will not provide any payment or gift to respondents in connection with this information collection.

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 or privacy impact assessment, those should be cited and described here.

NHTSA and vehicle manufacturers consider reporting of the vehicle projected sales volume and availability dates as confidential information due to the competitive nature of the information. Crash avoidance test data and side air bag out-of-position test data are also considered private. If a vehicle manufacturer reports information that they deem to be confidential, they may follow NHTSA's procedures at 49 CFR Part 512, Confidential Business Information to request confidential treatment of that information.

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 information collection does not collect any information of a sensitive nature that would be considered private.

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.

There are approximately 21 vehicle manufacturers that sell passenger cars and light truck vehicles (including sport utility vehicles, pickup trucks, and vans) in the United States with a Gross Vehicle Weight Rating of 10,000 pounds or less, that NHTSA requests annually to respond to this information request. These 21 vehicle manufacturers produce an aggregate of approximately 600 vehicle models each year. Estimates are based on an expected 15 hours to prepare the request for each vehicle model. In addition, estimate on total annual burden hours for each task is based on a proportion of the job function (e.g., 40 percent for data entry; 50 percent for technical information validation; 10 percent for technical content approval).

The estimated total annual burden hours are shown below:

| | |
|-----------------------------------|---------------------------------------|
| Number of respondents | 21 |
| Number of vehicle models | 600 |
| Number of hours per vehicle model | 15 |
| Total annual burden hours | 9,000 = (15 hours/model x 600 models) |

| | Vehicle Models per year | Estimated Hours per Vehicle | Est. Total Annual Hours |
|--------------------------------|--------------------------------|------------------------------------|--------------------------------|
| Preparation of response | 600 | 15 | 9,000 |

| | Hours by Labor Type | |
|---|----------------------------------|------------------------|
| | Percentage of Total Hours | Number of Hours |
| Data Entry | 40 | 3,600 |
| Technical Information Validation | 50 | 4,500 |
| Technical Content Approval | 10 | 900 |

A breakdown of the total annual burden hours (9,000) for this collection of information by labor type is as follows:

Burden hours for data entry = 9,000 hours x 40 percent = 3,600 hours

Burden hours for technical information validation = 9,000 hours x 50 percent = 4,500 hours

Burden hours for technical content approval = 9,000 hours x 10 percent = 900 hours

The labor cost (by labor type) associated with this collection of information is derived by (1) applying appropriate average hourly labor rate published by the Bureau of Labor Statistics, (2) dividing by 0.704⁵ to obtain the total compensation rate for private industry workers, and (3) multiplying by the estimated labor hours for each labor type.

The percent of total compensation for private industry workers has been updated from 70.3 percent to 70.5 percent to reflect the current compensation rate from the BLS as of March 14, 2025. Thus, the difference in the estimated annual labor cost from the previously reported estimated cost in the 60-day notice is due to the change in the percent of total compensation for private industry workers as previously discussed and shown in Table 3 below.

Cost associated with data entry = 3,600 hours x \$47.59⁶ per hour / 0.705 = \$243,013

Cost associated with technical information validation = 4,500 hours x \$54.82⁷ per hour / 0.705 = \$349,915

Cost associated with technical content approval = 900 hours x \$77.54⁸ per hour / 0.705 = \$98,987

Total annual cost associated with this collection of information is \$691,915 (\$243,013 + \$349,915 + \$98,987).

| | Average Wage | Percent of Total Compensation | Total Compensation Rate | Annual Hours | Annual Labor Cost |
|---|--------------|-------------------------------|-------------------------|--------------|-------------------|
| Data Entry | \$47.59 | 70.5 | \$67.50 | 3,600 | \$243,013 |
| Technical Information Validation | \$54.82 | 70.5 | \$77.76 | 4,500 | \$349,915 |
| Technical Content Approval | \$77.54 | 70.5 | \$109.99 | 900 | \$98,987 |
| Estimated Annual Labor Cost for This Information Collection: | | | | | \$691,915 |

13. Provide an estimate of the total annual cost burden to 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.

There are no costs associated with this collection other than the labor costs associated with the burden hours.

⁵ See Table 1. Employer Costs for Employee Compensation by ownership (December 2024), available at <https://www.bls.gov/bls/news-release/eccec.htm>, last accessed March 19, 2025.

⁶ “Motor Vehicle Manufacturing - May 2023 OEWS Industry-Specific Occupational Employment and Wage Estimates.” April 3, 2024. *Business Operations Specialists, Occupation Code 13-1000*; Mean Hourly Wage = \$47.59. https://www.bls.gov/oes/current/naics4_336100.htm. Accessed March 11, 2025.

⁷ “Motor Vehicle Manufacturing - May 2023 OEWS Industry-Specific Occupational Employment and Wage Estimates.” April 3, 2024. *Mechanical Engineers, Occupation Code 17-2141*; Mean Hourly Wage = \$54.82. https://www.bls.gov/oes/current/naics4_336100.htm. Accessed March 11, 2025.

⁸ “Motor Vehicle Manufacturing - May 2023 OEWS Industry-Specific Occupational Employment and Wage Estimates.” April 3, 2024. *General and Operations Managers, Occupation Code 11-1021*; Mean Hourly Wage = \$77.54. https://www.bls.gov/oes/current/naics4_336100.htm. Accessed March 11, 2025.

14. Provide estimates of annualized costs 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.

Each year, NHTSA allots several weeks of agency staff under the NCAP program to administer new model year vehicle information collection activities from the vehicle manufacturers. Below are cost estimates by the Federal Government because of this request for information. Estimates are based on NHTSA staff working full time (8 hours per day) for 8 weeks (5 days per week) to prepare the request, collect and consolidate the information.

The labor cost (by position title) associated with this collection of information is derived by (1) applying the actual hourly labor rate of NHTSA personnel (5 NHTSA Federal employees), (2) dividing by 0.689⁹ to obtain the total compensation rate for civilian, and (3) multiplying by the estimated labor hours for each staff.

Similarly, the percent of total compensation for civilian workers has been updated from 68.8 percent to 68.9 percent to reflect the current compensation rate from the BLS as of March 14, 2025, and the actual hourly labor rate of NHTSA personnel has been updated to reflect the January 2025 salary table. Thus, the difference in the estimated annual labor cost to the Government from the previously reported estimated cost from the 60-day notice (89 FR 107192) is due to the change in the percent of total compensation for civilian workers.

Cost associated with tasks by a NHTSA GS-11 program analyst = 8 weeks x 40 hours x \$40.67¹⁰ per hour / 0.689 = \$18,889

Cost associated with tasks by a NHTSA GS-12 program analyst = 8 weeks x 40 hours x \$48.75¹¹ per hour / 0.689 = \$22,642

Cost associated with tasks by a NHTSA GS-13 program analyst = 8 weeks x 40 hours x \$57.97¹² per hour / 0.689 = \$26,924

Cost associated with tasks by a NHTSA GS-13 program analyst = 8 weeks x 40 hours x \$57.97¹³ per hour / 0.689 = \$26,924

Cost associated with management review and approval by NHTSA Division Chief = 2 weeks x 40 hours x \$93.85¹⁴ per hour / 0.689 = \$10,897

⁹ See Table 1. Employer Costs for Employee Compensation by ownership (December 2024), available at <https://www.bls.gov/bls/news-release/ecec.htm>, last accessed March 19, 2025.

¹⁰ "Salary Table 2025-DCB – Incorporating the 1.7% General Schedule Increase and a Locality Payment of 33.94% for the Locality Pay Area of Washington-Baltimore-Arlington, DC-MD-VA-WV-PA." (January 2025). Accessed March 11, 2025.

¹¹ "Salary Table 2025-DCB – Incorporating the 1.7% General Schedule Increase and a Locality Payment of 33.94% for the Locality Pay Area of Washington-Baltimore-Arlington, DC-MD-VA-WV-PA." (January 2025). Accessed March 11, 2025.

¹² "Salary Table 2025-DCB – Incorporating the 1.7% General Schedule Increase and a Locality Payment of 33.94% for the Locality Pay Area of Washington-Baltimore-Arlington, DC-MD-VA-WV-PA." (January 2025). Accessed March 11, 2025.

¹³ "Salary Table 2025-DCB – Incorporating the 1.7% General Schedule Increase and a Locality Payment of 33.94% for the Locality Pay Area of Washington-Baltimore-Arlington, DC-MD-VA-WV-PA." (January 2025). Accessed March 11, 2025.

¹⁴ "Salary Table 2025-DCB – Incorporating the 1.7% General Schedule Increase and a Locality Payment of 33.94% for the Locality Pay Area of Washington-Baltimore-Arlington, DC-MD-VA-WV-PA." (January 2025). Accessed March

Total annual cost to the Government associated with this collection of information is \$106,276 (\$18,889 + \$22,642 + \$26,924 + \$26,924 + \$10,897).

| | Actual Wage | Percent of Total Compensation | Total Compensation Rate | Labor Hours | Annual Labor Cost |
|---|--------------------|--------------------------------------|--------------------------------|--------------------|--------------------------|
| NHTSA GS-11 Program Analyst | \$40.67 | 68.9 | \$59.03 | 320 | \$18,889 |
| NHTSA GS-12 Program Analyst | \$48.75 | 68.9 | \$70.75 | 320 | \$22,642 |
| NHTSA GS-13 Program Analyst | \$57.97 | 68.9 | \$84.14 | 320 | \$26,924 |
| NHTSA GS-13 Program Analyst | \$57.97 | 68.9 | \$84.14 | 320 | \$26,924 |
| Division Chief | \$93.85 | 68.9 | \$136.21 | 80 | \$10,897 |
| Estimated Annual Labor Cost to the Government for This Information Collection: | | | | | \$106,276 |

- 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.**

The cost analysis was adjusted to increase the average number of annual burden hours to complete the data submission since there are now additional advanced crash avoidance technologies and pedestrian safety information that we request from the vehicle manufacturers to plan for the upcoming proposed updates to NCAP. Thus, the total annual burden hours increased from 1,995 hours to 9,000 hours.

- 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.

NHTSA will use this information collection to disseminate vehicle safety information on the Agency's website (www.nhtsa.gov), on the Monroney labels, and in other consumer publications.

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 not seeking such approval.

18. Explain each exception to the topics of the certification statement identified in "Certification for Paperwork Reduction Act (PRA) Submissions." The required certifications can be found at 5 CFR 1320.9.¹⁵

No exceptions to the certification statement are made.

PRA Statement: A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information subject to the requirements of the PRA unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2127-0629. This information is being collected to assist the agency in selecting vehicles to be tested annually under the NCAP and to disseminate vehicle safety information to the American public on the agency website. Responding to this collection is voluntary. For information that is considered confidential, please identify and request the information to be treated with confidentiality. The agency estimates that participation in this information collection will involve 428.6 hours for each manufacturer per year.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, S.E., Room W45-205, Washington, DC, 20590.

ATTACHMENTS

1. *Agency Information Collection Activities; Notice and Request for Comment; Vehicle Information for the General Public (December 31, 2024) FEDERAL REGISTER notice (60-day notice) [89 FR 107192]*

¹⁵ Specifically explain how the agency display the OMB control number and expiration date and will inform potential respondents of the information required under 5 CFR 1320.8(b)(3): the reasons the information is planned to be and/or has been collected; the way such information is planned to be and/or has been used to further the proper performance of the functions of the agency; an estimate, to the extent practicable, of the average burden of the collection (together with a request that the public direct to the agency any comments concerning the accuracy of this burden estimate and any suggestions for reducing this burden); whether responses to the collection of information are voluntary, required to obtain or retain a benefit (citing authority), or mandatory (citing authority); the nature and extent of confidentiality to be provided, if any (citing authority); and the fact that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

2. *Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Vehicle Information for the General Public (May 28, 2025) FEDERAL REGISTER notice (30-day notice) [90 FR 22571]*