

**Department of Transportation  
National Highway Traffic Safety Administration  
Information Collection Request Supporting Statements: Part A  
Consolidated Labeling Requirements for 49 CFR Part 541 and Procedures for Selecting  
Lines to be Covered by the Theft Prevention Standard for 49 CFR Part 542  
OMB Control Number 2127-0539**

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

This information collection supports the Federal Motor Vehicle Theft Prevention Standard (49 CFR Part 541) and related procedures for selecting lines to be covered by the standard (49 CFR Part 542). Certain passenger motor vehicle lines and their major parts must be marked with identifying numbers or symbols (parts-marking) to deter theft and facilitate tracing and recovery of parts from stolen vehicles. Manufacturers must submit information to the National Highway Traffic Safety Administration (NHTSA) regarding their covered vehicle lines and maintain this information for the duration of production. This collection covers five requirements:

1. Marking major parts of covered vehicles;
2. Submitting designated target areas for parts-marking to NHTSA;
3. Maintaining the designated target areas throughout production;
4. Submitting information for new light-duty truck (LDT) lines to determine whether they are likely high-theft and therefore subject to parts-marking; and
5. Submitting information for new LDT lines to determine whether they contain major parts interchangeable with the majority of covered parts of passenger motor vehicles already subject to the standard.

This information collection and parts-marking requirement supports the goals of the Motor Vehicle Theft Law Enforcement Act of 1984 and subsequent laws by giving law enforcement personnel tools to deter theft, trace stolen vehicles and parts, and apprehend and convict thieves. The identification of major parts of high-theft motor vehicle lines decreases automobile theft by making it more difficult for criminals to “chop” vehicles into component parts and then fence such parts.

This is a renewal of a previously approved collection.

**Justification**

- 1. Explain the circumstances that make the collection of information necessary.  
Identify any legal and administrative requirements that necessitate the collection.**

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<sup>1</sup> 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.

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

This information collection supports the purpose of the Motor Vehicle Theft Law Enforcement Act of 1984 (Theft Act; Pub. L. 98-547) and subsequent laws, including the Anti-Car Theft Act of 1992 (Pub. L. 102-519), to reduce the incidence of motor vehicle thefts by facilitating the tracing and recovery of parts from stolen vehicles. This program gives law enforcement personnel tools to deter thefts, trace stolen vehicles and parts, and apprehend and convict thieves.

49 CFR Part 541

The 1984 Theft Act required specified parts of high theft vehicles to be marked with vehicle identification numbers. Pursuant to these requirements, 49 CFR Part 541 specifies the performance requirements for identifying numbers or symbols (generally the Vehicle Identification Number (VIN)) to be placed on major parts of certain passenger motor vehicles. Specifically, VIN labels must be permanently affixed to each listed part specified in 49 CFR 541.5(a), if the part is present on the motor vehicle.

The standard applies to passenger motor vehicle parts that are present in (1) all passenger cars, (2) multipurpose passenger vehicles with a gross vehicle weight rating (GVWR) of 6,000 pounds or less, (3) all light-duty trucks (LDTs) determined to be high-theft (with a GVWR of 6,000 pounds or less), and (4) all low-theft LDTs with major parts that are interchangeable with a majority of the covered major parts of those passenger motor vehicle lines subject to the standard. In addition, the standard applies to replacement motor vehicle parts for those four categories of vehicles. For each vehicle line, manufacturers inform NHTSA of the location of the VIN marking on each part (target area) and the location of the VIN marking for the replacement part. This information is publicly available to aid law enforcement personnel in tracing stolen vehicles and their parts. In addition, the manufacturer must maintain the target area designated for a part on a vehicle line for the duration of the production of the vehicle line, unless a restyling of the part makes it no longer practicable to mark within the original target area.

49 CFR Part 542

NHTSA's regulations at Part 542 implementing the 1992 Theft Act set forth the procedures for motor vehicle manufacturers and NHTSA to follow in the determination of whether any new light duty truck (LDT) line is likely to have a theft rate above or below the 1990/91 median theft rate. Each manufacturer that plans to introduce a new LDT line into commerce in the United States must use criteria defined in 49 CFR Part 542 to determine whether the new line is likely to have a theft rate above or below the 1990/91 median theft rate. The manufacturer must submit its evaluations and conclusions together with any supporting data on the new light duty truck to NHTSA at least 15 months before introduction of the vehicle into U.S. commerce. NHTSA then determines whether the new LDT line should or should not be subject to the parts-marking requirements.

In addition, Part 542 sets forth the procedures for motor vehicle manufacturers and NHTSA to follow in the determination of whether any light duty truck lines that have or are likely to have a low theft rate have major parts interchangeable with a majority of the covered major parts of a passenger motor vehicle line. If the manufacturer concludes that a light duty truck line that has or is likely to have a theft rate below the median theft rate and has major parts that are interchangeable with a majority of the covered major parts of a passenger motor vehicle line, the manufacturer determines whether all the vehicles of those lines with sub-median or likely sub-median theft rates will account for more than 90 percent of the total annual production of all of the manufacturer's lines with those interchangeable parts. The manufacturer must submit its evaluation and conclusions together with underlying factual information to NHTSA at least 15 months before introduction of the vehicle into U.S. commerce. NHTSA then determines whether the line should or should not be subject to the parts-marking requirements.

- 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.**

#### 49 CFR Part 541

Marking major parts of high-theft vehicle lines deters theft by making it difficult for criminals to “chop” vehicles and sell parts. Law enforcement uses this information to investigate and prosecute operators of “chop shops.” Without parts-marking, stolen components are difficult to trace, undermining the Theft Prevention Standard’s effectiveness.

#### 49 CFR Part 542

Manufacturers must apply criteria to select new LDT lines likely to have high or low theft rates and submit evaluations, conclusions, and supporting data to NHTSA. Submissions occur at least 15 months prior to vehicle introduction to the market. NHTSA uses this information to determine which LDT or low-theft truck lines are subject to parts-marking requirements.

- 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.**

Manufacturers may use electronic, automated, or mechanical means to submit and maintain information. NHTSA encourages electronic submission via approved formats, including email or computer disks. Currently, approximately 1% of Part 541 and 542 submissions are submitted electronically. Parts-marking may also be automated, provided it complies with statutory and regulatory requirements

- 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.**

This information is not collected by any other agency. Congress has prohibited multiple identification requirements for a single part (Cost Savings Act § 602(d)(1)). Without Parts 541 and 542, law enforcement and the public would lack necessary information to trace stolen vehicles or select high-theft LDT lines.

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

49 CFR Part 541

The standard does not apply to manufacturers producing fewer than 5,000 vehicles annually (49 CFR 541.3(b)). Replacement parts have minimal burden because identification is limited to a manufacturer symbol and a standard replacement-part symbol.

49 CFR Part 542

NHTSA does not expect small businesses or small entities to be affected.

**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.**

49 CFR Part 541

Failure to mark all vehicles would reduce evidentiary value for law enforcement and hinder efforts to deter theft, trace stolen parts, and return property to owners.

49 CFR Part 542

If required submissions are not provided, NHTSA may unilaterally select high-theft lines and corresponding parts after notice and opportunity for comment, as authorized under 49 U.S.C. § 33104.

**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.
- 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 these collections 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 March 20, 2026, requesting comment on NHTSA's intention to submit this ICR to OMB for approval (91 FR 13696). NHTSA received no comments.

NHTSA published a 30-day notice on September 30, 2026, that stated NHTSA's intention to submit this ICR to OMB for approval (91 FR 61927).

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 given to any respondent in connection with these information collections.

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.**

Manufacturers may seek confidential treatment of submissions under 49 CFR Part 512, submitting confidential information directly to NHTSA's Chief Counsel.

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.**

No questions of a sensitive nature are involved in these data collections.

**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.**

49 CFR Part 541

Current information indicates that new vehicle manufacturer mergers, a continued increase in the granting of parts-marking exemptions under 49 CFR Part 543, and ongoing vehicle design stability have contributed to a decline in the number of vehicles requiring parts marking. Based on available production data, NHTSA estimates that the number of vehicles subject to the parts-marking requirements will be approximately 4.5 million vehicles for all manufacturers.

To calculate the burden associated with the parts-marking requirement, NHTSA assumes—consistent with historical practice—that manufacturers will use the least burdensome method of compliance. For antitheft purposes, affixing a paper label containing the VIN to each major part is generally less burdensome than stamping the VIN onto each major part. Therefore, the agency uses the paper label burden for estimating annual hours.

NHTSA estimates that the time to number and affix the average of 14 labels to each vehicle is approximately 2 minutes. If 4.5 million vehicles are covered, the burden associated with affixing labels is 150,000 hours (4.5 million vehicles  $\times$  2 minutes  $\div$  60 minutes in an hour).

The agency estimates that stamping the engine and transmission would take approximately 1 minute per vehicle. If 4.5 million vehicles are covered, the burden would be 75,000 hours (4.5 million  $\times$  1 minute  $\div$  60). However, because manufacturers would choose the less burdensome option, NHTSA uses the 150,000-hour estimate for labeling as the basis for calculating the burden.

Each manufacturer of vehicles required to be parts-marked must also submit reports of the target area locations for labels or stamping. The target area for a particular vehicle line is maintained for the duration of production unless a restyling necessitates a new submission. Because maintaining the designation is built into the normal engineering process and records are retained electronically, NHTSA estimates no burden hours for ongoing target area maintenance.

NHTSA estimates that approximately 70 target area submissions will be received over the next three years, or approximately 23 per year, based on MY 2019–2021 data (18, 29, and 23 submissions, respectively). Each submission takes an estimated 20 hours to prepare and

submit. The annual burden associated with these submissions is 460 hours ( $23 \times 20$  hours).

NHTSA estimates the labor cost associated with this collection of information by (1) applying the appropriate average hourly labor rate published by the Bureau of Labor Statistics (BLS), (2) dividing by the private-industry compensation factor of 0.702 to obtain total hourly compensation, and (3) multiplying the resulting fully loaded hourly compensation rate by the estimated burden hours for each respondent category.

For labor costs associated with preparing and affixing labels to 14 major parts under § 541.5(a), NHTSA uses the average wage for manufacturers and assemblers in the motor vehicle manufacturing industry (Standard Occupational Classification 51-2000). BLS estimates this wage at \$27.27<sup>3</sup> per hour. Applying the compensation factor (0.702), total hourly compensation is \$38.79 per hour ( $\$27.27 \div 0.702$ ). Using this estimate, NHTSA calculates an annual labor cost of \$4,953,000, based on 4.5 million vehicles and an average of \$1.10 per vehicle.

For labor costs associated with developing and submitting reports of the target-area locations for labels or stamping under § 541.5(e), NHTSA uses the average wage for Compliance Officers (Standard Occupational Classification 13-1041). BLS estimates this wage at \$38.55<sup>4</sup> per hour, which yields a fully loaded compensation rate of \$54.99 per hour when divided by the 0.702 factor. Using this rate, the labor cost to prepare each target-area report is \$1,099.80 ( $\$54.99 \times 20$  hours). Based on an estimated 23 reports per year, the total annual labor cost for these submissions is \$25,295 ( $\$1,099.80 \times 23$  reports, rounded).

In total, NHTSA estimates that Part 541 will impose an annual reporting burden of 150,460 burden-hours, with total annual labor costs of \$4,978,295 ( $\$4,953,000 + \$25,295$ ).

#### 49 CFR Part 542

Currently there are seven manufacturers who produce LDTs that could be subject to the parts-marking requirements. While NHTSA estimates that all seven are still active in the U.S. market, only manufacturers that introduce new LDT lines would be required to report to NHTSA under 49 CFR 542.1 and 49 CFR 542.2. On average, NHTSA estimates that approximately one LDT line will be introduced each year for which the manufacturer will need to submit information under § 542.1 and one LDT line will be introduced for which the manufacturer will need to submit information under § 541.2.

Section 542.1 specifies procedures for motor vehicle manufacturers and the agency to follow in the determination of new LDT lines that are likely to have a theft rate above or below the median theft rate of 3.5826. This section also provides the manufacturers with notice of their rights and responsibilities during the selection and appeals process. On average, NHTSA estimates that there will be approximately one manufacturer submittal a year. NHTSA further estimates that the burden for each § 542.1 submittal is approximately 45 hours. Therefore, the total annual burden for § 542.1 submittals is estimated to be 45 hours.

Section 542.2 specifies procedures for motor vehicle manufacturers and NHTSA to follow in the determination of new LTD lines that will likely have a low theft rate and have major parts

interchangeable with a majority of the major parts of a passenger motor vehicle line subject to the parts-marking requirements. This section also provides the manufacturers with notice of their rights and responsibilities during the selection and appeal process. On average, NHTSA estimates that there will be approximately one manufacturer submittal a year. NHTSA further estimates that the burden for each § 542.2 submittal is approximately 45 hours. Therefore, the total annual burden for § 542.2 submittals is estimated to be 45 hours.

NHTSA estimates the labor cost associated with this collection of information by (1) applying the appropriate average hourly labor rate published by the Bureau of Labor Statistics (BLS), (2) dividing by 0.702<sup>2</sup> (70.2%), for private industry workers to obtain the total cost of compensation, and (3) multiplying by the estimated burden hours for each respondent type. NHTSA estimates the labor costs associated with developing and submitting 542 submissions using the average wage for compliance officers in the motor vehicle manufacturing industry (Standard Occupational Classification #13-1041), which BLS estimates to be \$38.55<sup>3</sup> per hour. Using this estimate, NHTSA estimates the total compensation costs per hour to be \$54.99 per hour (\$38.55 per hour ÷ 0.702). The labor cost to prepare each submission under part 542 is estimated to be \$2,475, rounded (\$54.99 × 45 hours per submission).

Table 1 below provides a summary of the estimated burden hours and Table 2 provides a summary of the labor costs associated with the burden hours.

**Table 1: Total Estimated Burden Hours for Parts 541 and 542**

| IC No. | ICR Title                                                                                               | Type of IC             | Estimated No. of Respondents | Estimated No. of Responses | Estimated Time per Response | Total Burden Hours   |
|--------|---------------------------------------------------------------------------------------------------------|------------------------|------------------------------|----------------------------|-----------------------------|----------------------|
| 1      | 541: Parts-Marking on 14 major parts (49 CFR 541.5(a))                                                  | Third-Party Disclosure | 21                           | 4.5 million                | 2 minutes                   | <b>150,000 hours</b> |
| 2      | 541: Reporting of Target Areas to NHTSA                                                                 | Reporting              | 21                           | 23                         | 20 hours                    | <b>460 hours</b>     |
| 3      | Maintaining a Record of the Target Areas                                                                | Recordkeeping          | 21                           | 21                         | 0 hours                     | <b>0 hours</b>       |
| 4      | 542: Submissions for Determination of whether LDT Line is High Theft                                    | Reporting              | 1                            | 1                          | 45 hours                    | <b>45 hours</b>      |
| 5      | 542: Submission for Determination of whether LDT line Shares Interchangeable Parts with High Theft Line | Reporting              | 1                            | 1                          | 45 hours                    | <b>45 hours</b>      |

<sup>2</sup> See Table 1 at <https://www.bls.gov/news.release/ecec.t01.htm>

<sup>3</sup> May 2023 National Occupational Employment and Wage Estimates, United States. Business and Financial Operations Occupations, Compliance Officers, Occupation Code 13-1041; Mean Hourly Wage = \$38.55. [https://www.bls.gov/oes/current/oes\\_nat.htm](https://www.bls.gov/oes/current/oes_nat.htm). Accessed Mar. 6, 2025.

|       |  |  |  |  |  |                |
|-------|--|--|--|--|--|----------------|
| Total |  |  |  |  |  | <b>150,550</b> |
|-------|--|--|--|--|--|----------------|

**Table 2: Estimated Labor Costs for Burden Hours**

| ICR No. | ICR Title                                                                                               | Labor Cost per Hour | Time per Response | Labor Cost per Response | Total Burden Hours | Total Labor Cost               |
|---------|---------------------------------------------------------------------------------------------------------|---------------------|-------------------|-------------------------|--------------------|--------------------------------|
| 1       | 541: Parts-Marking on 14 major parts (49 CFR 541.5(a))                                                  | \$38.79             | 2 minutes         | \$1.10                  | 150,000 hours      | <b>\$4,953,000</b>             |
| 2       | 541: Reporting of Target Areas to NHTSA                                                                 | \$54.99             | 20 hours          | \$1,099.80              | 460 hours          | \$25,295.40<br><b>\$25,295</b> |
| 3       | Maintaining a Record of the Target Areas                                                                | N/A                 | 0 hours           | N/A                     | 0 hours            | \$0                            |
| 4       | 542: Submissions for Determination of whether LDT Line is High Theft                                    | \$54.99             | 45 hours          | \$2,474.55              | 45 hours           | \$2,474.55<br><b>\$2,475</b>   |
| 5       | 542: Submission for Determination of whether LDT line Shares Interchangeable Parts with High Theft Line | \$54.99             | 45 hours          | \$2,474.55              | 45 hours           | \$2,474.55<br><b>\$2,475</b>   |
| Totals: |                                                                                                         |                     |                   |                         | 150,550 hours      | <b>\$4,983,244</b>             |

**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.**

49 CFR Part 541

NHTSA assumes that most manufacturers will use the less expensive method of labeling the major parts on vehicles, and not stamp the VINs onto major parts, based on historical practice and the agency's current understanding of how manufacturers fit labeling into the vehicle assembly line. The cost of this collection of information will comprise of printing costs for the labels affixed to the vehicle parts. There are no additional costs to maintain the target area designation because maintaining the designation is built into the production process of a new vehicle line and the record of the target designation is kept electronically in the normal course of business. NHTSA estimates that the average cost to print each label is \$0.381. There are an average 14 parts per vehicle to label; therefore, the printing cost per vehicle is \$5.33. At present, the agency estimates that 4.5 million motor vehicles annually must have their major parts marked. The total annual fleet costs are estimated to be \$24,003,000 for label identifiers

(\$5.33 x 4.5 million vehicles).

| Information Collection                                 | No. of Parts Labeled per Vehicle | Printing Cost per Label | Total Printing Cost per Vehicle | No. of Vehicles per Year | Total Estimated Printing Cost |
|--------------------------------------------------------|----------------------------------|-------------------------|---------------------------------|--------------------------|-------------------------------|
| 541: Parts-Marking on 14 major parts (49 CFR 541.5(a)) | 14                               | \$0.381                 | \$5.33                          | 4.5 million              | \$24,003,000                  |

Target area submissions require no additional costs to the respondents above and beyond the labor costs.

#### 49 CFR Parts 542.

NHTSA estimates that meeting Part 542 involves no additional costs to the respondents above and beyond the labor costs associated with the burden hours.

**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.**

#### 49 CFR Parts 541 and 542

NHTSA records and maintains information on 49 CFR Parts 541 and 542. The annualized cost to the Federal Government to review the respondents' information for compliance, to analyze the information, to distribute reports to NHTSA users, and to control and to store the information is expected to take approximately 30% of one federal employee's time. To calculate the cost associated with this time, NHTSA used wage data for a GS-13, step 5 employee in the Washington, DC area. The annual salary of a GS-13-5 employee is \$136,658<sup>4</sup>. To estimate total compensation costs, NHTSA used the Bureau of Labor Statistics' estimate that wages and salary only represent 62.0% of total employee compensation cost for State and local employees,<sup>5</sup> which brings the total annual cost for this employee's time to \$220,416. Therefore, NHTSA estimates the total annual cost to the Federal government for processing the information to be \$ 66,125 ( $\$220,416 \times .3$ ).

**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 the 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**

<sup>4</sup> 2025 General Schedule salary rate with Washington DC locality pay: <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2025/DCB.pdf>. Accessed 11/30/2025.

<sup>5</sup> Employer Costs for Employee Compensation, <https://www.bls.gov/news.release/ecec.htm> Accessed 11/30/25.

**between the new burden estimates and the burden estimates from the last OMB approval.**

This is a renewal of a previously approved information collection. The printing cost per label, \$5.33, has remained the same.

This information collection is a renewal of a previously approved collection. For this renewal, the program changes and adjustments remain consistent with those reflected in the prior approval, as the underlying factors affecting burden (such as the number of vehicles subject to parts-marking and the estimated number of annual target-area submissions) have not materially changed since the last renewal.

For this renewal, the updates reflect revised labor rates from the Bureau of Labor Statistics, which affect the fully loaded hourly compensation for assemblers and compliance officers used in Section 12.

**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 intends to make information related to three of the information collections described in this notice available to the public. First, NHTSA intends to make the information about the target areas publicly available to aid law enforcement personnel in tracing stolen vehicles and their parts. Second, NHTSA will make information available regarding its determinations of whether new LDT lines are required to be parts-marked available. This information is intended to let law enforcement know which lines are subject to the parts-marking requirements.

**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 this collection because it is contained in a regulation and displaying the expiration date would require rulemaking.

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

No exceptions to the certification statement are made.